

U.S. Air Service

Air Corps

News

Letter



— ISSUED BY —
 OFFICE CHIEF OF AIR CORPS
 WAR DEPARTMENT
 WASHINGTON, D.C.

U.S. AIR SERVICE
 WASHINGTON, D.C.

Handwritten notes and numbers: 7, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

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

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PROMOTION LEGISLATION ✓

A number of bills were introduced in the House of Representatives on December 20th by Mr. Morin affecting the promotion and retirement of officers of the Regular Army. These bills provide varying forms of legislation with the object in view of accelerating the promotion of officers of the Army, officers of the Medical Department, Chaplains and Professors not being included in the classification of promotion list officers.

H.R. 8147 provides for officers to be placed upon the unlimited retired list after 35 years of service.

Through the provisions of H.R. 8148, such number of Colonels as will not exceed in number the difference between one-seventh of the number of promotion list colonels and the number of vacancies which have occurred otherwise among promotion list Colonels during the fiscal year shall be designated by a board of general officers before the end of each fiscal year for transfer from the active list to the retired list.

H.R. 8149 provides for one list designated as the "Regular Army Retired List" with no subdivision into limited or unlimited lists.

Under H.R. 8150, all officers below the grade of Colonel and above the grade of second lieutenant shall be subjected to an examination to determine their fitness for promotion. Those found physically disqualified shall be placed upon the retired list on the date they would otherwise have been promoted if found physically qualified. Those found disqualified for reasons other than physical disability shall be transferred from the active list as follows: Those of not more than ten years commissioned service shall be honorably discharged with one year's pay; those of more than ten and less than twenty years commissioned service and who are under 45 years of age shall be honorably discharged with a discharge allowance of \$72 multiplied by the number of complete months of service but not exceeding 240 months; all others shall be transferred to the unlimited retired list with retired pay at the rate of $2\frac{1}{4}$ percentum of active pay multiplied by the number of complete years of service, but not exceeding 30 years. In lieu of retirement under the provisions of this Act, any officer may at his request be honorably discharged with the discharge allowance hereinbefore prescribed.

H.R. 8151 provides that the total authorized number of promotion list officers shall be distributed in grades in the proportion of 28 one hundredths of one percent in the grade of major general of the line; 56 one hundredths of one percent in the grade of brigadier general of the line; 5 percentum in the grade of colonel; 8 percentum in the grade of lieutenant-colonel; not less than 13 nor more than 26 percentum in the grade of major; and the remainder in the grades of Captain and first lieutenant. Second lieutenants shall be promoted to the next higher grade when they are credited with three years of service; 1st lieutenants, 10 years of service; captains, 17 years of service, provided that those credited with less than 17 years' service may be promoted only insofar as necessary to maintain the prescribed minimum of 13 percentum in the grade of major. The promotion of captains credited with 17 years' service shall be deferred so long as may be necessary to prevent the prescribed minimum of 26 percentum in the grade of Major being exceeded. Majors and Lieutenant-Colonels shall be promoted as vacancies occur in the respective next higher grades.

For purposes of computing eligibility for promotion, each promotion list officer below the grade of major shall be credited with continuous commissioned service since that actual or constructive date of beginning of commissioned service in the Army which determines his position on the promotion list, notwithstanding he may have been out of the service some time between November 11, 1918, and the date of acceptance of appointment as of July 1, 1920, but no c-

ficer below the grade of major shall be credited with less commissioned service than any other below him on the promotion list.

Under the provisions of H.R. 8156, promotion list officers who were originally appointed in the Regular Army or the Philippine Scouts prior to July 1, 1920, or as of that date, may file applications during each fiscal year to be transferred from the active list in the manner hereinafter provided. On or before June 30 of each fiscal year there shall be designated for transfer from the active list from among eligible applicants therefor, recommended by a board of five general officers not below the grade of major general, such number of promotion list officers as will not exceed one percentum of the total number of promotion list officers then authorized in all grades. These officers shall be ordered to their homes and upon expiration of such leave of absence with full pay as may be granted under existing law, shall be transferred from the active list as follows: Those of not more than ten years of commissioned service shall be honorably discharged with one year's pay. Those of more than ten and less than twenty years of commissioned service, and who are under 45 years of age, shall be honorably discharged with a discharge allowance of \$80 multiplied by the number of complete months of service, but not exceeding 240 months with which credited in full for pay purposes.

All others shall be transferred to the unlimited retired list with retired pay at the rate of $2\frac{1}{2}$ percentum of active pay multiplied by the number of complete years of service but not exceeding 30 years. In lieu of retirement under the provisions of this act, any officer may at his request be honorably discharged with the discharge allowance hereinbefore prescribed.

Lieutenant-colonels retired upon application under the provisions of this act, who were originally appointed to the Regular Army prior to February 2, 1901 or as of that date, shall be retired with the rank and retired pay of colonel. Any officer originally appointed as of July 1, 1920, at an age greater than 45 years, may if he so elects, in lieu of retired pay hereinbefore provided, receive retired pay at the rate of 4 percentum of active pay for each complete year of commissioned service in the U.S. Army, the total not to be more than 75 percentum.

H.R. 8158 permits an officer who has had 40 years' commissioned service, or is 60 years of age, to be retired from active service.

Under the provisions of H.R. 8160, when the total number of promotion list officers separated from the active list shall be less than 4 percentum of the total number of promotion list officers authorized at the end of the fiscal year, a board of five general officers of the line, not below the grade of major-general, may elect and designate for transfer from the active list a sufficient number of officers to cause the total separations for said year to be not to exceed 4%. Officers so designated shall be ordered to their homes and upon expiration of such leave with full pay as may be granted them, be transferred to the retired list under the same conditions as provided in H.R. 8156 referred to above.

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BRIGADIER GENERAL BENJAMIN D. FOULOIS ✓

By Sgt. O'Connor.

The first Army airplane pilot in point of service and the youngest Brigadier-General in the U.S. Army when at 38 he served as Chief of Air Service in the A.E.F., Lieut.-Colonel Benjamin D. Foulois, who had been commanding Mitchel Field, N.Y., and whose appointment as Assistant Chief of Air Corps with the rank of Brigadier-General was recently announced, had one of the most brilliant and distinguished careers of any soldier living.

Born at Washington Depot, Connecticut, on December 9, 1879, he enlisted in the volunteer forces and served as a non-commissioned officer in the Spanish-American War while under the legal age for enlistment.

Having had a taste of soldiering he enlisted in the Regular Army at the close of the War, and while serving as a non-commissioned officer against the Filipinos he was commissioned a 2nd Lieutenant of Infantry.

After attendance at the Army Signal School at Fort Leavenworth in 1906, he served in Cuba with the Army of Pacification and in connection with this duty completed an 1800 square mile section of the Progressive Military Map of Cuba which brought him the commendation of the War Department.

In 1908 he operated the first dirigible balloon purchased by the U.S. Government, and the following year he was selected to take flying instruction from the Wright Brothers on the first plane owned by the U.S. Government. As observer for Orville Wright he participated in the first cross-country flight made in America. They traveled ten miles averaging forty-two miles an hour and an altitude of six hundred feet, thereby establishing three world's records for distance, speed and altitude.

The year of 1910 was spent at San Antonio, Texas, where General Foulois, then a First Lieutenant of the Signal Corps, flew Army Airplane No. 1 during the intervals when his eight enlisted men were not repairing it from its frequent crashes. During these experimental flights wheels came into use, replacing the skids and monorails, and the safety belt became standard equipment. The one hundred fifty dollars appropriated by the Government for the development of aviation was expended early in the year, but the flights were continued by General Foulois spending three hundred dollars of his modest pay to meet the deficit.

The next year General Foulois adopted radio to airplane uses, receiving messages up to eighteen miles. While patrolling the Mexican Border, using a more modern plane, he made a record-breaking flight along the Rio Grande from Laredo to Eagle Pass, Texas.

In the summer of 1912 he supplied the "eyes" of the "Red" Forces in the Connecticut National Guard maneuvers of that year and turned the tide of the battle by a lucky reconnaissance. In 1915 the Aviation Section of the Signal Corps had grown to imposing proportions and the General, commanding the First Aero Squadron, was coordinating artillery fire with airplane reconnaissance at Fort Sill, Oklahoma.

Airplanes were beginning to be taken seriously when General Foulois moved his command by air from Fort Sill to their new station at San Antonio. The eight airplanes covered 550 miles in five days without accident or delay.

Still commanding the First Aero Squadron, he joined the Mexican Punitive Expedition with his organization in March 1916, often serving as personnel airplane courier for General Pershing. In spite of unsuitable equipment, aviation proved its worth in actual field service and General Pershing gave it a great impetus in military circles by remarking that during the operations in Mexico one airplane had been worth a regiment of cavalry to him.

After drawing up the plans of organization for the Air Service at the beginning of the World War and drafting the first appropriation bills, he sailed for France as Chief of Air Service of the A.E.F. and with a small detachment of officers and enlisted men laid the ground work for the A.E.F. Air Service. Our Air Service entered the War when the General personally led the first all American squadron of American planes and American pilots over the German lines.

In March, 1918, he became Chief of Air Service of the First Army, A.E.F. and was on duty at the Front. He served on numerous commissions, including the Supreme War Council. In addition to being cited for "Extraordinary Meritorious and Conspicuous Service with the Air Service, A.E.F." he was awarded the Distinguished Service Medal and made a Commander of the Legion of Honor.

After a period of duty at Washington in connection with the demobilization of the Air Service and salvaging of its enormous property, he served as Air Attache at the American Embassy at Berlin. He commanded Mitchel Field from August, 1925 to December, 1927.

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ELIGIBILITY OF WEST POINT CADETS IN ATHLETIC CONTESTS

In view of the universal and increasing interest on the part of the general public in the annual football classic between the Army and Navy, and the possibility of the severance of athletic relations between these two institutions because of a disagreement on the three-year eligibility rule, it may be of interest to quote the statement issued by Major-General Edwin B. Winans, Superintendent of the Military Academy, following his approval of a recommendation of the West Point Advisory Council for Athletics to the effect that further changes should not be made in the rules which govern the eligibility of cadets for membership on the West Point athletic teams:

"The factor of first importance must be the effect on the value of the Military Academy to the Army of the United States. Sports are fostered in the Army as a means of both physical development and recreation. Training at

West Point is given with a view to having each graduate thoroughly competent to impart instruction to enlisted men in at least a few sports. Intramural athletic contests are scheduled as a prescribed part of the instruction. The benefits of this system already have been reflected, both in an improvement of general athletics in the Army and in an increase in the mutual respect of officers and men which has resulted from contacts on the field of sport. Varsity teams at West Point do more than represent the institution in their respective fields. Each furnishes an example in a sport to the prospective athletic advisers represented by all members of the entire student body. The better the teams, the better the example. Therefore, and also because a good physique constitutes an asset for any prospective officer, West Point has refused to discriminate against young men of established athletic prowess.

"Of next consideration is the purpose of eligibility rules. These were established by colleges and universities to offset the tendency toward migratory athletics and perennial students, and not for the purpose of equalizing the relative strength of teams. Entrance to West Point is gained only by appointment from the President or a Member of Congress or by advancement through the ranks of the Army or National Guard. Both the difficulty of securing an appointment and the strenuousness of the West Point curriculum operate to preclude the entrance by any young man whose sole object is athletics. The rule now in effect at the Military Academy, prohibiting cadets in their first year from participating in inter-collegiate athletics, operates to the same end. Weekly surveys of athletic teams immediately eliminate from the varsity squads any cadets whose average of daily marks to that date does not attain a proficiency of at least sixty-six and two-thirds per cent. Therefore, additional eligibility rules are not necessary for the regulation of athletics at the United States Military Academy.

"Next comes the question as to whether or not West Point is under any obligation to conform in the interest of fairness or courtesy to the rules adopted in general by colleges and universities. West Point has for many years enjoyed most harmonious athletic relations with many colleges and universities, all of which have appeared to appreciate the limitations incident to military and academic instruction peculiar to West Point and to realize that eligibility rules are unnecessary for the retention of an amateur status by members of the West Point Teams.

"Another factor is the individual rights of the cadets. Cadets come from all States in the Union and approximately fifty per cent of them previously have attended colleges or universities of some sort or other. This is a very desirable condition from the standpoint of the educational qualifications of our future officer personnel. But, regardless of such previous educational work, all cadets are required to take at the Military Academy an identical four years' course in which participation in athletics is mandatory. To relegate any cadet to a team inferior to that justified by his athletic prowess would violate one of the basic principles of the institution whereby every cadet is treated the same without reference to his previous experiences and would serve to penalize the very class of young men we desire as the future officers of our Army.

"Finally comes the question of the athletic relations with the United States Naval Academy. It has been contended that a difference in age limit operates to cause West Point to receive such a larger number of athletes with previous collegiate experience as to more than offset the greater enrollment of the Naval Academy. Entrance to Annapolis is limited between the ages of sixteen and twenty, as against seventeen and twenty-two for West Point. The authorized enrollment at the Naval Academy is about fifty percent greater than at the Military Academy. The athletic records of West Point and Annapolis over a period of years are so even as to preclude admission of any advantage to the former. However, such an admission for the sake of argument would only occasion reiteration of the statement that eligibility rules are not for the purpose of effecting equalization between athletic teams. The rule prohibiting first year students from participating in intercollegiate athletic contests, recently put into effect at the Military Academy, was not adopted in recognition of a need for an eligibility code, but with the thought that thereby greater harmony could be maintained in the relations with the Naval Academy and at the same time that it might be found to be of advantage through the removal of any incentive for athletes to be unduly diverted from their studies during the first and most difficult year of the academic course. Contests with the Naval Academy teams

traditionally form the most important incidents in the West Point athletic schedules, but none the less the main purpose of these schedules is the development of sports throughout the Army. West Point continued its contests in sports with Annapolis in the post-war period when the Military Academy had only three classes.

"In conclusion the interests of the Army are served to best advantage by the present athletic eligibility rules in force at West Point. This code does not appear to cause any disadvantage to the progress of amateur athletics throughout the United States. It would be unjustifiable to make a change detrimental to the athletic training of the Army in order to experiment in attaining a temporary parity between the two service institutions."

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GOVERNORS OF VIRGINIA AND NORTH CAROLINA GIVEN AIRSHIP FLIGHT

"Said the Governor of North Carolina to the Governor of Virginia --" The airship TC-254 was recently flown from Langley Field, Va., to South Hill, Va., by Lieut. B.T. Starkey, and circled over the scene of the exercises being held in celebration of the opening of the new Virginia-North Carolina road. This road is the most frequented highway from north to south, and this section completes an important link in the system. When the airship landed at South Hill, the Governors of Virginia and North Carolina were taken up for a thirty-minute ride which they seemed to enjoy. After the airship landed again to permit the Governor of North Carolina to take leave, the Virginia Executive was flown to Richmond, and from there the airship proceeded to Langley Field, landing at 7:30 P.M.

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AIRSHIPS DROP FLOWERS ON GRAVE OF CAPTAIN GRAY

The airships TC-5-251 and TC-10-254, under the command of Captain C.P. Clark, Commanding Officer of the 19th Airship Company, and 1st Lieut. William J. Flood, recently flew to Bolling Field, D.C., to participate in the funeral exercises of Captain Hawthorne C. Gray, who lost his life while attaining the world's altitude record. Upon landing at Bolling Field, the airships were refueled and placed under the command of Colonel C.G. Hall and Majors Rush B. Lincoln and J.D. Reardan. Taking off from Bolling Field the ships were flown over the funeral procession and a number of bouquets and wreaths of flowers were dropped on the grave and on Arlington National Cemetery.

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AERIAL PHOTOGRAPHIC ACTIVITIES IN THE PHILIPPINES ✓

During the month of October the Sixth Photo Section, stationed at Camp Nichols, Rizal, P.I., delivered an eighty-square mile photographic mosaic of the Fort McKinley Reservation and surrounding territory to the Philippine Division for use in connection with their winter program. The Philippine Division intends to use a number of copies of this mosaic for purposes of training personnel in interpretation and mosaic reading. A duplicate set of photographic prints, which were used in assembling this mosaic, were furnished the Engineer Officer of the Philippine Department for use in revising the present maps of this area. At present a photographic mosaic of the City of Manila is being made in connection with the training program of the Sixth Photo Section.

A number of altimeter tests are being carried out by this Section in an effort to determine one which will work satisfactorily for mosaic flying. It is the belief that the majority of altimeters in the Philippines have been affected by climatic conditions. Five altimeters have been mounted on a photographic airplane and test exposures are being made at various altitudes. From the scales of the photographs all the altimeters will be checked and the best ones will be chosen for regular use.

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A NEW ADDITION TO THE MELOY FAMILY

Of delicate lines, but built for long service; only a two lugger, but

powerful; small but of great fuel capacity; equipped with a loud speaker of minute proportions but proven capable of spanning long distances, and with only a two foot landing gear. Stabilizers not functioning to perfection as yet; inclined to be nose heavy, but already possesses a marked degree of maneuverability. The designers claim that these faults in stability can be wholly overcome within the next two years. They are that confident of its sterling qualities that they assure us that when it is fully developed and offered to the Army Air Corps, it will promptly be accepted and that, then, the prompt shattering of existing speed, altitude and endurance records is a potentiality not to be sneezed at.

No, this is not a new-fangled airplane, but a seven-pound boy, one Vincent J., Jr., born Saturday, October 22, 1927, of which Lieut. and Mrs. Meloy are the proud parents.

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GENERAL GRAVES INSPECTS FRANCE FIELD

Major-General Wm. S. Graves, Commanding the Panama Canal Department, made his yearly inspection of France Field recently. Each organization was lined up in front of its barracks, and each in turn received the scrutiny of the Commanding General.

General Graves was well pleased with the appearance of the Sixth Composite Group and France Field, stating to the Commanding Officer at the completion of his inspection that the command looked fit for any duty, and that he was highly pleased with their appearance. He was able to stay only an hour and 15 minutes on the post on this occasion, but promised to return in the near future and spend an entire morning to watch the France Field personnel at work.

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SECRETARY WARNER CONGRATULATES FRANCE FIELD FLYERS

During his recent visit to Panama, the Hon. E.P. Warner, Assistant Secretary of the Navy for Aviation, visited France Field and inspected all the planes and the personnel. A flight of three PW-9's took the air and performed acrobatics in his honor. The three pilots were later congratulated by Mr. Warner, who remarked that he had seen nothing better anywhere in the States and that it reminded him of his visits to Selfridge Field, Mich.

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GENERAL OFFICERS PURSUE COURSE OF STUDY AT LANGLEY FIELD

Five Brigadier-Generals of the U.S. Army were on duty at Langley Field, Va., taking the three weeks' special refresher course in Air Corps organization, training and administration, viz: Brigadier-Generals O.B. Rosenbaum, Walter C. Short, George H. Jamerson, James H. Reeves and Frank S. Cocheu. On December 1st the Second Bombardment Group gave a special bombing demonstration for them, flying a five-ship formation. Four separate attacks were made on the designated target, the first two being in column, the next in Vee formation, and the last a Vee formation salvo. In all 36 one hundred-pound demolition bombs and 6 three hundred-pound demolition bombs were dropped.

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SENATOR BINGHAM DELIVERS INTERESTING TALKS TO LANGLEY FIELD PERSONNEL

United States Senator Hiram Bingham, of Connecticut, honored Langley Field with a visit from November 28th to 30th, arriving with Senator Dill of Washington on a C-2 Transport piloted by Lieut. Dinger of Bolling Field. He was met by Colonel Culver at the line at 2:30 P.M., and then taken for a tour of inspection of the field, including the laboratories of the National Advisory Committee for Aeronautics. Colonel Culver gave a dinner in honor of the Senators that evening, after which Senator Dill took the night boat for Washington.

On the following day in the afternoon Senator Bingham delivered an address to the officers concerning the flying fields established by the Army at Issoudun, France, in 1917-18. Many of the personnel of the Air Corps will remember that Senator Bingham, then Colonel Bingham, Air Service, National Army, was

Commandant of the schools of Issoudun, and organized the Ground School at that station. At the beginning of his address he mentioned by name Majors John F. Curry and R.L. Walsh, Air Corps, who were in his audience, as having each commanded one of the fields at Issoudun. The Senator dealt on the many difficulties encountered in opening and developing the training activities in France, and particularly the trouble they had with planes. Towards the close of his address he made a few observations on China and the Chinese situation. Having just returned from a summer's study of the Chinese situation, his talk was extremely interesting.

So impressed were the officers with Senator Bingham's remarks on China, that numerous requests were received by Colonel Culver for an additional lecture on China by Senator Bingham. At Colonel Culver's request the Senator agreed to talk to the officers and ladies at 7:30 o'clock that evening.

Following the afternoon talk, Senator Bingham and the entire personnel of the field set out for the football field and witnessed a well played game between Fort Eustis and Langley for the peninsula championship. Langley won by a 7 to 6 score.

In the evening the lecture room of the Air Corps Tactical School was filled with officers and ladies. Senator Bingham began his talk with an illustration of the geographical boundaries of the factions now existing in China and gradually built up his foundation by anecdote and aural illustration until the climax was reached. He dealt with the numerous interests in China, the Treaty ports, the Japanese, the Russian, and the commercial interests of the English, Americans and Germans, and showed how each worked counter to the other and adversely affected the attitude and condition of the Chinese people. Building up to the present time he related how the book by Sun Yat Sen, deceased, entitled "The Three People's Principles" was adopted by the Nationalist Party as their political bible; of what its menace consisted and how it was affecting and enhancing the anti-foreign sentiment of the Chinese. In closing, he stated that there are fifty United States Army officers now competent in the Chinese language, and it was his opinion that the United States could use these officers as military attaches in the various provinces in China and through them develop friendly feeling between the two peoples.

Senator Bingham's talk was so smooth, so easily delivered and so cleverly illustrated that an hour and a quarter passed all too quickly. All who listened to him were greatly impressed and were much the richer in knowledge of current events as regards that great land of China with its four hundred million people than ever before.

Senator Bingham remained at Langley Field until the morning of Nov. 30th, when he departed to inspect the Naval Air Station at Hampton Roads, being flown over by Lieut.-Commander Reid of the Navy.

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THE A-3 ATTACK PLANE ✓

The Curtiss "Falcon", originally produced as a two-seater observation airplane for the U.S. Army Air Corps, has evolved, like the single-seater "Hawk", into a series of two-place machines to fulfill various functions in military operations.

The latest development in this series is the A-3 Attack plane, designed for ground attack on trenches, troops, supply trains, and the like. This type of warfare, used to only a limited extent in the World War, is undoubtedly destined to be an important factor in future conflicts, and consequently the Air Corps is developing aircraft specially suited for this work.

The A-3 "Falcon" resembles the observation type of "Falcon", with the exception of armament which has been greatly increased. In the A-3, one caliber .30 Browning machine gun is located in each lower wing, with the muzzle protruding through the leading edge. Several hundred rounds of ammunition for each gun are carried in ammunition boxes within the wings. These guns are operated by electric triggers on top of the control stick, and are so arranged that the pilot can fire either gun independently or both simultaneously.

In the fuselage, two Browning .30 caliber guns are mounted, instead of one as in the observation type of "Falcon". Both are of the fixed type, synchronized to fire through the propeller disc, and operated by triggers on the control stick. Defensive armament, as in the observation plane, is provided by a

double Lewis gun on a scarf mount atop the rear cockpit.

In addition to the above, the A-3 carries two bomb racks, fitted into the under surface of the lower wings, and capable of carrying a quantity of twenty-five pound fragmentation bombs. These can be released individually or in salvo by the pilot.

Thus the complete armament of the A-3 consists of four machine guns for offensive warfare, two defensive guns, and a quantity of small bombs. The radio and camera equipment which is normally carried by the observation type "Falcon" is not provided in the A-3, but can be installed if desired.

Preliminary flight tests have shown the A-3 to possess a top speed of approximately 147 miles an hour. This, combined with its high degree of maneuverability and complete armament, makes it a decidedly formidable weapon of attack.

Another version of the attack plane, being produced for both the Army Air Corps and the Marine Corps is similar to the A-3 but powered with the Pratt and Whitney "Wasp" air cooled engine. The "Falcon", like all recent Curtiss types, is constructed with a detachable motor mount and the substitution of powerplants is thus easily made without any change in the airplane itself. Flight tests on the "Wasp"-motored attack plane will shortly be made.

As an observation airplane, for which the "Falcon" was originally designed, three types are now being produced. The O-1B, latest development of the original D-12 observation plane, is now being produced in large quantities as the standard observation type of the Air Corps. This plane, with the D-12 motor, has a top speed of about 147 miles per hour and a cruising range of 600 miles at 113 m.p.h.

A variation of this type, for use both by Army and National Guard, is powered with the Liberty motor, and still another type, for Army and Marine Corps, is powered with the Pratt and Whitney "Wasp" engine. Both of these latter types are identical with the O-1B observation plane, except for powerplant.

Thus the original Falcon has been developed into a series of two-place observation and attack planes for the military air services of the United States. All of these machines are of essentially the same basic design, which has been thoroughly service tested over a period of several years and in which, therefore, maintenance difficulties have been reduced to a minimum.

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FIRST LANDING OF AN AIRSHIP ON THE ROOF OF A BUILDING

In a recent letter to the Editor, Captain Howard A. Scholle, Air Corps Reserve, writes as follows:

"I do not like to detract in any way from the credit due Captain Clark in making an airship landing on the roof of the Newport News High School, as reported in the News Letter of December 8th, but in the interest of historical accuracy, I should like to call your attention to the fact that this was not the first time that the feat of landing an airship on the roof of a building has been accomplished.

"Although I cannot give you all the details, according to my recollection a similar landing was made some years ago on the roof of a building in Cleveland, Ohio. I should say that the date was somewhere around 1919 or 1920, and that the landing was made on the roof of the Hotel Statler. My impression is that the ship used was the old A-4, which was used for a number of years as a training ship by the Air Service School at Langley Field. I do not recall who the pilot was, but I rather think that it may have been Jack Boettner, of the Goodyear Tire and Rubber Company, of Akron, or possibly Capt. George W. McEntire, now stationed at Luke Field. I believe also that the late Lieut. John W. Shoptaw, who lost his life when struck by lightning at a Gordon Bennett Balloon Race in Belgium several years ago, had something to do with either the piloting or the arrangements. * *"

It is desired to thank Captain Scholle for bringing this matter to the attention of the Editor, who stands or sits corrected. The landing of the Army Dirigible A-4 alluded to by him occurred on the evening of May 23, 1919. The demonstration was that of landing on a platform erected on the roof of the Statler Hotel in Cleveland, Ohio. The platform was erected by the hotel management, the personnel being furnished jointly by the Army, Navy and the Goodyear Tire and Rubber Company. Two persons were stepped out of the ship upon the landing and two other persons were aboard and the ship returned safely to its home station.

The crew of the ship comprised Major C.H. Maranville, in command; civilian pilot, J.F. Schade, pilot; 1st Lieut. John W. Shoptaw, relief pilot; Mr. R.M. Upson, Aero Engineer for the Goodyear Tire & Rubber Co., passenger. Upon the safe landing of the airship on the hotel roof Major Maranville and Mr. Upson stepped out of the ship, leaving the command of the airship in the hands of Lieut. Shoptaw. Captain Elden P. Phillips and an enlisted mechanic went aboard and the ship departed for its home station.

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"ED" THROWS SOME LIGHT ON THE FUTURE OF AIRCRAFT

Wright Field, Nov. 29, 1927.
(Conference Room Number 2)

The editor,
Air Corps News Letter,
Washington, D.C.

Dear Ed:

I notice in spelling out the pieces in the magazines that its getting very popular for popular characters like for inst Tom Sharkey, Eddie Foy, the Kaiser & all them big army & navy people to have the story of their life written by somebody that is a writer or at least owns their own type-writer. You know the kind of stories - "How I Knocked them ALL for a GHOUL", by COLLIFLOWER O'GRATTON, as told to I. Bertram Lefkowitz - and "GYPPING THE JAILOR", by HACKSAW HAGGERTY, as told to Cuthbert M. Bung, (reading time 17 min 37 sec. - all wasted).

Well Ed after reading some of the literature in our own technical library it looks to me like we could have a bigger circulation for a lot of these here same documents if the original authors had of knocked off after doing their scientific investigations & left the writing about it to somebody that knew all about psychology & sex problems & all them things that big writers get by with and practically nothing at all abt mathematics & modesty. Take for example all the high grade reading matter put out by the Bombing Boards from time to time. Whos going to remember Odas Moon & Pete Melville & all them boys as the greatest mock-up criticks of all time, knowing practically everything there is to know about Bombing, if the only literature available is in the form of a lousy board proceedings without no love interest or breath-taking situations? Nobody.

Now Ed Im not one to criticize without suggesting no remedy & so heres the way they had ought to have done & put the bombing Board in the same literary class with One Round Honey and Jessy James like it ought to be.

BOMBING BOARD BARED ! !

BY -- Odas Moon
Harold George
Pete Melville
E.W. Dichman, and others too prominent to get fresh with.

As enacted by:

Arthur Brisbane -- pres.
Ring W. Lardner -- Member
H.L. Menchen -- "
Milt Gross -- Recorder.
(Villagers, soldiers, airplane manufacturers,
courtiers & the etc.)

* * *
The Board met pursuant to no particular orders at 2nd. & Ludlow streets & proceeded singly, so as not to attract too much attention to the room of Mr. Lardner in the M * Hotel. The bell boy being a little slow with the ice the board proceeded to a consideration of business just to wile away the time.

Mr. Brisbane - Gentlemen let us face the facts. During the past summer the high seas have been crossed by many aircraft - fortunately on peaceful missions. Maybe another year will find hordes of little brown men taking off from the airports of Sweden in modern aircraft all intent on the destruction of the gigantic but helpless cities of our own seaboard. These craft will be giant bombers loaded with tons of bombs containing T.N.T.,

Mr. Gross - Yi ! Yi ! Yi ! Yi ! Hairplanes witt gess bums yat it should gredually get espifflicated all de pippie.

Mr. Mechen - Whats all this rubbish about being bombed ! What of it? Out of every thousand so-called victims there would undoubtedly be two hundred mental incompetents, seven hundred and eighty nine hypocrites and only eleven honest men - mostly bootloggers and literary critics. I'm for dispensing with this maudlin self pity and letting the bombing begin - preferably in Philadelphia.

Mr. Gross - Iss dees a fect ? And whozz gonna gat out an injunction it should wonn the enemeh iss no monkeh business allowed no other place only Philadelphia ? I esk you iss going on here a mitting witt sending out invitations so's gonna invite

* Why should I fill in the name of their old hotel & give them a lot of publicity - they wouldn't cash a check for me once.

a bunch of loafers from the old country they should have by us a scheutzen or do we got to disgust here ways witt means hows gonna drop gredually a couple bums it should be by the enemeh a big expulsion witt piece meal.

Mr. Lardner - Thats what I says to this big baloney yesterday. He says to me & what do you know about aviation & I says well I may not be no ace myself but I dont see no scientifick datta sticking out on you buddy or any of your family eyther I says & he seen -

Mr. B - The question gentlemen is not do we want bombers but how many and how big. When the skies above our golden shores are black with enemy aircraft will we be supine and helpless or will hundreds of our own fighting planes manned by red blooded fighting Americans -

Mr. M - The herd instinct again! How anyone can have the amazing crust to parade a mob-inspired hysteria in the guise of -

Mr. L - and further & more I says dont kid me big fella abt none of them small time pushes in the Argonne because I was in the front line in the Criterion bar in London on armistice night myself and I guess - -

Mr. G - So you oined it a maddle hah for tzoivice in de front from gin mills yat wot youll gat maybe in Wurr Boids a couple chepters!

Mr. B - Now these boys here in the Materiel Division have done very well as far as they have gone - but my artists have designed super planes which will carry whole armies. I'll have a couple more boys from the Sunday art department put on the job tonight and we can have something ready in the morning - say in the ten thousand horsepower class. So now that that's settled, is there any further business ?

Commotion without, door bursts open revealing -

AIRPLANE MANUFACTURER - (agitated) I OBJECT ! This has got to stop.

Mr. L - How do you get that way - we aint got started yet.

A.M. - I distinctly heard you talking about designing some new airplanes and how can I keep tires on the Rolls if the government is going to ring in new desigas every ten years or so.

Mr. L - The kid's right. Now take my kid brother, nice clean cut boy what I mean & during his last hitch in Reform School he designs a airplane & sends it in to McCook Field & did them crooks give him a look in ? H--l no they sends the whole works beck with a line of dope about it being so fast that it wouldnt be safe for Jimmie Doolittle or Gene Batten or any of them old conservative pilots to fly & will my brother accept their thanks & the etc & I guess them guys found out a thing or two when they seen the letter I wrote to my congressman. I says -

Mr. G - Sharrop !

Mr. B - The question of a suitable bomber -

A.M. - I object to the word suitable.

Mr. M - Suitable for what? The mere stinking business of destruction - of an obscene display of spineless subservience in the game of follow the leader. Of launching gasoline reeking monstrosities into the air for the purpose of destroying other idiots ; - -

A.M. - I object to the word idiot

Mr. L - All right, I object too. If theres anything in this world I hate its l thing more than anther.

Incendiary charges - Asphyxiating gases -

Mr. B - I object to these objections.

Mr. G - Well so as to be a grumble with anonymous iss by me also objections.

Mr. B - Gentlemen, GENTLEMEN - what is it to be ? Will you be bombed or will you bomb ?

ALL - WE WILL.

Mr. B - You will what !

All - We will NOT.

Bell Boy - Heres the ice.

Meeting adjourned,

Yrs truly,

Ed.

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ANOTHER MEMBER INITIATED INTO CATERPILLAR CLUB ✓

Flying Cadet G.W. Hansen is the latest member to join the ranks of the Caterpillar Club. While flying over Brooks Field, San Antonio, Texas, a fog quickly settled over the field and he became confused as to his location. In trying to come down to a lower altitude to ascertain his whereabouts his plane fell into a spin and he jumped within 200 feet of the ground, making a safe landing. His plane was a total wash-out.

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DELIVERY OF FALCON OBSERVATION PLANES TO AIR CORPS ✓

By the Mitchel Field Correspondent

Nine Curtiss O1-B Falcon observation planes, which type is now standard for the Air Corps, were assigned to Mitchel Field and delivery has already begun.

Approximately 100 of these planes are in course of construction at the Buffalo plant of the Curtiss Aeroplane and Motor Company. The majority will be equipped with the Curtiss D-12 motor, and all of those coming to Mitchel Field will have this motor. Those observation planes designed for use of the various National Guard units will be powered with the Liberty motor.

A total of 76 additional Curtiss Falcons, constructed as attack planes, will be sent to Fort Crockett, Texas, for use by the Third Attack Group. These planes will be powered with the D-12 motor. With their six machine guns, two of which are streamlined into the lower wings, two firing between the blades of the propeller and two operated by the gunner or observer, these planes have attracted widespread attention around New York. In a trifle over a minute, the 2600 bullets can be discharged, each gun firing 400 shots a minute.

The Falcon plane seems adaptable to many military purposes. In addition to being the standard observation and attack plane, two Assistant Secretaries of War and two Generals of the Air Corps use them as flying offices. The last deliveries were made on December 18th, when Major-General James E. Fechet accepted his plane at Mitchel Field and with Captain Ira C. Eaker, flew it to Washington. Lieut. E.P. Gaines left for Wilbur Wright Field with the plane assigned to Brigadier-General Wm.E. Gillmore. Earlier deliveries were made to Assistant Secretaries of War, Hon. Hanford MacNider and Hon. F. Trubee Davison.

These planes, which have been painted in distinctive colors, have a mahogany desk ingeniously built into the rear cockpit. They are to be used on inspection trips throughout the country. It is possible to write in the plane while in flight, and the glass top of the desk is so arranged that documents and maps can be slid underneath for extended study. Another feature is the complete instrument board in the rear cockpit which, with the dual controls makes it possible for the Assistant Secretary of War or Generals, all of whom are at present pilots, to fly independently of the occupant of the front cockpit.

The fact that the Falcon attack planes, in addition to their six machine guns, carry bomb racks on the lower wings with a quantity of 25-pound bombs, makes it possible that they will yet appear as light bombardment planes. With the Curtiss D-12 motor and a full complement of bombs it would have a speed of 147 miles an hour.

MISSING PARTY LOCATED BY ARMY AIRPLANE

The Air Corps in the 9th Corps Area had occasion in November to include among its activities a mission in response to an urgent call for assistance from civilian life. At the request of the Pathe-Bray Colorado River Expedition, a moving picture project which had for its locale a portion of the Colorado River between Lees Ferry, Arizona and Green River, Utah, to locate certain personnel of the expedition, including members of the Army on duty therewith, who had been reported lost, a transport plane equipped with radio was dispatched on the morning of November 27th, with a crew consisting of Lieut. W.K. Burgess, pilot, Lieut. Dean Farran, Reserve, radio operator, and civilian mechanic, Fred Brown.

It was decided to use Camp Pearson, Arizona, as a base of operations, and the Scenic Airway Field, 18 miles south of El Tovar Hotel, Grand Canyon, as an additional landing field, - the airplane to cover the territory between Camp Pearson, near Lees Ferry, Arizona, to a point North, just below the junction of the Colorado and Green Rivers.

The plane arrived at Camp Pearson on November 28th and began its search on November 30th, on which date the missing personnel were located. An accident to the plane in taking off from Camp Pearson preparatory to returning to the home station forced the personnel to return by rail.

The Commanding General of the 9th Corps Area, in commenting on the above mission, states that, notwithstanding the mishap to the plane, the manner in which same was performed reflects credit to the participating personnel and their branch of the service, as it was attended by outstanding hazards from a flyer's viewpoint, both as to difficult terrain and weather conditions encountered. These latter are vividly suggested by the following telegram from Lieut. Burgess:

"Due to high winds and dust storm on the desert Camp Pearson and violent snow and sleet squalls over entire length of canyon, flight back to Scenic Field today for gasoline was abandoned. Radio just received three P.M. saying gasoline will reach Camp Pearson tonight by truck. Weather appears to be moderating. Camp Pearson wrecked by seventy mile wind storm. Plane well lashed to ground. Radio damaged but functioning."

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RESERVE OFFICERS TRAINING CAMP AT BUFFALO, N.Y.

In order to afford Air Corps Reserve officers residing in Buffalo, N.Y. and vicinity an opportunity for training, which had not hitherto been possible, a training camp was held for them at the new Buffalo Airport from October 10th to 19th. During this period 22 Air Corps Reserve officers participated in flights for a total flying time of 97 hours and 13 minutes man hours. The time of Reserve officers flying solo aggregated 19 hours and 2 minutes.

The widespread public interest which this training camp created served to bring a number of young men to the camp who expressed a desire to join the Reserve. Although no record was kept of the number of applications, it is estimated that they totaled in excess of 250. Such applicants who appeared to be fully qualified mentally and physically and in every way desirable for acceptance for primary flying training were furnished information as to the steps necessary to enter the service at Brooks Field. There were 26 young men who appeared to be qualified in every respect and who expressed their intention to make application for training.

The facilities for training which the Buffalo Airport affords are not surpassed anywhere in the country. These facilities include modern hangars, shops, supplies, office building and runways. The flying area is of such character as to reduce to a minimum the possibility of damage to planes. All of these facilities were used during the training period without any cost to the Army except for gasoline and oil consumed.

Lieut. Reuben D. Biggs, Air Corps, was in charge of the camp, assisted by Capt. W.H. Proctor, Air Corps Reserve, temporarily on active duty. Three Regular Army Infantry officers participated in infantry contact problems with the troops stationed at Fort Niagara, N.Y.

The problem for the Infantry conducted on October 11th was an exercise in protection and defense against hostile aircraft, and indicating the location of

hostile and friendly lines. For the Air Corps it was a practical exercise in the location and attack of a hostile Infantry column on the march and in the location of hostile and friendly lines. The only communication between the airplanes and the Infantry was through dropped messages and the display of panels.

For the Infantry the exercise was valuable in that it afforded practical training in the identification of planes, indications of approaching aircraft, practice in taking cover, formations to take on the march, practice in manipulation and sighting of machine guns on airplanes, and illustrated the danger of firing on friendly planes. In general it illustrated in a practical way the theory that has been taught on the subject, particularly the very short time required in the flight of a plane over troops, the possibility of casualties and the necessity for expert and rapid operation of machine guns. The hostile planes flew over the column five times.

During the period of the camp, six lectures were delivered to the participating personnel on the following subjects:

Parachutes, by Harold G. Rogers of the Irving Airchute Co.

Aerial Photography and Map Making, by Major Ripley, County Engineer, and Mr. W.J. Washburn.

Meteorology, by Captain T.A. Murphy, Air Corps Reserve.

The Air Corps Reserve, by Hon. F. Trubee Davison, Asst. Secretary of War.

Artillery Fire Control, by Captain Faulconer, U.S. Army.

Instruments, by 1st Lieut. Reuben D. Biggs, Army Air Corps.

Of the personnel participating in the training camp, 10 were Air Corps Reserve officers with the rating of A.P. or J.A.P.; 12 were Air Corps Reserve officers with the rating of Observer; three were Reserve officers with no rating, and nine were civilian pilots who enlisted in the 323rd Observation Squadron pending commission in the Air Corps Reserve.

Worthy of note was the exceptional interest displayed by the Air Corps Reserve officers stationed in Buffalo. There appears to be a general desire that another training period be held this year, but at an earlier date, in order to take advantage of more favorable flying conditions. Flying was hampered by bad weather for a considerable part of the training period, but during such hours as the weather permitted all the planes which were in condition to fly were constantly in the air. Three Army planes were sent to the camp for the training of the Reserve officers.

Lieut. Jos. A. Ellison, Air Corps, who was also on duty at the training camp, stated in a letter to Major J.M. Satterfield, President of the Reserve Officers Association of Buffalo, that "it was a pleasure to work with such an enthusiastic and apt bunch of pilots and student pilots and observers as comprise the Reserve Officers Association of Buffalo. They were all fine fellows and would be a credit to the Service as a Reserve unit."

Buffalo is keenly desirous of obtaining a Reserve Unit and, from all indications, it would seem that this ambition is in a fair way of being realized. Three important factors, it would seem, should go a long way in aiding Buffalo to secure this Unit, viz: the enthusiastic interest of the Reserve officers of that city and vicinity, the ample facilities for flying operations afforded by the new Buffalo Airport, and the fact that Buffalo is a large center for the manufacture of airplanes and accessories.

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SANTA CLAUS ARRIVES AT SAN ANTONIO DEPOT VIA PLANE

Christmas proved to hold much of cheer and good will at the San Antonio Depot. The children, especially, enjoyed the Christmas tree prepared at the Duncan Field Recreational Hall for all children of the post personnel. The affair, given under the auspices of the Duncan Field Civilian Club on the evening of December 23rd, was attended by some 500 children with their parents.

Colonel Mars, Commanding Officer, started the proceedings by arousing the expectancy of the little ones to the highest pitch with his assurance that he had seen Old Santa personally while on a recent hunting trip and had obtained his promise to visit the post on that date by airplane. The children were then invited outside to a view of the flying field to await his arrival. They were intensely on tiptoe. They instinctively paid no attention to various planes flying around in the distance, but when a ship was heard roaring in from the north they at once knew that it could be none other than the one they ex-

pected, and their enthusiasm was unbounded. When Santa Claus himself, sponsored by Captain Trunk, descended from the plane his welcome was most royal. Upon re-assembling in the hall, a delightful present and a box of Christmas candy was given to each eager child, and they all went home exceedingly merry and with the firm conviction, as expressed by some, that all other Santa Clauses they might have seen were mere imitations, as they had seen the real Santa here.

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BRER RABBIT FINDS ROCKWELL FIELD AN UNHEALTHY PLACE

After considerable labor in beautifying the grounds at the Rockwell Air Depot, Coronado, Calif., it was found necessary to rid the island of Jack Rabbits. All of the hunters of the Depot, both great and small, with all kinds and makes of guns, until it had the appearance of a Revolutionary Army, turned out one morning recently, and the drive was on. It is estimated that about 500 rabbits were killed. Another drive was held three days later with about the same result. Quite a demand was found for rabbit meat, and a large number of the employees took home their bounty and not only supplied themselves but their neighbors as well. A truck from the San Diego Zoological Society was also on hand to gather up the surplus.

The rabbits had destroyed some of the new shrubbery recently set out, but their depredations were "nipped in the bud" before any great damage was done. The next campaign will be waged against the gophers as soon as a supply of gopher poison can be obtained from the Quartermaster's Department.

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OFFICIAL OPENING OF NEW PRIMARY FLYING SCHOOL

March Field, Riverside, Calif., was officially reopened as an Air Corps Primary Flying School on November 1, 1927, at which time 83 Flying Cadets reported for training. Two of these cadets came from enlisted status and the remainder from civil life. All of these 83 Cadets attended high school and all but five had one or more years at college, 13 having one year, 23 two years, 16 three years and 26 four years, 19 of the latter being graduates.

Sixteen Cadets were eliminated in the first week for failure to pass the physical examination and the orientator and psycho-analysis tests. The News Letter Correspondent expresses the belief that the raising of the school entrance educational requirements has raised the quality of the student personnel to a higher standard than that of previous classes at the Air Corps Primary Flying School at Brooks Field.

The opening week of academic work was started November 8th, with a class of 67 students. Flying instruction started the following week, November 14th.

The Director of Flying Instruction reports that the class as a whole is very apt at learning to fly. By December 9th practically the entire class was soloing, making about an average of eight hours dual instruction for each student, before arriving at the solo stage. A third of the students are now on the "eight" stage. To date eleven students have been called to appear before the Faculty Board for failure to meet the requirements in flying and have been eliminated.

The following are the Faculty Board members of the Air Corps Primary Flying School at March Field:

Major Millard F. Harmon, Jr.	Commandant
Major Carlyle H. Wash	Assistant Commandant
Captain Orlo H. Quinn	Director of Flying Instruction
1st Lieut. James L. Grisham	Director of Ground Instruction
1st Lieut. Byron T. Burt	Secretary and Recorder
1st Lieut. Frederick V.H. Kimble	Commanding Officer, Cadet Detachment
Major Chauncey L. Chase, M.C.	Flight Surgeon.

Exceptionally good flying weather has been encountered since the school opened. Only two flying days were lost through inclement weather. The total flying time of the Cadets to date is 1127 hours, 35 minutes. The total aircraft hours for the month of November for the entire post was 1046 hours, 45 minutes. The number of cross-country flights for November was 203.

THE NEW CHIEF OF AIR CORPS ✓

By virtue of reaching the statutory age for retirement, Major-General Mason M. Patrick relinquished his position as Chief of the Army Air Corps on December 13th last, being succeeded by Major-General James E. Fechet.

Shortly before noon of that day, all the officers on duty in the Office of the Chief of Air Corps assembled in his office to bid General Patrick farewell. In a brief speech, General Patrick thanked his officers for their cooperation and loyalty and expressed the hope that they would manifest the same spirit to General James E. Fechet, his successor.

In the evening at the Officers' Club at Washington Barracks, D.C., General and Mrs. Patrick were the guests of honor at a dinner tendered them by the officers and ladies with whom they have been associated. Among the prominent guests were the Hon. F. Trubee Davison, Asst. Secretary of War; Hon. Wm.P. McCracken, Asst. Secretary of Commerce; the Air Attaches of the French, British and Italian Embassies; Mr. Porter Adams, President of the National Aeronautic Association; General James E. Fechet; Brig.-General Benj. D. Foulis and Col.R.H.Young.

In addition to the above guests, all Air Corps officers on duty in Washington and vicinity and their wives were present at the dinner to pay homage to the retiring Chief of Air Corps. The ball following the dinner was a most enjoyable affair.

On the morning of December 14th, Major-General James E. Fechet took the oath of office as Chief of the Army Air Corps. At the same time Brigadier-General Benjamin D. Foulis was sworn in as successor to General Fechet in office of Asst. Secretary of War Davison in the presence of Major-General Charles P. Summerall, Chief of Staff, and Brigadier-General Briant H. Wells, Deputy Chief of Staff.

The oath was administered by Lieut.-Colonel Joseph I. McMullen, a boyhood friend of General Fechet, and with whom he served in the Spanish-American War, General Fechet as Sergeant in Troop D, 6th Cavalry, and Colonel McMullen as Sergeant in Troop H, 6th Cavalry.

Let us glance into the service record of General Fechet, which is, indeed interesting. From a Buck Private to a Major-General - which began as a hard riding, fighting son of the Army. General Fechet first enlisted as a private in Troop "D", Sixth Cavalry, in April 1898, during the Spanish American War, and served with distinction thru the grades of Corporal and Sergeant. At the close of the war in 1900 he was appointed a Second Lieutenant of Cavalry; on February 2, 1901 he was appointed First Lieutenant; and on March 30, 1911 he was appointed Captain. During our late war the General held temporary commissions of Major and Lieut.-Colonel, which was vacated on March 12, 1918. On June 30, 1920 he was again appointed Major and on July 1, 1920 was appointed Lieut.-Colonel. His interest in aviation began with the birth of the flying machine, but it was not until August 5, 1917 that he was placed on duty with the Aviation Section of the Signal Corps. In 1917 he qualified as a Reserve Military Aviator, having taken his flying training at Scott Field, Illinois. On November 13, 1918 he was rated a Junior Military Aviator. During the late war General Fechet was in command of various flying fields - Scott Field, Carlstrom Field, Dorr Field and Kelly Field. He was Air Officer of the Southern Department from May 1919 to September 1920. On August 5, 1920 he was permanently transferred to the Air Corps. In September, 1920 he was assigned to duty in the Office of the Chief of Air Corps, first as Chief of Training and Operations and later as Chief of Training and War Plans Division. On July 1, 1924 he was detailed as Commandant of the Air Corps Advanced Flying School at Kelly Field, Texas. On April 27, 1925 he was appointed Brigadier-General and Assistant Chief of Air Corps, and on December 13, 1927 he was appointed Major-General and Chief of Air Corps, succeeding General Patrick who retired for age.

Graduating from the Infantry and Cavalry School at Fort Leavenworth in 1904, General Fechet was known as an expert horseman and one of the best shots of the nation. He holds many trophies, having won the Hale Medal with sixteen consecutive bulls-eyes. Next to flying, shooting I dare say, remains his hobby today. During his military career the General has participated in, and fought in numerous skirmishes. He was severely wounded at the battle of San Juan Hill, and his life saved by the wonder surgeon, Dr. Nicholas Senn. Later he fought on the Island of Samar during the Philippine Insurrection and in 1916 served with General Pershing's punitive expedition into Mexico.

General Fechet was brought up in the Army, living much at the Indian Frontier posts at which his father served, the late Lieut. Colonel Edmond G. Fechet, who was cited for gallant service at Antietam. Having been with his father in Texas during the campaign against Geronimo and during the Sioux Indian War of 1890-91, the General lived his boyhood days on a horse and life not only gave him that wonderful constitution but made him quick to think in emergencies. His education was received in the public schools of Jackson, Ohio, and then he attended the Worthington Academy at Lincoln, Nebraska, and the University of Nebraska.

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49TH BOMBARDMENT SQUADRON MOVED TO LANGLEY FIELD

In order to better facilitate its training, administration, supply and operation which will result from its concentration with other bombardment units, the 49th Bombardment Squadron has been transferred from Aberdeen Proving Ground, Md., to Langley Field, Va. The unit will proceed to Langley Field with organizational equipment, except such as will be required to properly operate three bombardment and two observation planes at Aberdeen. Orders provide that the following-named Air Corps officers, now on duty with the 49th Squadron, and not to exceed ten enlisted men of this unit, will remain at Aberdeen Proving Ground to carry on experimental work and demonstrations in conjunction with the activities at that post: Major Fred H. Coleman, 1st Lieuts. Mark R. Woodward, Wm. E. Bleakley and 2nd Lieut. George H. Steel.

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THE SINKING OF THE S. S. "MANARI" By the France Field Correspondent

A few days ago we were informed by the Coast Artillery that the S.S. "Manari" had been offered them for target practice, but by reason of shortage of ammunition they were not able to accept the offer. They were satisfied that the Air Corps could have this ship for bombing practice if they so desired. Steps were immediately taken to obtain the vessel, and one morning several days later it was towed out to sea to become a target for our bombs and to seek its last resting place at the bottom of the sea.

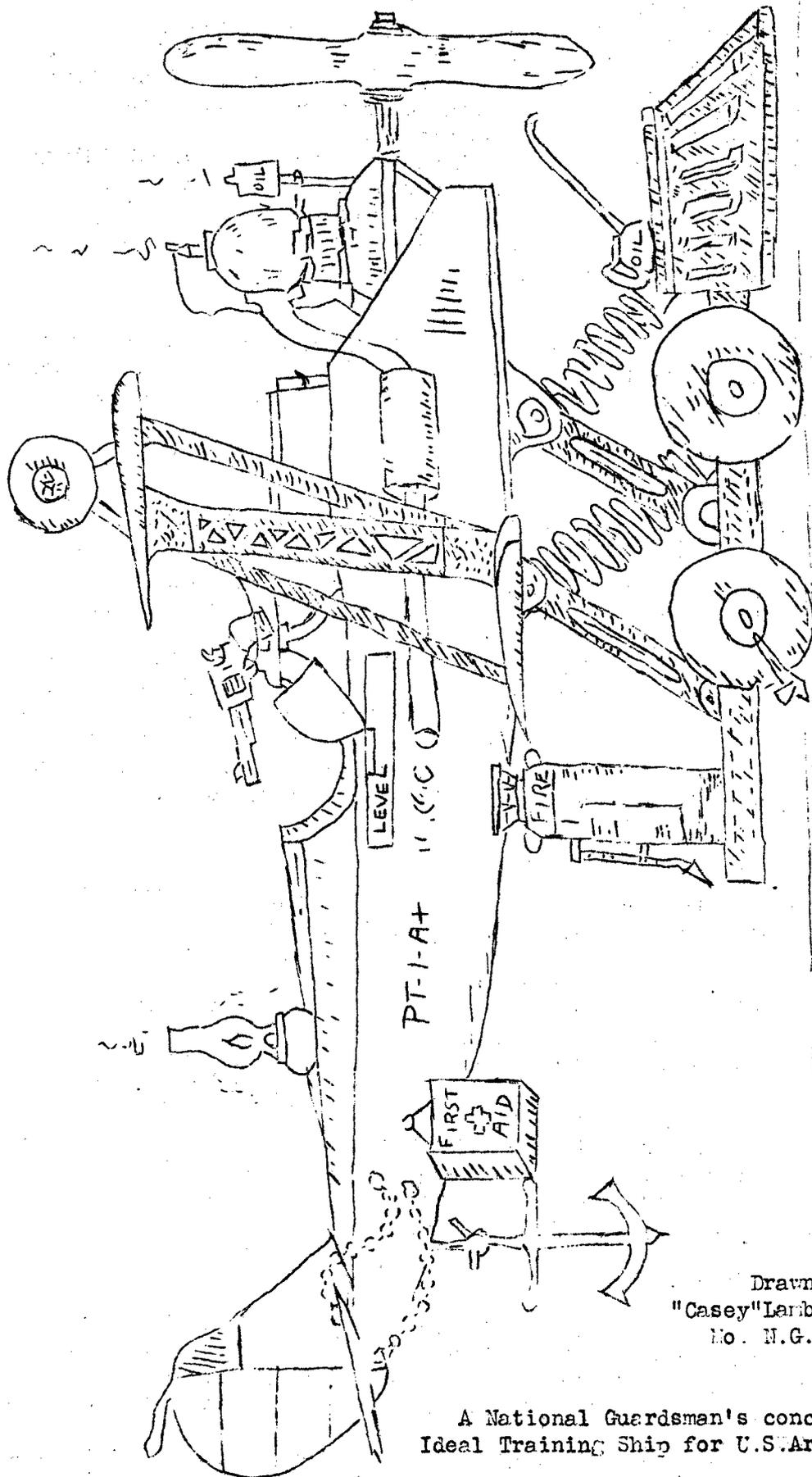
The Army Mine Planter, GRAHAM, with a number of Army officials on board, took the "Manari" in tow. The Air Corps, other than those participating in the bombing, observed from airplanes and from our two launches.

No attempt was made to speed the sinking of the ship, as it was desired to give our bombers an opportunity to do some practicing with live bombs since there had been none so far this year. The plans were for the Pursuit and 7th Observation Squadrons, using 25-lb. fragmentation bombs, to simulate an attack upon the personnel and machine gun installations of the ship, then for the Bombardment Squadron to sink the ship, using 100-lb. demolition bombs. However, the best laid plans frequently come to naught. By the time our Pursuit had dropped their bombs, the ship began to list, and before the 7th Observation could complete its bombing it rolled over upon its side and sank in 45 fathoms of water. The 24th Squadron was highly commended for the accuracy of its bombing, but naturally the members of the 25th Bombardment Squadron were rather disappointed that they did not get into the attack.

The following day four old DH wings, painted yellow, were lashed together as a target for the bombers so that they could get rid of their fused bombs. Again the Pursuit was given a target; this time four gasoline drums were thrown out and the Pursuiters were allowed to bomb these. Our operations made the mistake of offering the Pursuiters a prize for each drum sunk and later had to put in an order for four prizes. Captain Simbain and the Pursuiters are naturally highly elated over the showing made.

The bombing has been very valuable and it is planned to expand the rest of our target allowance in like procedure within the next week or ten days.

AIR SERVICE, NATIONAL GUARD, NOTES.



Drawn by
"Casey" Lambert, 2nd Lt.
No. N.G. A.C.

A National Guardsman's conception of an
Ideal Training Ship for U.S. Army Air Corps.

Tennessee National Guard:

The completion of Nashville's new airport is being rapidly carried on and, provided the present progress continues, the new flying field will be completely

finished by the early spring months. The new field will be known as McConnell Field, in honor of the late Lieut. F.B. McConnell, popular officer of the 105th Squadron, who lost his life in an airplane accident at Langley Field, Va. last June. The field will be used by the 105th Obs. Sqdn. as a base, and it is also intended that the airport cater to the interests of commercial flyers. Situated three miles west of the business section of the town on the N.C. and ST.L. Railroad, the field should be very easy for visiting aviators to find. The 105th Obs. Sqdn. invites both military and commercial flyers to take advantage of Nashville's new aviation facilities.

Lieut. John Gardner, A.C. was appointed instructor for the Tennessee Squadron and has been at this duties for several weeks.

The formation or organization of the Nashville Aero Club, a subsidiary organization to the 105th Obs. Sqdn. and composed mostly of members of the squadron, was carried out during a recent meeting of this organization.

The 105th Photo Section just received a large consignment of up-to-date photographic supplies and equipment.

Michigan National Guard:

With a \$2,000,000 bond issue calling for the establishment of a county airport passed and, accordingly, a modern and permanent home for the squadron assured, officers and men of the 107th Obs. Sqdn. are facing an optimistic future.

Missouri National Guard:

Lieut. "Casey" Lambert who, by the way, is responsible for the cartoon appearing at the head of these notes, taken from the National Guard Air Service News Letter, donated to the field a Sperry revolving beacon with a steel tower, which is expected to be in operation within a short time.

Pending the proposed bond issue for the establishment of a complete modern airport, the Board of Estimate and Apportionment of St. Louis recommended to the Board of Aldermen that an additional 76 acres adjoining the field on the north be acquired at once; that another drainage system be put in with the temporary headquarters building and permanent flood lighting equipment. These immediate improvements will be made out of general revenue fund which will be reimbursed upon the passing of the bond issue.

Ohio National Guard:

The 112th Observation Squadron was mustered in on June 20, 1927, by Captain Roy D. Burdick, C.E., U.S. Army. First Lieut. C.E. Cummings, Air Corps, was detailed as Instructor. The squadron was equipped with four PT-1's and one O-2, and the necessary spare parts, tools, trucks, etc.

Until the regular hangars are built the City of Cleveland has allowed the Squadron to use No. 2 hangar of the Air Mail in the northeast corner of the City Airport. Though cramped for space the squadron is equipped to give efficient service and storage to visiting Army and National Guard ships. Mechanics are at the field at all hours.

During the week days the officers who are able to leave the cares and worries of business behind are putting in so many hours flying that they have worn out four or five motors and caused the Operations Officer no end of worry to make the gas and oil allowance last the year.

California National Guard:

The Third Annual Commemoration Meet in honor of the Round-the-World Flight was held at Clover Field, Santa Monica, Calif., under the auspices of the National Aeronautic Association. A crowd of approximately 100,000 interested spectators was on hand. A series of interesting aerial events were carried out without accident.

The Squadron has its own flying field at Griffith Park, Los Angeles, and is commanded by Major C.C. Moseley, formerly of the Army Air Corps. Lieut. James B. Carroll, A.C. was recently detailed as Instructor. The squadron has 21 officers and 110 enlisted men, the equipment consisting of 4 Douglas O-2 planes and two PT-1's.

MARCH FIELD PERSONNEL PARTICIPATE IN AIR MEET AT SANTA MONICA

March Field, Riverside, Calif., recently sent two formations of PTs and one of DHs to Clover Field, Santa Monica, to participate in the Air Meet held there under the auspices of the Southern California Aeronautical Association, celebrating the third anniversary of the commencement of the Round-the-World Flight by the Army Air Corps. Rain and fog forced all the formations down when within a radius of 15 miles of their goal and also caused a postponement of the Air Meet which was carried out to a very successful conclusion on the following Sunday.

Pilots from Crissy Field also attended the Meet.

---cOo---

PAN-AMERICAN FLYERS HONORED

High Government and Army Officials, diplomatic representatives of foreign countries, Members of Congress and other notables paid tribute on December 21st, to the group of Army Air Corps officers who, under the leadership of Major Herbert A. Dargue, made up America's Good Will Flight to Pan-American countries.

Exactly one year ago today, the "Good Will" mission, consisting of five Loening Amphibian observation planes and ten officers, took off from San Antonio on its journey of more than 20,000 miles.

In recognition of their courage and enterprise, Secretary of War, the Honorable Dwight F. Davis, awarded the Pan-American Flyers the Makay Trophy for distinguished aviation attainment. At the same time, the flyers received the Distinguished Flying Cross, for which they were cited by President Coolidge upon their return last May.

Presentation of the trophy and the medals took place at a luncheon given by Assistant Secretary of War F. Trubee Davison at the Pan-American Union Building.

Those present included: The Ambassadors of Great Britain, Argentina, Peru, Mexico, Brazil, France and Chile. The Ministers of Uruguay, Colombia, Panama, Costa Rica, Honduras, Venezuela, Nicaragua and Salvador, also the Charge d'Affaires of Paragua, Bolivia and Guatemala. Other countries to be represented are: the Dominican Republic, the Netherlands and Ecuador.

Secretary of State, the Honorable Frank M. Kellogg; Assistant Secretary of War, Hanford MacNider; Assistant Secretary of State, Francis White; Assistant Secretary of Commerce, William P. MacCracken, Jr.; Assistant Secretary of Navy, Edward Warner; Major-General Charles P. Summerall, Chief of Staff; Major-General Mason M. Patrick, former Chief of Army Air Corps; Major-General James M. Peck, Chief of Air Corps.

United States Senator Hiram Bingham, Representatives W. Frank James, Henry E. Barbour and Martin B. Madden; Porter Adams, President of the National Aeronautic Association; Grover Locking, builder of the Amphibian plane; Dr. Leo S. Rowe and Dr. E. Gil Borges, of the Pan-American Union.

The Army Air Corps officers, who, with Major Dargue, received the Distinguished Flying Cross for the Pan-American flight are: Captain Arthur B. McDaniel, Captain Ira C. Eaker and Lieutenants Emis C. Whitehead, Charles McK. Robinson, Muir S. Fairchild, Bernard S. Thompson and Leonard D. Waddington. The widows of Captain Woolsey and Lieutenant Benton will receive the Distinguished Flying Crosses conferred upon them posthumously. These two officers were killed in a crash at Buenos Aires, Argentina.

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PAN-AMERICAN PLANE TO BE PLACED IN SMITHSONIAN INSTITUTE

The "San Francisco" - first airplane to make the complete circuit of the Western Hemisphere -- nosed its way into its last hangar at the Smithsonian Institute on December 19th.

Shorn of its wings, its motor silent, its speeding through space ended forever, the huge Amphibian Army Air Corps plane, which flew in the formation that carried the good will of this country to Latin-American Republics last winter, was rolled into the airplane exhibit of the institute where it has been reassembled to stand as another monument to American air attainment.

Surrounding it are other Army planes that have written history in the skies -- some of them over the battlefields of Europe, others in peacetime projects of great value to aviation progress. The group includes the first Army plane built by the Wrights in 1908; the T-2 that made the transcontinental non-stop flight; the "Chicago" of the 1924 Round-the-World flight and the 1925 Curtiss Army racer.

The "San Francisco" was flown by Captain Ira C. Eaker and Lieutenant Muir S. Fairchild. It is the only plane which has flown in every country in the Western Hemisphere. This includes 21 Republics in Central and South America, the United States, the Dominion of Canada, and the insular possessions of England, France and the Netherlands. It has been flown approximately 400 hours and has journeyed about 40,000 miles.

Request to have the "San Francisco" placed in the Smithsonian Institution was made soon after completion of the Pan-American flight but authorization was deferred because War Department officials desired to get the full benefit of the entire life of the ship which has been exposed to exceptional hardships since it first took the air. For four months it never saw a hangar and ran the whole gamut of sun, sea, storms and snow. Its usefulness is now gone.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station:

First Lieut. James M. Gillespie, Brooks Field, and 1st Lieut. Jack C. Hodgson, Air Corps Training Center, Duncan Field, Texas, to Havana, Cuba for duty.

Captain Rosenham Beam, from March Field to Havana, Cuba, for duty.

Captain St. Clair Streett from Selfridge Field to Materiel Division, Wright Field, effective not later than March 1st.

1st Lieut. Harry A. Johnson from Wright Field to Selfridge Field, effective March 24th.

2nd Lieut. Harvey R. Ogden from Brooks Field to Air Corps Training Center, Duncan Field, Texas.

1st Lieut. Robert E. Selff from Wright Field to Office Chief of Air Corps.

Reserve Officers relieved from one year tour of active duty:

1st Lieut. Wm. Carlton Williams, Ft. Sam Houston, Texas.

2nd Lieut. Lewis Brewer, Brooks Field, Texas.

2nd Lieut. Leo Katzman, Selfridge Field, Mich.

Officers relieved from detail with Air Corps:

Major John F. Goodman to Infantry 2nd Div. Fort Sam Houston, Texas.

Captain Einar W. Chester to Infantry, 2nd Division, Ft. Sam Houston, Texas.

Captain Wm. A. Swift to Infantry, 2nd Division, Ft. Sam Houston, Texas.

Captain Robert L. Christian to Infantry, 2nd Div., Ft. Sam Houston, Texas.

2nd Lieut. Willard L. Wright to Field Art., 2nd Div., Ft. Sam Houston, Texas.

NOTES FROM AIR CORPS FIELDS

France Field, Panama Canal Zone.

November - the month of heavy rain - and full of inspections and holidays. Flying has suffered.

Lieut. Park took Sgts. Keevar, Kirby, Baxter, Dorn, McKnight, Lucy and Bose to Anton for a hunting trip. He was accompanied by Lieut. Jones in a D.H. The enlisted men enjoyed their trip very much and were returned to France Field by Capt. Herold and Lieut. Stinson.

Lieuts. Wimsatt and King made a hurried trip to Anton, Nov. 15th in PW-9s.

France Field, Panama Canal Zone.

This station was very active during the past two months participating in its annual bombing and gunnery practice. It is hoped to publish in the next letter a good long list of experts.

A flight of PW-9s made a cross-country flight to Anton on Nov. 22nd. One pilot had a little difficulty in landing and succeeded in washing out one good PW-9. He was unhurt, however, so we must call it a good landing. Lieut. Parker flew mechanics in a transport plane to survey the wreck, being accompanied by the Photo Ship with Lieut. Douglas and Sgt. Meeks. On the following day Lieuts. Larson, Zane, Howard and Hutchins, with five mechanics, in three Martin Bombers went to Anton to bring back the remains of the PW-9 left there the day before.

Lieuts. Mayhew, Park and Bushey took a trip to Mandinga in Loening Amphibians. San Blas, another name for this place, is on the Atlantic Coast about 100 miles south of Colon.

Colonel Fisher, Capt. Skemp, Lieuts. Larson and Gaffney, Sgt. Bose and Pvt. Halloran enjoyed a hunting trip in Anton, bringing back over fifty wild pigeons.

An expedition was organized by the 24th Pursuit Squadron to search for Xmas turkeys. Capt. Simonin, Lieuts. Parker, Merrick, Douglas, Williams, Percy and King journeyed to Garcien and found the necessary fowls.

Lieuts. Howard and Cronau, with Major Prescott, a member of the Panamanian Government, Sgt. Hanson and Sgt. Ruter as passengers, flew cross-country to David by way of Albrook Field and Lajas.

Three more Martins were flown cross-country to Aguadulce. Captain Connell, Lieuts. Larson, Martin, Carroll, Sgt. Gard and Corp. Galloway were the personnel on this flight.

Two of our bachelors recently returned from leave. Lieut. Lewis brought Mrs. Lewis back with him. We hope George McDonald has just as good luck on his next leave. As soon as Lieut. Lewis returned with a wife the Commanding Officer was besieged with requests for leaves. Four bachelors left on the last boat for the States, - Major Bock, Lieuts. Downey, Zane and Probst. There may be a shortage of married officers' quarters when they return.

A preliminary survey, leading up, we hope, to real work on the field at Albrook, has begun. If all goes well the field will be ready for occupancy in about a year.

A very interesting visitor on December 15th was Major Brainerd, Chief of Marine Aviation, who flew from the States to Managua, Nicaragua. He seemed well pleased with the work being carried on at France Field. The personnel of the field is always willing to have visitors and is well pleased to show them the work they are carrying on. Major Brainerd is a great booster for the tri-motored Fokker, and we are expecting to get great use out of ours when it arrives. If there was ever a place which needs transports of the most dependable kind it is here in this country of jungles and few landing fields.

Our Commanding Officer, being an old Cavalryman, has happy memories of practice marches, so is planning some for us during January and February. The plan is to have each squadron take the field for a week, operating from advanced air-dromes in the Republic. Rations, cooks, etc., and as much of the enlisted personnel as possible will accompany the squadrons, using the transport planes, and our boat, the "Pullen", which we borrowed from the Engineers. There is much enthusiasm over this coming trip - but principally among the male sex.

24th Pursuit Squadron: There are so many enlisted men of this squadron clamoring to go on cross-country flights to David and other places in the interior of Panama that it has become necessary to run a roster for them. We are able to accommodate five or six mechanics on some flights by taking the Douglas Transport along in convoy.

Although David is a very pretty village and the trip up there is very interesting and picturesque, that, however, is not the main attraction according to the subject of conversation on the return.

During the months of July, August, September and October the squadron has had on an average of over 200 flying hours. In that whole period only one plane was out of commission. The organization has ten pilots and fifteen airplanes, all of which are PW-9s. We do not say that this record has not been beaten, but we do believe it speaks well for our mechanics, the PW-9 airplane and the Curtiss engine.

7th Observation Squadron: Our "Top Kick", Sgt. Jake Bloom, celebrated his birthday a few nights ago, and ever since he's been feeling bad. He won't tell us what is ailing him. Jake is a real "Old Timer" in Army life, and here's hoping he lives to see many more happy birthdays.

Sgt. Drowns, the "Gandy Dancer" and "Speedy" Lee just returned from a furlough in the States. They both claimed they had a good time, but when the Transport docked they lost no time in going to Colon and celebrating their arrival.

Corporal Adams developed quite a taste for sentimental music, and may be seen most any night sitting on his bunk strumming the uke. He goes back to the States on furlough on the next boat. Can that be the reason or is there more to the subject we don't know.

Master Sgt. Fletcher is a temporary bachelor, Mrs. Fletcher having left on the last boat for a visit in California.

Sgt. Huston, Corporal Snowden, Corporal Hall and several others of the 7th Squadron leave for the States within the next two months for discharge. Staff Sgt. McGhee is Sgt. Huston's successor as flight chief of B flight.

Corporal Harry Nelson is now in charge of the post fire department.

Corporal Tupper expects his wife to arrive from the States on the next boat and has secured quarters in Colon.

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

"SNAPPY STORIES" from Molokai by Lieut. R.H. Magee.

The 72nd Bombardment Squadron, otherwise known as the Eagles Brood, left Luke Field at 8:30 A.M., Monday, Oct. 10th for Hoolehau Field, Molokai, for the annual field service. The wives of the various officers kissed them goodbye with much misgiving. Lieut. MacDonald was furnished with a pair of Earuffs and a pair of Kilts by the local chapter of the Ancient Order of Hibernians and Lieut. Lotha Smith was invested with the Order of the Bath which, however, was dropped in mid-channel by Capt. L.L. Harvey.

After an uneventful trip the planes arrived at Molokai and were met by the local celebrities, including a Bevy of lei girls. It was noticed that they seemed disappointed, and upon inquiry it developed that Lieut. Jimmy Hicks, the Adjutant of Luke Field, and Lieut. Ferris, former model for Hart Schaffner & Marx, were expected for the week. Upon being consoled by Lieuts. Moor and Paul, they seemed not to miss the absentees, and after a hornpipe graciously rendered by Lieut. MacDonald, were actually seen to smile.

The first act of the Camp Commander, Capt. H.C. Drayton, was to name the Camp and Field in honor of Captain John W. Signer, A.C., former C.O of the 72nd Squadron, who lost his life on Sept. 2, 1927, near Schofield Barracks, in an airplane crash.

After the Camp was established the personnel were given a short talk by Chaplain R.H. Magee and, due to the cosmopolitan camp followers, same was also rendered in Hawaiian, Japanese, Chinese, Tagalog and French.

Lieut. Dinty Moor, having been connected with the Aladdin Ready to Wear House Co., was placed in charge of building the camp. He displayed his usual ingenuity, had every thing ready in jig time and dinner was served at 2:00 P.M. consisting of Baked Ham, Mashed Potatoes, Creamed Corn, Hot Biscuits and Coffee.

The afternoon was spent in arranging camp under the Personal supervision of Capt. Pawnee Bill Drayton, the last of the Plainsmen. Chaplain Magee found an organ in the baggage of Capt. Pratt and requisitioned it for Sunday Services.

Lieuts. MacDonald and Paul sewed fish hooks in their pockets so they would not be tempted to go to the Metropole of Molokai and spend money. Lieut. Lotha Smith remarked that, in the wide and open spaces, he would try and think up some new alibis for the "Storm and Strife", as she was catching up on the golf alibi. Who could blame her, for even if the nineteenth hole was 5000 yards long it would not take until 2:00 A.M. to play it.

The first day rounded out with a beautiful tropical sunset, making Lieut. Dinty Moor homesick for Pittsburgh. In the Evening Doc. Pratt, "Shiek of the Gobi Desert" opened the Poker School, to the sorrow of several so called experts. At approximately 10:00 P.M. all was quiet for a few minutes until the most horrible collection of sounds imaginable came from the vicinity of the tent of Cpts Drayton and Pratt. Upon investigation it was found to emanate from a bovine Soprano and a Bass Burro singing a quartet with the doughty Captains, and, believe me, if it could be produced on a Victor Record it would make several fortunes.

On Tuesday afternoon Capt. Drayton and Lieut. Magee were taken on a personally conducted deer hunt. After a two-hour drive in a Ford, Capt. Drayton remarked, "Look at the cows". "Cows hell", said our guide, "Them's deer", and with that he jumped out, gave them a kick and away they went. The two nimrods immediately cracked down on them like true plainsmen but found they had neglected to load the guns. After running about a quarter of a mile the deer stopped and looked back with a rather hurt expression, as if the said nimrods were not playing the game fair; so they fired about twenty rounds a piece with total casualties of one domestic pig. Later on in the afternoon a large herd was spotted and Lieut. Magee aimed at the first deer and killed the ninth one so the hunt was a complete success.

Wednesday was spent on Operations and in the evening Lieut. Hibb Carr was presented with the degree of "M.T." by the University of Molokai, and same accepted with appropriate thanks.

Thursday morning Scotty MacDonald, having arisen late, found the eggs cold, so after much argument back and forth he stated, "Yes, I'm spoilt and my wife did it". About 10:30 A.M., the inspecting party, consisting of Col. Howard, Major Van Nostrand, Capt. McEntire, Lieuts. Cannon and McDaniel arrived, and we were able to entertain them with a venison dinner, although somebody made remark as to whose back yard we found the tame deer tied in.

Friday was a banner day for the camp as the Mascot (One Molokai Burro) adopted Scotty MacDonald as its master, thereby showing excellent judgment, as Scotty is well known for his winning ways with women, children and animals. He was heard to make the remark that at least an animal cannot bawl you out when you get in at 3:00 A.M.

On Saturday, Lieut. Paul's Scotch instinct came to the fore and he took his trusty gun and ambled forth to ruin a wild turkey. Mrs. Paul, having furnished wonderful doughnuts and cookies for the officers, said that she would like Turkey, so the hunt. After about six hours' walk Frank shot his turkey and remarked to Hibb Carr that it was the first bald-headed turkey he had ever seen. Hibb replied that he was probably married and Frank said if that's the case he's better off shot. Hibb replied better off half shot. After dragging the bird several miles a native wanted to know where they were taking the buzzard, so the wonderful bird was tossed to the hogs.

Saturday was spent in recreation, although Capt. Drayton and Lieuts. Moor and Carr flew to Maui for the week end.

Sunday Services were held over the Radio by Chaplain Magee, and while Lieut. MacDonald dozed the collection was taken up. He spent the rest of the day trying to locate it.

Bright and early Monday morning camp was struck and all supplies loaded into the 23rd Squadron Bombers, which arrived at 7:00 A.M. Scotty bid a sad farewell to the mascot and we were off for Luke Field, beards, moustaches and all, and it can be said for one and all that the field service for the 72nd Squadron was a complete success and was made so by the hearty co-operation of all the Molokai people, especially Mr. Sam Wight of the Molokai ranch, Mr. Lloyd Arnold, Resident Manager of Libby McNeil & Libby and Mr. Roland Gay of the Hawaiian Commission.

72nd Bombardment Squadron, October 10th.: The following personnel of this squadron flew in 7 DH-4M-1s to Homestead Field, Molokai for a week of field service, Cpts. H.C. Drayton, F.L. Pratt (Flight Surgeon), Lieuts. L.A. Smith, F.M. Paul, R.H. Magee, R.C. MacDonald, H.H. Carr, R.D. Moor, and six mechanics. Seven Martin Bombers made two trips to Molokai transporting twenty-four enlisted men, food and equipment. Camp was established on the landing field and a ground radio station was set up for communication with Luke Field. Electric lights were installed in the Commanding Officer's tent, each officer's tent, the recreation tent, Headquarters and Operations tent and the mess tent. Field telephones were installed at the guard outpost on the flying line, Headquarters tent and the Commanding Officer's tent. A radio broadcast receiver with a loud speaker was set

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October 12th. Two flights of three planes each took off at 7:55 A.M., and simulated a bombing raid over Honopu, Lanai, returning at 9:50 A.M. The two flights landed on the Lanai City Field and inspected it. Radio communication was maintained with Luke Field.

October 13th. One flight of five planes took off at 8:40 A.M., and simulated a bombing raid over Kalaupapa, Molokai, returning at 9:30 A.M. Capt. H.C. Drayton, took off at 8:45 A.M., and made a reconnaissance of the Island of Molokai, landing at 9:15 A.M. Colonel J.H. Howard, Department Air Officer, and Major P.E. Van Nostrand, Commanding Officer, Luke Field, arrived at 9:15 A.M., and inspected the camp. The inspecting party returned to Luke Field at 1:30 P.M.

October 14th. One flight of five planes took off at 8:00 A.M., and simulated a bombing raid over the Island of Kahoolawe, returning at 10:00 A.M.

October 15th. One flight of three planes flew to Maui landing at Kahei.

October 16th. One flight of three planes returned from Maui at 8:45 A.M.

October 17th. Camp was broken at 5:30 A.M., and all equipment packed for loading on the bombers. Seven Martins made two trips transporting enlisted men and equipment back to Luke Field. Two flights of three DH-4M-1s each took off at 8:00 A.M., and landed at Luke Field at 9:10 A.M. One DH-4M-1 returned with the Martins on their second trip landing at Luke Field at 1:20 P.M.

4th Observation Squadron: This squadron is now in the throes of machine gun firing and bombing. Several very good ground target scores were turned in, those having over 400 being Lieuts. Givens, Ferris, Williamson and Richards. The Observers are having a harder time to find the elusive bull. A new method of approach is being tried out in which the ship flies a portion of the circumference of the circle of which the target is the center, crosses the 400 ft. when at the minimum distance from the target and thereafter remains behind that line. This approach permits an earlier sight on the target. In connection with the target season for forward and rear guns, eighty-five missions each were performed during the month.

The personnel of the squadron has been divided in squads for baseball, volleyball, swimming, basketball, track and boxing, each in charge of an officer.

72nd Bombardment Squadron: As this squadron is equipped with DHs, permission was requested and granted to fire the Pilots' Course "A". Two target work is now being conducted, while the 4th Obs. Squadron is using the ground targets. Squadron personnel was augmented by the return of Lieuts. J.J. O'Connell and F.S. Borum from leave in the States.

Lieut. R.C. MacDonald underwent an operation for intestinal trouble at Tripler General Hospital but is recovering very rapidly.

Thirty-two forward gun missions were performed during the month in addition to simulated bombing formations and other tactical maneuvers.

23rd Bombardment Squadron: Forty-eight bombing missions were performed during the month. A three-plane formation from this squadron was in the chain of formations which met the new Matson liner "Makolo", Nov. 17th.

Capt. L.L. Harvey, the C.O., is recovering from a bad case of infection on his hands. With his bandages he took on the appearance of an Egyptian Mummy.

Lieut. Jimmy Hicks has developed the Hicks Spotter for bombing. Two artillery B.C. telescopes are used at the ends of a baseline on shore and readings are taken on the splash of the bomb in the water, using the target as the zero point. Jimmy says its O.K. but Lieut. George Polk has to work out the results, and his remarks cannot be printed.

65th Service Squadron & the Repair Unit: The Repair Unit has at last started to function. They report 6 DH-4M-1s, 2 NBS-1s, 1 PW-9, 3 Liberty 12-As and 1 Curtiss D-12 as having been overhauled during the month. The Fokker C-2 is now ready for delivery, new landing gear with brakes, seats and everything.

A number of civilian employees for the Repair Unit arrived from Rockwell, Scott and Wright Fields.

Luke Field, T.H., December 1, 1927.

The Commanding Officer takes great delight in having fire drills in the

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October 16th. One flight of three planes returned from Maui at 8:45 A.M.

October 17th. Camp was broken at 5:30 A.M., and all equipment packed for loading on the bombers. Seven Martins made two trips transporting enlisted men and equipment back to Luke Field. Two flights of three DH-4M-1s each took off at 8:00 A.M., and landed at Luke Field at 9:10 A.M. One DH-4M-1 returned with the Martins on their second trip landing at Luke Field at 1:20 P.M.

4th Observation Squadron: This squadron is now in the throes of machine gun firing and bombing. Several very good ground target scores were turned in, those having over 400 being Lieuts. Givens, Ferris, Williamson and Richards. The Observers are having a harder time to find the elusive bull. A new method of approach is being tried out in which the ship flies a portion of the circumference of the circle of which the target is the center, crosses the 400 ft. when at the minimum distance from the target and thereafter remains behind that line. This approach permits an earlier sight on the target. In connection with the target season for forward and rear guns, eighty-five missions each were performed during the month.

The personnel of the squadron has been divided in squads for baseball, volleyball, swimming, basketball, track and boxing, each in charge of an officer.

72nd Bombardment Squadron: As this squadron is equipped with DHs, permission was requested and granted to fire the Pilots' Course "A". Two target work is now being conducted, while the 4th Obs. Squadron is using the ground targets. Squadron personnel was augmented by the return of Lieuts. J.J. O'Connell and F.S. Borum from leave in the States.

Lieut. R.C. MacDonald underwent an operation for intestinal trouble at Tripler General Hospital but is recovering very rapidly.

Thirty-two forward gun missions were performed during the month in addition to simulated bombing formations and other tactical maneuvers.

23rd Bombardment Squadron: Forty-eight bombing missions were performed during the month. A three-plane formation from this squadron was in the chain of formations which met the new Matson liner "Malolo", Nov. 17th.

Capt. L.L. Harvey, the C.O., is recovering from a bad case of infection on his hands. With his bandages he took on the appearance of an Egyptian Mummy.

Lieut. Jimmy Hicks has developed the Hicks Spotter for bombing. Two artillery B.C. telescopes are used at the ends of a baseline on shore and readings are taken on the splash of the bomb in the water, using the target as the zero point. Jimmy says its O.K. but Lieut. George Polk has to work out the results, and his remarks cannot be printed.

65th Service Squadron & the Repair Unit: The Repair Unit has at last started to function. They report 6 DH-4M-1s, 2 NBS-1s, 1 PW-9, 3 Liberty 12-As and 1 Curtiss D-12 as having been overhauled during the month. The Fokker C-2 is now ready for delivery, new landing gear with brakes, seats and everything.

A number of civilian employees for the Repair Unit arrived from Rockwell, Scott and Wright Fields.

Luke Field, T.H., December 1, 1927.

The Commanding Officer takes great delight in having fire drills in the

small hours, to the great disgust of the dwellers on the field. The fire department, however, is now in its highest state of efficiency due to these methods of the C.O. and the instruction from the Fire Marshal, Lieut. Frank Paul.

Luke Field migrated to the B.O.Q. at the Naval Air Station for the Army-Navy game returns, and a big time was had by all.

Officers Unit School is now in progress.

A Douglas Transport arrived on the MEIGS last week, and all of the kamaainas (old timers) are anxiously waiting to see what she looks like.

Major-General W.R. Smith, Department Commander, visited the field Nov. 29th for an informal inspection.

Scattered members of the Bear Hunters Association lend me you ears, especially one Chil Wheeler, a second Jawn McCulloch, a third Beach Boy Goldsborough, a fourth Jerry Etheridge - the Grand Potentate O'Connell and his right hand man Davidson have returned with the spoils from Alaska (two bear, two moose, one caribou and one wolverine). They announced immediately after their return that the Association would again gather in conclave after the completion of the Five Year Program, at Puniki, Halewaa, Oahu.

An Inter-Squadron basketball league was started by the Post Athletic Officer Lieut. P.H. Prentiss, the standing to date being as follows: 23rd Bombardment Squadron, 100% with seven won; 4th Observation, .701 with five won and two lost; Staff, .333 with two won and four lost; 72nd Bombardment, .209 with two won and five lost and the 65th Service, .140 with one victory and six defeats. All games are played on a court laid out on the tennis courts. The concrete floor requires the use of knee pads, elbow pads and helmets. This league is expected to develop the material for the Luke Field team in the Honolulu Sector League scheduled to start December 15th.

Langley Field, Hampton, Va., November 29th.

19th Airship Company: Following the flight of the Airship TC-254 to Washington to participate in the funeral exercises of Captain H.C. Gray, a number of students from the Army Medical School were taken up as passengers. After landing them the return flight was made to Langley Field.

A photographic mission was flown to South Hill, Va., to locate possible landing fields in that vicinity and the Pee Dee River bridge.

The Airships TC-5-251 and TC-10-254 took part in the Armistice celebration over tidewater Virginia. The ships left at 9:20 A.M., circled over Norfolk, Portsmouth, Newport News, Hampton and Fort Eustis, and returned at 11:30 A.M. Lts. A.I. Puryear and W.J. Flood commanded the ships with crews of eight men each.

59th Service Squadron: Lieut. A.R. McConnell, Engineering Officer of this Squadron, does not often have news for this letter, due to the small organization and the few planes he has under his control, as this squadron has only two NBS-1s and one C-1 transport to care for. This week he sent us a news letter item which shows the care he takes and the interest he shows in his planes. In view of the contents of the letter, the pilot's name should be omitted, although it does not reflect on his ability but only on Lieut. McConnell's solicitude. He tells us that the transport sent on this trip was fully loaded, and then goes on to say:

"This is the second time we have let our transport go so far away from its home base, and we very much hope that it will come back in one piece." It did.

Second Bombardment Group: The Group was busy the past week completing record bombing, starting machine gun work and practicing for the Pee Dee River Bombing trip. The 20th Squadron completed its 5,000 ft. intermediate altitude bombing and started high altitude record bombing. Some very good scores were made so far, the record score being made by Lieut. Stowell, bomber, and Lieut. Lichtenberger, pilot, (797). This is several points above the high score made in the Bombing and Gunnery Matches held here last spring. All are much interested in getting final figures on the run, as it is likely that a number of officers will receive ratings as Expert Aerial Bombers, and it is hoped to better the high score made in the National Matches.

General News of the Field: On Nov. 15th Major Bagley, Engineers, with Lt. O'Neil as pilot, in an O-2, passed through here from Bolling to Pope Field to inspect the prospect for aerial mapping in vicinity of Fort Bragg, N.C. Major Bagley, connected with aerial photography and mapping for years, aided greatly in the development of the tri-lens camera now in general use for this purpose.

Major H.S. Burwell, Commanding Officer, Bolling Field, arrived here Nov. 15th, stayed overnight and returned the next day.

Major Davidson, Operations Officer, Mitchel Field, arrived here from Bolling on Nov. 15th on a short visit to friends here. Held up by bad weather for several days, he returned on the 19th.

On Nov. 16th and 17th two visits of inspection and instruction were made from Fort Monroe, the CAC NCO School coming over the first day and officers from the Coast Artillery School the second day. They were shown thru the shops and hangars on the line, then thru the N.A.C.A. laboratories and the airship hangar. Lectures were given by officers and O.C.O.s at the different points of interest and questions answered by guides assigned to the party. All seemed considerably interested in the various activities and expressed appreciation for the information given.

Lieut. W.C. Morris just reported for duty from Dallas, Texas. He was assigned to Wing Headquarters and made Assistant Wing Operations Officer in place of 1st Lieut. E.S. Davis, who was transferred to the Air Corps Tactical School.

The writer noted some discussion in the News Letter of November 10th from the Kelly Field Correspondent which seems to indicate a spirit of rivalry (we shall say) between Maxwell Field Correspondent and him. As to the merits of the argument we have nothing to say, but it does seem that if a spirit of competition between the various correspondents was started the News Letter would become increasingly more interesting, so that shortly we could have one coming in every week. And if anything is started, Langley Field will do its part.

Ed. Note: Perhaps our Langley Field Correspondent is right. Get the chips ready, boys!

Langley Field, Hampton, Va., December 6th.

Second Bombardment Group: The 59th Service Squadron recently moved from its old barracks to the quarters formerly occupied by the 50th Observation Squadron. These barracks have been repaired throughout and are now in good condition, and a new room has been added to the front of the mess hall. The men worked hard all morning and displayed very commendable spirit in their job.

Returning from a cross-country training mission recently, Lieut. H.C. Lichtenberger, 20th Squadron, flying an LB-5, had quite an experience while flying down the coast of New Jersey. Flying low to avoid strong head winds, he suddenly ran into a dense ground fog. Attempting a 180 degree turn, the plane passed over an inlet, and with no land showing Lieut. Lichtenberger became confused and for several minutes was flying over salt marsh and water. Finally, he took a compass course, headed due east, and in a short time picked up the beach line on which he landed. Walking up the beach a coast guard station was reached and it was ascertained that the locality was near Stone Harbor, N.J. Lieuts. Lichtenberger, Gillespie and Sgt. Tafel spent the night at the coast guard station and took off the next day for Langley Field.

The 20th Squadron continued record bombing all week when weather permitted, but so far no final scores were completed. Between other missions the teams assigned to the Pee Dee River bridge bombing trip continued their practice on the outline bridges on the bombing ranges, and according to records to date since the bridge is only 20 feet wide by 500 feet long, and the trajectories of the practice bomb vary more than the demolition bomb, only about 10% direct hits are made which is considered very good.

Crissy Field, Presidio of San Francisco, Calif., November 26th.

Major Gerald C. Brant took over the command of Crissy Field, relieving Major Albert L. Sneed on November 10th. Major Brant called an officers' meeting, outlining his policies and expressing his pleasure in his new command.

Lieuts. Willis R. Taylor, Theodore J. Munchof, Wentworth Goss, Alfred W. Marriner, Theodore J. Koenig and Dean Farran left November 11th to participate in the military race at Clover Field in commemoration of the Round-the-World Flight. Due to inclement weather the races were postponed.

A letter was received from Daniel J. O'Brien, Chief of Police of San Francisco, thanking us for the plane escort for Captain Gleeson's funeral.

Lieut. Frederick E. Edwards ended his tour of active duty of two weeks at this station.

Permission was received from the War Department to attend the races at Clover Field, but orders were given that no planes would participate. Lieuts.

Frank H. Barber, Leo C. Allen and Arthur L. Smith left Nov. 18th to attend this event.

Lieut. Frank H. Barber gave a talk on Aviation and Transportation before the Oakland Traffic Club in compliance with our policy to promote aviation in general. Major Gerald C. Brant and Captain Wm.C. Ocker left for Rockwell Field to ferry a new O-2 to that station.

Lieut. George A. Jones ferried General Middlestadt to the prison at Folsom to investigate the riot at that place.

March Field, Riverside, Calif., December 29th.

Under the able direction of 1st Lieuts. Earle H. Tonkin and Alfred Lindenburg the field has taken great interest in the recreational and athletic activities. A new basketball court and dance floor was just completed in one of the hangars, and many good games with surrounding cities, followed by dances, are anticipated. Four first class moving pictures shows a week are offered at the Post Theatre, and a recent attendance of 412 speaks well for the quality of the pictures being shown. The post orchestra, made up from the enlisted musical talent of the field, renders their appreciated efforts during each performance.

In spite of the fact that practically all of the commissioned personnel live in Riverside, March Field has not been lacking in its social entertainments. Several delightful dances have been held in the Officers' Club on the Field, as well as at the Country Club at Riverside. The Ladies' Bridge Club is expected to hold their afternoon bridge meetings shortly after the first of the year.

On November 3rd the officers and their wives were guests of the Riverside Chamber of Commerce at a dinner and dance held at the Mission Inn. The opening address of welcome was given by Mr. Raymond Evans Best, Attorney-at-Law, in Riverside, and the acceptance for March Field was given by the Commanding Officer, Major M.F. Harmon. This social function did much towards promoting a friendly spirit and better understanding between the people of Riverside and the personnel of March Field.

Lieuts. Charles McK. Robinson and Leonard D. Weddington just returned from Washington, where they were awarded the Distinguished Flying Cross for their extraordinary achievements while participating as pilots in the Good Will Pan-American Flight.

San Antonio Air Depot, Duncan Field, Texas, December 3rd.

Captain Nobuichi Kusunoki, Assistant Military Attache of the Imperial Japanese Embassy at Washington, made an informal visit to this Depot Nov. 15th on a tour of visits to various military activities.

A recent addition to our official family is 1st Lieut. Alfred A. Kessler, Jr., who was transferred to this Depot from Brooks Field. He was assigned to duty as an Assistant Engineer Officer.

Lieut. R.V. Ignacio, Depot Supply Officer and 1st Lieut. A.W. Vanaman, Chief Engineer Officer, flew cross-country to Fort Crockett on Nov. 30th in connection with coordination of supply and engineering matters, returning by air on December 2nd.

Lieut. Thomas H. Chapman, Operations Officer, returned Nov. 30th from a leave of absence since Sept. 6th. He reports a very enjoyable vacation.

Major-General William C. Rivers, the Inspector General, on a tour of inspection of various military activities, visited the Depot, Dec. 2nd, accompanied by Brig.-General Frank P. Lahm, A.C. and officers of Hdqrs. 8th Corps Area.

First Lieut. Frederick V.H. Kimble and 2nd Lieuts. James H. Collins and John Q. Adams arrived here Dec. 3rd by rail from March Field, Calif., to secure and ferry back to that station three PT-1 planes.

Mr. George Williams, Electrician of our Engineering Department, was on temporary duty for two weeks at March Field, Calif., for the purpose of repairing orientators and instructing mechanics there in the maintenance of this equipment. Mr. Richard T. Harrison, of our Station Supply Department, was transferred on Nov. 9th from this Depot to Luke Field, Hawaii, for supply work.

A hunting party, consisting largely of the commissioned personnel of this Depot, recently returned from a trip to the mountains of Real County, Texas, reporting a nice kill and an excellent time.

Headquarters, San Antonio Air Depot, Duncan Field, Texas, Dec. 29th.

This Depot recently enjoyed a short visit from Colonel Hamford Mars, Assistant Secretary of War, accompanied by Captain Robert G. Ervin, of his office as pilot, en route on a cross-country trip from Washington.

Lieut. Norman D. Brophy, Adjutant, returned to duty from the Station Hospital at Fort Sam Houston, having undergone an operation for appendicitis.

Lieut. W. J. McKiernan arrived here Dec. 25th from Langley Field to secure and ferry back a CO-4, leaving here Dec. 29th on his return trip.

The Engineering Department of this Depot overhauled and repaired the following airplanes and engines during the month of November: Airplanes, 6 DH-4M-2, 2 DH-4M-2, 2 DH-4M-1, 15 PT-1s, 1 AT-4, 2 O2s, 2 O2-Cs, 1 C-1-C, 1 O2-M4, 1 NS-1, total 33, Engines - 38 Liberty, 42 Wright E, total 80.

Advantage is being taken to the fullest extent possible by many hunting parties here of the glorious weather we are having this season and the generous game prospects in the way of deer, turkey, quail, etc. A hunting party composed of some of our officers and others, headed by Colonel Mars, recently returned from a short trip in the mountains of Real County with a fine bag of game and reports of an excellent time had by all. On this trip some of the officers demonstrated beyond a doubt their navigating ability, each thoroughly orienting himself before leaving camp so as to be assured of returning on scheduled time.

The Duncan Field Civilian Club was recently reorganized on a more efficient basis. An able corps of officers of the Club was elected, with C.O. Wetherell as President and E.W. Hailey as Secretary-Treasurer. The club is organized for social and welfare purposes and the furtherance of morale in general among the employees of this Depot. New plans are being made, and everything seems to be "all set" for enjoyable and beneficial activity in this connection.

Fort Crockett, Galveston, Texas, Nov. 21st.

During the past 14 days ground training of the Third Attack Group consisted of military drill on Wednesday mornings for all men. On Monday, Tuesday, Thursday and Friday of each week (holidays excepted) classes were held in Operations, Administration, Engineering, Armament, Radio and Airplane Mechanics for all enlisted men.

Ground training of commissioned personnel during the first week of the month consisted of lectures by Lieut. Robbins on Aerial Gunnery. The second week was devoted to lectures by Lieut. McGinley on the use and care of parachutes. The following week's schedule consisted of Astronomical Navigation, Dead Reckoning and Pilotage, classes conducted by Lieut. H.W. Anderson.

Aerial training for the past 15 days consisted of Individual Synchronized Machine Gun Training, Spot Landing Training and Individual Dummy Bombing.

Cross-country flights by personnel of this field were made as follows:

Lieut. H.W. Pennington to Memphis, Tenn., returning with 2nd Lieut. G.H. MacNair as passenger; 2nd Lieut. H.M. Newstrom with 2nd Lieut. A.L. Pump, Jr. to Duncan Field, via Fort Sam Houston, for the purpose of transporting military supplies and personnel; 2nd Lieut. E.C. Robbins with Tech. Sgt. Crawley to Kelly Field; 2nd Lieut. D.W. Benner with Staff Sgt. Clinger, 2nd Lieut. W.W. Gross with Staff Sgt. Johnson, 2nd Lieut. H.W. Pennington with Sgt. Lipp; Lieut. Robert D. Johnson with Lieut. A.E. Cabana, all to Kelly Field, Texas; 2nd Lieut. R.H. Gilley with Sgt. Bihami, and 2nd Lieut. A.M. Kelly with Corporal Pouncy to College Station, Texas; 2nd Lieut. H.M. Turner with Capt. Stout, MC, to Memphis, Tenn.; 2nd Lieut. G.H. MacNair with Staff Sgt. Hightower to Kelly Field via Duncan Field; 2nd Lieut. I.M. Palmer with Pvt. Sallarellei to New Orleans, La.; 2nd Lieut. B.R. Harris, Jr. with 2nd Lieut. R. Heber to Brooks Field, Texas; 2nd Lieut. G.C. McGinley with Major Frank D. Lackland to Tallulah, La., via Monroe and Shreveport; 1st Lieut. C.R. McIver with Staff Sgt. Braxton to Boston, Mass.; 2nd Lieut. K.W. Boyd with Capt. C.E. Brenn to Pensacola, Fla.

Major Frank D. Lackland, Post and Group Commander, accompanied by Lieut. George C. McGinley, returned from a trip extending from Dayton to Rantoul conferences thru Washington, D.C., New York and Buffalo, in connection with the new A-3 Attack airplane.

Major Lackland, accompanied by Lieut. McGinley, visited Shreveport and Monroe, La., via air, at the request of civil organizations of those cities, in the interest of aviation activities. Major Lackland found the civic organizations on their toes, enthusiastic in making great strides in the development of municipal

cipal aviation facilities.

Captain Roy A. Stout, Dental Corps, on temporary duty here from Fort Sam Houston, Texas, left for Detroit on detached service to attend the annual American Dental Association Convention.

Lieut. Waldine W. Messmore reported for duty and was assigned to the 8th Attack Squadron. With his wife and two children Lt. Messmore has taken quarters in the City.

Lieut. L.W. Desrosiers, a graduate of the last class at the Air Corps Advanced Flying School, reported for duty and was assigned to the 60th Service Sqdn.

2nd Lieut. Herbert W. Anderson, A.C. (C.A.C.) was transferred to the Air Corps.

Major Frederick L. Martin, Chief of the Inspection Division, accompanied by Major FitzGerald, recently visited the post in connection with the establishment of the Maintenance and Inspection System.

Brig.-General Frank P. Lahm, Commanding the Air Corps Training Center, visited Fort Crockett by air to inspect the Gunnery Stage of the A.C.A.F.S. Gen. Lahm was entertained at luncheon by the officers of the Air Corps Club.

Lieut. Raymond C. Zettel and Mr. Frank Paulus of the Armament Section, Materiel Division, arrived at Fort Crockett by air from Wright Field for several days' experimental work with the Third Attack group pilots in connection with experimental gun mounts and accessories which are conducted with a Thomas Morse A-6 airplane.

On November 5th the Fort Crockett 1927 Baseball Trophy was at the post parade and review presented to the 90th Attack Squadron, commanded by Lieut. E.H. Wood. This Squadron won 11 out of the season's 12 games.

Fort Crockett is going in strong for soccer, a post team having been formed from the choice of organization players.

A Post Basketball squad, called "The Flyers", was organized and is now playing on open schedule. Under the supervision and management of Lieut. Howard M. Turner, Athletic Officer, the team has been cleaning up everything in its path.

The opening of the post bowling alleys by Lieut. Wm.R. Sweeley, Post Exchange Officer, was attended with remarkable results. Two afternoons a week are set aside for officers and two evenings for officers and ladies. The alleys are operating to capacity during all open hours. A prize of \$1.00 is given each week for the week's highest score, which is now held by 1st Sgt. Ernest Baldrige of the 90th Squadron.

The Service Club was completely remodeled by Chaplain Longbrake and with newly acquired equipment is fast resembling a combination of theatre and summer garden. Chaplain George R. Longbrake has extensive plans for holiday programs, particularly for the children of the station.

Brooks Field, San Antonio, Texas, December 6th.

On the afternoon of December 2nd, on the parade ground in review before the Commandant, the class of July 1st extended formal "Recognition" to the class of November 1st Cadets. In celebration of that important event, the Cadet Corps at Brooks Field sponsored a dance at the San Antonio Country Club the same evening, and the new class was made to feel thoroughly at home in its new environment.

The officers and ladies of Brooks Field entertained the new class of student officers beginning training on November 1st at a dance given at the Officers' Club on the evening of December 2nd. All officers and their guests from the 8th Corps and Kelly Field were invited and the evening was thoroughly enjoyed by all.

Major FitzGerald, Commanding Officer, returned Nov. 22nd from Galveston, where he had flown in a P-1-B.

There were approximately 20 ships from Brooks Field on cross-country over the Thanksgiving holidays. They were scattered to all parts of Texas in search of the elusive deer, turkey and other game.

2nd Lieut. Leonard H. Rodieck, stationed at Kelly Field, reported for duty at this station on Nov. 25th.

Captain Louis R. Knight, who recently returned from service in the Philippines, reported for duty here and was assigned as Director of Ground Instruction.

Corporal Robert C. New, 62nd Service Squadron, was detailed to take a course of instruction at the Wright Aeronautical Corporation plant at Paterson,

N.J., on J-5 Whirlwind engines for a period of 31 days. After returning to this station it is proposed to have Corporal New instruct other personnel in the care and maintenance of this type of engine. It is understood that one man from each Air Corps Station is to be detailed to take a similar course.

Brooks Field, San Antonio, Texas, December 16th.

Major FitzGerald recently left on a five-day hunting trip to Leaky, Texas. He reported game plentiful and a successful hunt.

Lieut. Lee F. Gehlback left the field for a month's leave on the Pacific Coast, after which he is to report for duty at Selfridge Field, Mich.

All enlisted personnel of the field pooled their interests for a dance given on the evening of December 26th in the balloon hangar at this field.

Air Office, Hdqrs. Philippine Dept., Oct. 31, 1927.

Major W.B. Duty, Department Air Officer, and Mrs. Duty just returned from China where they spent a month visiting in Peking, Tientsen, Shanghai and Hong Kong.

Lieut. A.S. Albro, Assistant Air Officer, and Mrs. Albro spent 10 days in Baguio. Prior to returning to the United States they plan a month's visit in China and Japan.

Philippine Air Depot: Lieut. and Mrs. Martenstein and Lieut. and Mrs. Bivins returned from a visit to China and Japan. Mrs. Whitesides, wife of Captain J.G. Whitesides, also returned from a visit of these two countries. The Chinese and Japanese dealers are much better off financially after having had a visit from these good people.

Our Commanding Officer, Capt. J.G. Whitesides, is on detached service making a first hand study of the Philippines.

The Engineering Department is working to capacity and the place is beginning to look like a real repair depot.

Camp Nichols, Rizal, P.I.

66th Service Squadron: 1st Lieut. Donald L. Bruner, Adjutant and Supply Officer, has been sick in Sternberg General Hospital, Manila, for the past three weeks.

In connection with anti-aircraft missions with the Coast Artillery, Capt. George L. Usher, Squadron Commander, was very active in participating therein.

Sgt. L. Oliver was discharged for the convenience of the government to accept a commission as third lieutenant in the Philippine Constabulary. We all wish him lots of luck and success.

Headquarters, Fourth Composite Group: Captain William D. Wheeler, assumed command of the Organization, Sept. 26th, relieving 1st Lieut. Corley P. McDarment, who at present is the Post Adjutant during the temporary absence on leave of 1st Lieut. David G. Lingle.

Private Harry Atkinson likes the Islands so well that he has made application for extension of his tour of Foreign Service.

Baseball season started off this month with 100% enthusiasm.

Twenty-eight Bombardment Squadron: First Lieuts. Paul E. Burrows, Charles B. DeShields, Lawrence J. Carr, Hez McClellan and James W. Woodruff are enjoying detached service in the southern islands or leaves of absence in China. Their absence reduced the number of officers assigned to six, one of whom is sick in quarters and another on special duty at Fort Mills, Corregidor Island.

All members of the organization who participated in the painting, and construction of concrete walks about the barracks were granted a holiday on Oct. 21st. An enjoyable day was spent by all, the place chosen for the blow-out being Los Banos, a few miles north of the Post.

Flight "B", 2nd Observation Squadron: During the month, Flight "B" has had many changes in her personnel, especially among the enlisted men.

Corporal Groan, Air Mechanic, 1st Cl. was appointed Sergeant, Air Mechanic 2nd Cl.; Pvt. 1st Cl. Haupt was appointed Corporal, Air Mechanic 1st Cl. Numerous promotions from private to private, first class, also took place, and, with

the exception of only two men, all have a rating of some kind.

Captain Donald Wilson, recently of the Office of the Chief of Air Corps, temporarily assumed command of Flight "B", vice Capt. D.B. Howard, who assumed temporary command of the Post during the absence on leave of Major C.W. Howard.

The appearance of Flight "B" barracks was considerably improved by a new coat of paint - a beautiful shade of green with the windows trimmed in white.

Clark Field, Pampanga, P.I.

Third Pursuit Squadron: Lieut. P.W. Wolf, Lieut. and Mrs. K.B. Wolfe and Mrs. McMullen returned from a month and a half trip through China and Japan. All reported a most enjoyable trip and came back with many purchases.

Almost coinciding with the return of these members of the Field, two other officers left, Lieut. Heffley on the 19th on one of the German line boats for China and Japan and Lieut. Schulgen on the 23rd for China, Indo-China and Siam on the Naval Destroyer "MacLeish". Lieut. Bobzien also expected to go on the Navy trip, but after getting as far as Shanghai, due to an unexpected delay of the boats and the indefiniteness of the trip in general, he decided to return and came back commercially the latter part of the month. Practically all the officers and wives on the Field have been to both China and Japan by now and will soon be thinking of returning home, as the next eight months will see an almost complete turnover in commissioned personnel.

The Sixtieth Coast Artillery (AA) arrived at Camp Stotsenburg for its annual preliminary and record firing. This includes firing by machine guns and 3" guns on sleeve targets and also search-light practice. The schedule will cover about 75 hours of day and night flying.

The past Saturday and Sunday was a Cavalry week-end, the 26th Cavalry giving the first of a series of week-end entertainments for the other members of the Camp. Among the entertainments were a cavalry review, polo game, dance, tea dance, and golf tournament, the golf tournament being between the 25 leading Caloocan players, a civilian country club of Manila, and the officers of Camp Stotsenburg. Among the 25 Stotsenburg players were seven officers from Clark Field.

The Stotsenburg team won the tournament.

General Holbrook, the Commanding General of Camp Stotsenburg, accompanied by Lieut. McMullen, Major Walton and Lieut. Mills, made two very interesting and extensive flights during the past month. On the first flight of 3 hours 15 minutes the area in vicinity of Manila Bay and as far north as Caranglan was covered. On the second flight of 3 hours, 35 minutes the west coast of Luzon from Lingayen Gulf to Subic Bay was covered. General Holbrook was able to get an excellent idea of the country flown over and recalled several routes which he had covered on the ground during his previous service in the Philippines.

Kindley Field, Fort Mills, P.I.

Second Observation Squadron: Kindley Field and the Second Observation Squadron passed a very creditable inspection before the Inspector General, Philippine Department, on Sept. 28th. Excellent appearance and discipline of personnel, condition of materiel, the general appearance of the post and the high morale of the command came in for special mention in his official report.

Three of our officers are on leave this month enjoying a respite from the past year's close application to their manifold duties. Lieut. Mollison is spending thirty days on a jaunt through China. Lieut. and Mrs. Hodges are making the best of forty days' leave feasting their eyes on the strange sights and customs of China and Japan, while Lieut. Patrick left here on the 23rd with an armful of guns and the avowed intention of making the tigers of Siam either hunt cover or submit to the sole alternative of adorning his den.

The foreign service tour of the Harbor Defense Commander, Brigadier-General Frank M. Caldwell, U.S.A. expires with the sailing of the December transport and as a memento of his many flying hours with the Second Observation Squadron, the officers of Kindley Field are presenting him with a highly polished hub of a Douglas World Cruiser propeller bearing an appropriately engraved metal plate. General Caldwell has always displayed much interest in flying, seldom failing to grasp an opportunity for a hop, and it is the hope of the command that if, in later days, this souvenir revives pleasant memories of flights at Kindley Field, he will know that these flights were equally enjoyable to the pilots with

the General as a passenger.

Two Navy Douglas's from the U.S.S. "Jason" paid us a fleeting visit on the 13th and, shortly after their arrival, were joined by a Vought Corsair, from the U.S.S. "Richmond".

"Wot a roller!" "What does the barometer say?" "Oh, Lawdy, what's happenin' to the ramp?" "Hear that wind howl." "What! Another typhoon signal up?" "Look at 'er rain." "Wonder if the roof 'll stay on?" "Break out the candles - the power line's down!"

Such was the type of indoor sport which replaced all flying and outdoor activities from the 4th to the 11th.

Chief among the recent construction projects of the Field was the pet ramp for the launching and landing of the Amphibian planes on their own wheels, and it worked beautifully, the ducks humming their way up the incline from the water to the patio only turning up about 850 R.P.M., until the typhoon kicked the ocean to the pants or somewhere in the mid-riffs, and it, in turn, took its revenge on the ramp by carrying away some twenty-five yards off its site and sinking it. However, as all things must end, so ended the stormy season.

The ramp is back in its place and the Amphibians have since added an approximate aggregate of thirty-five hours to their flying time. Preparations are well under way for the annual aerial gunnery and bombing practice, the Army and Navy maneuvers and, in general, the usual busy season following upon the summer's wind and rain.

Captain Lawrence P. Hickey of Camp Nichols, arrived on the 24th for a week of temporary duty in connection with inspection of airplane radio installations. During his stay, Captain Hickey was the house guest of Lieut. Meloy.

Week-end guests during the month included Mrs. C.W. Howard, Captain and Mrs. Dudley B. Howard, Lieut. and Mrs. B.E. Gates and Lieut. Goodrich; Lieut. and Mrs. Hex McClellan, of Camp Nichols and Commander and Mrs. Cobke, of the Navy.

As was expected, Kindley Field kept a clean slate in basketball and emerged as Champions of the Detachment League with eight wins and no losses.

The baseball season is on and Kindley Field is getting together a team that will meet and beat any of them. The boys are practicing hard and Lieut. Meloy is fighting for a good share in the use of the Coast Artillery diamond at Top-Side. Lieut. Meloy is very enthusiastic about the team and its prospects, which enthusiasm together with his no mean playing ability, injects the much needed spirit of the thing into the game. That Lieut. Meloy's aggregation will wallop the ball into another championship there is little room for doubt.

Rockwell Air Depot, Coronado, Calif., December 5th.

A concerted effort is being made to beautify the grounds of the Depot. An interest has been created and employees are bringing many choice slips and cuttings which are being planted. The Naval Air Station was also very generous in supplying numerous plants and cuttings. The Superintendent of Balboa Park and the Park Commission of the City of Coronado are cooperating, and in the course of a few weeks it is hoped that Rockwell Field will present an appearance of which we may all be proud.

Within a very short time a new gasoline truck will be in operation on the line. The tank is now being mounted on a F. W. D. chassis, and airplanes will be serviced with gasoline, oil and water by pressure, which will be a decided improvement.

A comfort station is being constructed as an addition to the Operations Office.

Major H.B. Clagett, with four passengers, arrived from Crissy Field on Nov. 22nd in a Douglas Transport via Visalia, and departed the following morning via Clover Field and Visalia.

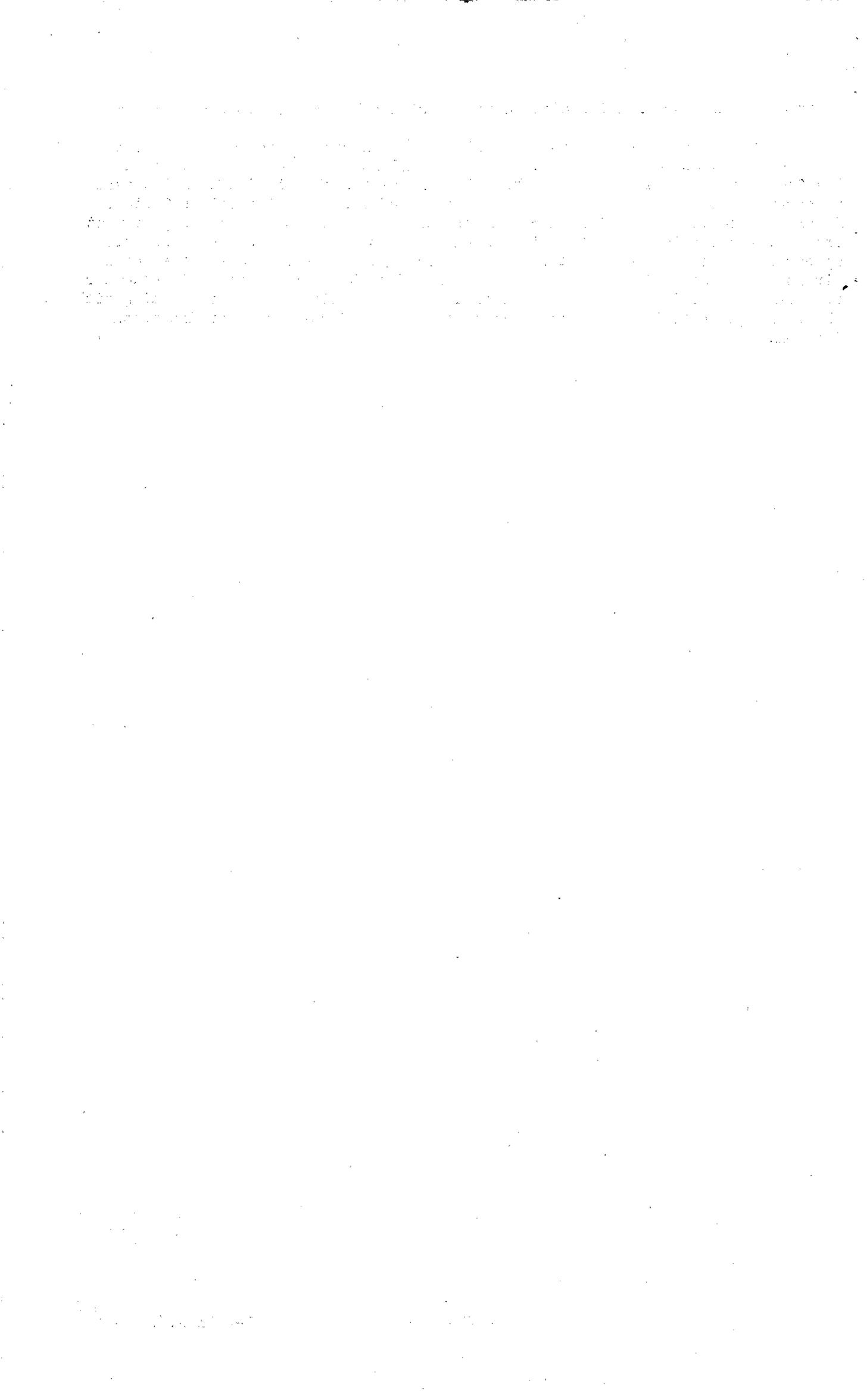
Major G.C. Brant and Captain W.C. Ocker arrived Nov. 22nd in a Douglas O2-5 plane from Crissy Field via Clover Field. Major Brant returned the following afternoon to Clover Field, while Captain Ocker remained until November 25th, when he returned to Crissy Field via March Field.

Rockwell Air Depot, Coronado, Calif., December 17th.

While there has been the usual amount of flying between this Depot, March and Clover Fields, nothing unusual has transpired; no celebrities visited the

Depot and things are running along quietly, with a large amount of repair work ahead in the shops.

The interior of the Operations Office has been redecorated and the desks have been scrapped and varnished. Shrubs and plants have been set out around the Operations building and everything in general "on the line" has an improved appearance. A rest room has been constructed adjoining the Operations Office. Department heads, Superintendents and Foremen have cooperated in the improvement program, and the immediate vicinity of each department has taken on a brighter appearance. Several hundred shrubs and trees have been secured from the Naval Air Station through the courtesy of the Commanding Officer thereof. An endeavor is being made to institute a program of improvement which will be in keeping with the permanent establishment contemplated by the Air Corps Five Year Expansion Program.



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GENERAL LIST

LIST OF NEW MATERIAL ADDED TO INFORMATION DIVISION FILES

Nov. 3, 1927 to Jan. 1, 1928.

Available for loan upon request to the Air Corps, Library,
Munitions Bldg., Washington, D.C.

DOCUMENTS

- ✓ A 00 Army Air Corps Participation in Flood Relief. (War Dept. Release
U.S./19 Nov. 16, 1927)
- A 00 Extracts from the Annual Report of Chief of Air Corps to the Secretary
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Nov. 24, 1927)
- A 00 Capt. Gray's Barograph Records Altitude of 42,470 feet. (War Dept.
U.S./28 Note Nov. 15, 1927)
- ✓ A 00 Recognition of Mechanics in Army Air Corps. (In War Dept. Note
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- A 00 Major-Gen. Mason M. Patrick Trophy Offered for Competition in Third
U.S./28 Attack Group. (War Dept. Note Dec. 14, 1927)
- A 00 Flood Control of the Mississippi River Valley. Nov. 1927. (Articles
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Engineers; Gen. A. Jadwin.)
- ✓ A 08 The Caterpillar Club. (Includes reports of Emergency Parachute Jumps)
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- A 10 Glider Construction and Design, by Alfred Gymnich. Oct. 1927.
192/#434 (N.A.C.A. Technical Memo No. 434.)
- A 10 Turbulent Flow, by L. Prandtl. Oct. 1927. (Nat. Advisory Committee
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- A 10 Approximation Method for Determining the Static Stability of the Mono-
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- A 10 Experiments on Airfoils with Aileron and Slot, by A. Betz. Nov. 1927.
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- A-10 Structural Details of German Gliders, by A. Gymnich. Nov. 1927. (Nat.
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- A 10 Metal Aircraft Construction at Vickers: Some Interesting New Forms
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Technical Memo No. 440)
- A 10 Increasing Lift by Releasing Compressed Air on Suction Side of Airfoil.
192/#441 Dec. 1927. (Nat. Advisory Committee for Aeronautics, Technical Memo
No. 441)
- A 10 "Gloster" High Lift Biplane Wings, by H.E. Preston. Dec. 1927. (Nat.
192/#442 Advisory Committee for Aeronautics Technical Memo No. 442)
- A 10 Extracts of German Air Organization, Chap. III (Comp. by G-2, G.H.Q.,
Germany/161 A.E.F.)
- A 10 The Army Air Corps under the Administration of Gen. M.M. Patrick,
U.S./109 Oct. 1927. (Stencil U-816, A.C.)
- A 10 Etude sur L'aviation Americaine. Oct. 1927 (Comite Francais de
U.S./110 Propagande Aeronautique) Accomp. by trans. of Contents.
- A 10.01 French Commercial Aviation, by R.C. Wood, former Liaison Officer, U.S.
France/2 Naval Base, Brest, and Chairman of the Aviation Committee, Paris, Post
American Legion, March 1927. (From "Foreign Trade", March, 1927)
- ✓ A 10.01 Aeronautic Trade Directory, 3rd Ed., Oct. 26, 1927. (Dept. of Commerce
U.S./7 Aeronautic Branch Information Bulletin No. 3, Ed. 3rd.
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- A 10.01 Air Mail Income per Mile, U.S. Dec. 1, 1927. (Dept. of Commerce Aeronautic Branch, Information Bulletin No. 16)
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- A 10.01 Costs of U.S. Airway Operation. Dec. 7, 1927. (Dept. of Commerce Aeronautic Branch, Information Bulletin No. 20)
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- A 10.23 The Distribution of Loads between the Wings of a Biplane having Decalage, by R.M. Mock. Nov. 1927. (Nat. Advisory Committee for Aeronautics. Technical Note No. 269)
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- A 10.23 The Characteristics of the N.A.C.A. 97, Clark Y and N A.C.A. -M6 Airfoils, with Particular Reference to the Angle of Attack, by G.J. Higgins. Dec. 1927. (Nat. Advisory Committee for Aeronautics, Tech. Note No. 270)
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- A 40 Progress of Laboratory Experiments on the Precipitation of Fog over Landing Fields. July 21, 1926. Pt. 2 - Electrical Precipitation of Fog over Landing Fields. (U.S. Naval Aircraft Factory. Report 6301-A, Sept. 17, 1927)
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- B 01.5 The Development and Application of the Present Medical Examination for Flying, by Capt. N.C. Washburn, Flight Surgeon. Nov. 30, 1927. (Stencil U-839, A.C.)
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- B-10 Brig.-General J.E. Fechet, Outline of Military Career. Sept. 1927.
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- B-10 The Vision of the Flier. Nov. 1927. (Stencil U-819, A.C.)
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- B 60 Aspects of Aviation Medicine; the Physical Problem of Flying, by Lt.-Col. L M. Hathaway, M.C. Oct. 20, 1927. (Stencil U-831, A.C.)
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- B-63 Effect of Goggles on the Eyes. Oct. 22, 1927. (Materiel Div. Serial No. 2842)
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- C 50.04 The Infantry School, Fort Benning, Georgia, 1927-28 Course of Instruction.
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- C 50.09 The General Service Schools, Ft. Leavenworth, Kans. The Command and General Staff School Courses of Instruction 1927-28.
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- C 50.09 The Engineer School, Fort Humphrey, Va., Schedule of Instruction 1926-27.
20
- C 53 Training Program for Air Corps Units - 1927/28. (Adjutant Gen. Office)
U.S./7
- C 70 Number and types of airplanes and units employed, all kinds of duties and the success of the German Air Force against Amiens in the German offensive of March 21, 1918. Likewise the effect of the English Air Force on the advance of the Germans in this great offensive. (Trans. of a German article.)
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- C 70 Bombardment and pursuit aviation; tactics and technique of each type, cooperation and methods of employment on offensive mission, also modern planes and future development, by Maj. Carl Spatz. Nov. 4, 1927. (Stencil U-825, A.C.)
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- C 71.6 Report on Nungesser-Coli Search Expedition in Newfoundland. 1927.
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- C 71.6 Navigation Problems in a New York-Paris Flight, by Bradley Jones,
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- B 00 Tests Conducted to Determine Bullet Proof Qualities of Kapok, by
140 W.G. McNeill. Nov. 17, 1927. (Materiel Division, Serial No. 2851)
- D 00.113 The Atmosphere at High Altitude. Nov. 17, 1927. (Stencil U-837, A.C.)
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- D 00.113 The Effects of Altitude upon the Human Body. Nov. 1927. (Stencil
53 U-820, A.C.)
- D 00.12 Experiments with a New Kind of Slot-wing, by K. Weeland. (Trans.
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- D 10.13 Duralumin Sheet Assemblies in Edge Compression. Oct. 21, 1927. (Navy
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- D 11.22 Preservation of Wood and Metal, by J.B. Johnson, Materiel Div., U.S.
14 Air Corps. (Stencil U-828, A.C., Nov. 1927)
- D 11.33 Tests of Cleaning Compounds. Oct. 12, 1927. (Navy Dept. Bureau of
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- D 11.4 Strength of Riveted Joints. Oct. 19, 1927. (Navy Dept., Bureau of
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- D 12 Test of Hoisting Sling. Oct. 17, 1927. (Navy Dept., Bureau of
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- D 12.1 Test of Eclipse Type C-1 Generator (Contract 2881). Nov. 1, 1927.
65 (Navy Dept., Bureau of Aeronautics, AEL-193)
- D 13.47 "Planes that Pass in the Night", by C.L. Paulus, Wright Field.
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- D 13.49 Air Ground Message Code Used During the New England Flood Relief
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- D 13.6 Optical Measuring Instruments and Accessories, Microscopes, Micro-
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- D 13.6 Apparatus for Determining Aptitude for Flying. Sept. 14, 1927.
13 (Description of Reid Aptitude Indicator or Reid Apparatus for
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- D 52.03 The Seige of Spokane, the Successful 1927 National Air Races, by
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- D 52.1 The Focke Wulf F.19 "Ente", Tail-first Airplane. Oct. 1927. (Nat.
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- D 52.1 Stinson Commercial Airplane - Type S M-1, a Semi-cantilever Monoplane.
431/#60 Oct. 1927. (Nat. Advisory Committee for Aeronautics, Aircraft
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- D 52.1 Lockheed "Vega" Airplane, a Commercial Cabin Monoplane. (Nov. 1927.
431/#61 (Nat. Advisory Committee for Aeronautics, Aircraft Circular No. 61)

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D 52.1 431/#62	The Pitcairn "Mailwing" PA-5, a Single Seat Commercial Biplane. Nov. 1927. (Nat. Advisory Committee for Aeronautics, Aircraft Circular No. 62)	
D 52.1 431/#63	"Avimeta" Three-engine Commercial Monoplane, Type A.V.M. 132. Dec. 1927. (Nat. Advisory Committee for Aeronautics, Aircraft Circular No. 63)	
D 52.1 525	Model Designation of Airplanes. Prepared by Materiel Div., Air Corps. Oct. 1, 1927. (Superseding Issue of July 27, 1927)	
D 52.1 591	The Air Corps Mercy Ship. Nov. 1927. (Stencil U-817, A.C.)	
D 52.1 Atlantic/5	Tests and Engineering Changes on C-2 in Preparation for the Hawaiian Flight, by F.W. Herman. Sept. 3, 1927. (Materiel Div. Serial No. 2822)	
D 52.1 Fighter/28	Full Scale Tests of a Bristol Fighter with Slot and Aileron Control operated by a Differential Link Mechanism, by H.M. Garner. May, 1927. (Aeronautical Research Committee, Report & Memo No. 1101)	
D 52.1 Consolidated/4	Air Corps Catalog PT-1 Airplane. Nov. 1927. (Comp. by Materiel Div.)	
D 52.1 Consolidated/5	Study of Horizontal Tail Surfaces of Consolidated XPT-3 (NY-1) by Theodore de Port. Sept. 1, 1927. (Materiel Div. Serial No. 2835)	
D 52.1 Gourdou/9	Avion Sanitaire Loire Gourdou Leseurre 23 T.S. Hispano-Suiza 180 C.V. Gourdou/9 (Ateliers & Chantiers de la Loire)	
D 52.1 Gourdou/10	Avion de Chasse Loire Gourdou Leseurre 32 C.I. Moteur Gnome et Rhone Jupiter 420 C.V. (Ateliers & Chantiers de la Loire)	
D 52.15 98	The Measurement of Pressure through Tubes in Pressure Distribution Tests. by P.E. Hemke, 1927. (Nat. Advisory Committee for Aero. Report No. 270)	
D 52.151 61	The Lift Distribution in any Biplane, by L.V. Kerber. Aug. 12, 1927. (Materiel Division, Serial No. 2821)	
D 52.151 62	The Advance in Airplane Performance, 1917-1927, by Lt. E.W. Dichman, U.S. Air Corps. (Stencil U-823, A.C.)	
D 52.151 65	Airplane Spinning Characteristics, by H.A. Sutton. Aug. 26, 1927. (Materiel Div. Serial No. 2833)	
D 52.16 33	Modern Bombing Airplane Design. A Study carried out by G.L. Martin Co. for purpose of determining the best possible combination of structures, aerodynamics, power plants and service requirements for land type bombing airplanes. Feb. 1926.	
D 52.16 34	Development of Airplane Structures during the Past Ten Years, Dec. 1927.	
D 52.313 5	Investigation of Heat Transfer from Oil to Air through Finned Tubing. Nov. 11, 1927. (Navy Dept. Bureau of Aeronautics, AEL-194)	
D 52.33 276	Wing Flutter Investigation on Brady's Wind Tunnel Model, by J.E. Younger. July 25, 1927. (Materiel Division, Serial 2826)	
D 52.338 140	Airfoil Index, by Theo. de Port. Sept. 29, 1927. (Materiel Division Serial No. 2838)	
D 52.338 141	Wind Tunnel Experiments on the Effect on the Maximum Lift of Withdrawing and Discharging Air from the Upper Surface of an Airfoil, by W.G.A. Perring and G.P. Douglas. April, 1927. (Aeronautical Research Committee. Report and Memo No. 1100)	
D 52.39 75	Airplane Brakes, by E.R. Weaver, Materiel Div. (Stencil U-829, A.C.)	
D 52.39 80	The Flexure of Thin Cylindrical Shells and Other "thin" Sections, by L.G. Brazier. May, 1926. (Aeronautical Research Committee. Report & Memo No. 1081)	
D 52.41 105	The Law of Variation of Engine Power with Height. A Discussion, by H. Glauert. March, 1927. (Aeronautical Research Committee. Report & Memo No. 1099)	

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D 52.16	New Metals for Aircraft by F.T. Sisco (Stencil U-836, A.C.)	
D 52.41	Calculated and Actual Performance of Supercharged Engines.	
Curtiss/8	by Opie Chenoweth, Material Div, Dayton, Ohio. Oct. 19, 1927.	
D 52.41	Endurance Test of Packard Models 2A-1500 and 3A-2500 Direct Drive	
Packard/37	Engines. Pt. 1 - Test of 3A-2500 Engine. Pt. 2 - Test of 2A-1500 (Engine) Navy Dept. Bureau of Aeronautics AEL-181.	
D 52.41	Determination of Torque Characteristics, Packard 2A-2500 Geared	
Packard/38	Engine. Sept. 6, 1927. (Materiel Division Serial No. 2831)	
D 52.41	Investigation of Starting and Operating Wright Model J-4A Engine in	
Wright/39	Cold Weather. Pt. 2 - Cold weather Starting Test. Oct. 24, 1927. (Navy Dept. Bureau of Aeronautics AEL-190)	
D 52.41	Endurance Test of Wright Model J-5 Engine. Oct. 29, 1927. (Navy Dept.	
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D 52.41	Investigation of Wright Model J-5 Engine Valve Failures. Nov. 5, 1927	
Wright/41	(Navy Dept. Bureau of Aeronautics, Report R-8064)	
D 52.413	Recent Developments in Aircraft Ignition, by F.G. Shoemaker. May 26,	
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D-52.417	Combustion Time in the Engine Cylinder and its Effect on Engine Per-	
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D 52.417	Method of Charging a Cylinder with Carbon Dioxide in Liquified State	
29	from Another Cylinder in which Carbon Dioxide in a Liquified State is stored. Nov. 28, 1927. (Navy Dept. Bureau of Aeronautics Tech- nical Note 177)	
D 52.417	The Flow of Air and of an Inviscid Fluid Around an Elliptical Cylin-	
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D 52.419	Method of Measuring Temperature of Pistons, by F.G. Shoemaker. June	
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D 52.42	Superchargers as Applied to Aircraft Engines, by A.L. Berger,	
23	Materiel Division Nov. 1927. (Stencil U-826, A.C.)	
D 52.43	Examination of Damaged Curtiss-Reed Metal Propellers. Nov. 15, 1927.	
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D 52.43	Wind Tunnel Tests with High Tip Speed Airscrews. The characteristics	
424	of the Aerofoil Section R.A.F. 31a at High Speeds. (Aeronautical Research Committee Report and Memo No. 1086)	
D 52.5	Oleo Gears for Aircraft, by Lt. E.A. Aldrin, Wright Field. (Paper to	
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D 52.56	Static Test on the Materiel Division 54 x 12 Wire Wheel, by R.F.	
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D 52.56	Test of New Proposed AN Standard 30" x 5" Airplane Wheels. Dec. 2,	
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D 52.57	The Static Test on the Scersky Ski for Curtiss P-1 Airplane by R.F.	
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D 52.6	Model PB-2 Airplane Test of Engine Mounting. Oct. 31, 1927 (Navy	
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D 52.6	Condition of PN-9 (A-6799) Duralumin Hull Plates. Nov. 15, 1927.	
P.N.9/4	(Navy Dept. Bureau of Aeronautics, Serial No. R 8184)	
D 52.6	Test of PN-11 Aileron. Dec. 7, 1927. (Navy Dept. Bureau of Aero-	
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D 52.6	Static Test of PN-11 Upper Front Outer Wing Spar. Nov. 30, 1927.	
P.N.11/3	(Navy Dept. Bureau of Aeronautics Serial No. 92-27-19A)	
D 52.62	Experimental UO-1 Streamline Metal Float Struts. Nov. 11, 1927.	
12	(Navy Dept. Bureau of Aeronautics Serial R-6045)	
D 52.62	Test of Float Bottoms. Dec. 3, 1927. (Navy Dept. Bureau of Aero-	
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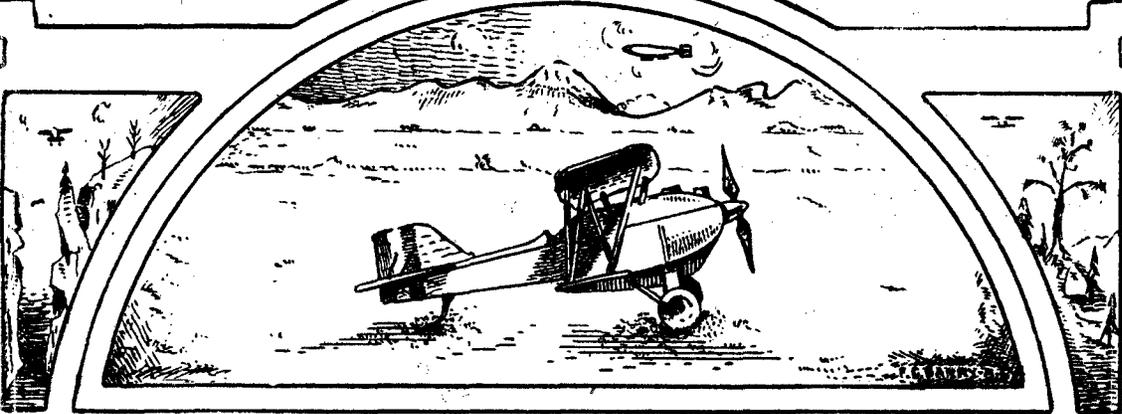
- D 52.7 The Slate all-metal Dirigible, by R.M. Anderson, 2nd Lt. A.C.,
174 ORC.
- D 52.73 The Distribution of Normal Pressures on a Prolate Spheroid, by R.
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No. 1061)
- D 52.8 Balloon Physics Applied to both the Spherical and Captive Balloons.
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Pressure - Temperature - Relative Influence and Reaction. Date ?
(Lecture at Camp John Wise Army Balloon School, San Antonio, Texas)
- D 62.4 Report of the Committee on Photographic Surveying of Board of Surveys
10 and Maps of the Federal Govt. May 24, 1926.
- ✓ D 70 Aircraft Armament; the Relationship of the Ordnance Dept. and the Air
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- D 72.12 Night Sighting Device, German. Aug. 26, 1927. (Report of Visit to
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- E 10.2 Imperial Airways Time Tables, Summer, 1927. Pt. 1 - The Airway; Of-
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- 325.86 Annual Report, 1927.
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- 332 Internal Financial Management.
G93 Guernsey, L.W.
- 353.4 Annual Report, 1926/27
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- 353.6 American Decorations. List of awards of the Congressional Medal of
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- 353.81 Annual Report, 1927.
Un3 U.S. Veterans Bureau.
- 355.3 National Defense Act, 1927 Amendments.
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- 355.3 The National Defense. Hearings before the Committee on Military Af-
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- 355.331 Principles of Command.
J72 Jones, R.E.

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355.5 Un3r	Regulations for Joint Army and Navy Exercises. 1924 U.S. Joint Army and Navy Board.	
355.7 Un3o/1927	Official Register of the Officers and Cadets, 1927. U.S Military Academy, West Point.	
358.5 F67	The Flying Cadet, United States Army Air Corps Training Center. Advanced Flying School, Kelly Field and Primary Flying School, Brooks Field, March, 1927 and August, 1927.	
506 F85	Modern Views of Physical Science, being a Record of the Proceedings of the Centenary Meeting of the Franklin Institute. 1924 by Ellwood Hendrick. Franklin Institute, Philadelphia.	
526.99 M38	The Stereographic Survey of the Shaksgam, by Major Kenneth Mason. An Attempt to Describe Mr. Wild's Stereo-Plotting Machine - the Autograph, by Arthur R. Hinks. (Reprint from "Geographic Journal October, 1927.) Mason, Kenneth.	
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623.72 H79	Simple Methods of Surveying from Air Photographs. Hotine, M.	
629.13 B37	Story of Lindberg, the Lone Eagle. Beamish, R.J.	
629.13 G79ap/#1275	General Instrument Equipment for Aircraft. 1927 (Air Publication No. 1275) Great Britain Air Ministry.	
629.13 G81t/1925/26	Technical Report, 1925/26. Great Britain Advisory Committee for Aeronautics.	
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B45	Bergling, J.M.	
910.4	Land, Sea and Air; Reminiscences.	
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Air Corps
News =
= **Letter**



— ISSUED BY —
OFFICE CHIEF OF AIR CORPS
WAR DEPARTMENT
WASHINGTON, D.C.

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Information Division
Air Corps

January 27, 1928

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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CAPTAIN GRAY'S LAST FLIGHT ✓

In his free balloon altitude flight of November 4, 1927, Captain Hawthorne C. Gray, Army Air Corps, exactly duplicated the altitude record of 42,470 feet which he established six months prior to that time - May 4, 1927. Captain Gray's record exceeded by 7,034 feet the former world's altitude record for free balloons of 35,433 feet, made by the German aeronauts Suring and Berson on June 30, 1901, and it bettered to the extent of 13,960 feet the American record for a free balloon ascension (28,510 feet) which he established in March, 1927. It also eclipsed by 3,996 feet the world's altitude record for airplanes (38,474 feet) established last July by Lieut. Carleton C. Champion, U.S. Navy.

Captain Gray's flight was not made with the intention of breaking any records but for the purpose of studying atmospheric conditions at high altitudes; to ascertain, if possible, the effects of rarefied atmosphere on the human body, and what temperatures would be encountered. Furthermore, he desired to secure data on the wind directions between the lower and higher stratas and on other upper air problems which could be guessed at by science and calculated from instruments tied to small captive balloons, but which would not prove as satisfactory as when actually encountered, experienced and recorded by a human being. Unfortunately, Captain Gray's last flight resulted in his death, and his personal experiences are lost to the world, except for the few notes which he made in his log while ascending.

Following the discovery of Captain Gray's inert body in his balloon in the mountains in the vicinity of Sparta, Tenn., a board of officers, experts, met and delved into all the facts incident to the ascent of the balloon, the descent, and his death. The board consisted of Captain Harrison H. Fisher, Medical Corps, Flight Surgeon at Scott Field, Belleville, Ill.; Captain John C. Bryan, and 1st Lieut. Elmer J. Bowling, Air Corps, all of Scott Field, Captain Gray's station, and from which he had made all of his ascents to maximum altitudes.

After a careful examination of all the evidence, and weighing same against their own knowledge and experience, the Board came to the conclusion that Captain Gray, who began his flight at 2:33 p.m., November 4th, attained his maximum altitude of 42,470 feet at 4:20 p.m.; valved his balloon to commence his descent at 4:21 p.m.; valved it again at 4:28 p.m., while at an altitude of 39,000 feet, to increase his rate of descent, and died in the interval of time it took the balloon to reach the level of 29,000 feet. This last conclusion the Board deduced from the fact that Captain Gray's supply of oxygen was exhausted at 4:38 p.m., since the exact amount of oxygen he carried with him on the flight was known, and the time he started to use it was also known. The rate at which he consumed his oxygen supply was very carefully calculated and tested before he started his trip skyward.

In order to trace the flight from start to finish, there are many things to consider. First of all, Captain Gray had made several previous altitude flights. In March he established a new American free balloon altitude record. In May, when he ascended to a height which was never before attained by man,

he would have been credited with a world's record had it not been for the fact that he, very sensibly, valued his life more than the glamour surrounding an outstanding aeronautical record. When he valved his balloon at the peak of its climb, its downward journey was so rapid that Captain Gray, having cast overboard all available ballast in a vain attempt to check this headlong descent, found that it was suicidal to remain a passenger in the balloon basket and, accordingly, at 9,000 feet he jumped with his parachute and reached the ground safely. In doing so, he forfeited his right to receive official credit for the record from the Federation Aeronautique Internationale, the world's aeronautic governing body whose final approval is necessary to confirm any record which is made. The rule which deprived Captain Gray of his record prescribes that the balloonist must begin his craft from the beginning of the flight until its return to earth.

Captain Gray took many things along with him on his flight, all of them necessary to his purpose. His flying equipment consisted of a seat pack parachute, as adopted for use by Army aviators; a fur-lined suit; fur-lined moccasins and gloves; and a fur-lined helmet which covered his head, face and shoulders. His goggles were ingeniously fitted with an electric heater to warm them and melt off the frost which it was known would constantly form when zero temperature was reached.

Extraordinary precautions were taken in connection with the oxygen apparatus carried on the flight. Without oxygen a person cannot live in rarefied atmosphere. As one ascends to higher altitudes the air becomes increasingly rarefied and the oxygen in the air correspondingly decreases, rendering it difficult to breathe. Coincident with the decrease in the supply of life-giving oxygen, a person's actions change, insidiously but nevertheless surely, until death results. A person's life depends not only on the quantity of the oxygen he breathes but also on the pressure of the atmosphere. Here another difficulty arises, and we are confronted with the question as to the absolute limit of altitude man may go when subjected to a lesser degree of atmospheric pressure than that to which he is accustomed. Dr. L.H. Bauer, in his book entitled "Aviation Medicine", says that somewhere between 40,000 and 45,000 feet is undoubtedly the absolute limit for man even when supplied with pure oxygen, for at a pressure of atmosphere below that point the oxygen pressure in the lungs will be too low to sustain life.

As a result of Captain Gray's past experience and the difficulties he encountered on previous flights, every precaution possible was taken to prevent accident. Every piece of equipment was selected, tested and re-tested to insure against failure at a crucial moment. Prior to the flight numerous tests were conducted on animals and insects to determine the point at which life could not exist due to lack of atmospheric pressure. It was found that when breathing rarefied air, animals became unconscious at altitudes between 25,000 and 28,000 feet. When breathing pure oxygen all animals tested became unconscious with a vacuum of 26.4 inches of mercury, which corresponds to an altitude of 49,000 feet, according to the calculations of the Federation Aeronautique Internationale. When the pressure was raised to 25.5 inches of mercury vacuum, or an altitude of about 43,000 feet, they regained consciousness. They appeared to be normal on the descent up to 25 inches, or 47,000 feet.

A rat was given a test flight that followed Captain Gray's pressure curve as closely as possible. Temperature was disregarded and pure oxygen was fed into the bell jar until an altitude of 38,000 feet was reached on the descent. At this point the oxygen was cut off and air was fed into the bell jar from that altitude to the ground. The rat became unconscious at about 37,000 feet and soon stopped breathing entirely. It was impossible to revive it by artificial respiration with more oxygen.

Low pressure tests were conducted with several animals, birds and insects. All of them passed out at varying simulated altitudes, but regained consciousness with apparently no ill after effects, when the atmospheric pressure was restored to normalcy.

The weight of equipment carried on a free balloon flight is a very important consideration, and in order to assure himself of a fool proof oxygen supply and at the same time keep the weight of his equipment down to a minimum, Captain Gray took with him three oxygen cylinders or tanks, each having a volume of 200 cubic feet. Each tank was equipped with a regulator, and an orifice placed on the low pressure side to furnish a back pressure so that for any given low pressure gauge reading the flow of oxygen could be determined. By experiments in a low pressure chamber, an orifice of .027 inches in diameter was found to give a pressure reading in pounds on the low pressure dial that would correspond to thousands of feet in altitude. By careful calculation it was found that when reaching the altitude of 30,000 feet enough oxygen would be fed him to reach 40,000 feet, and above that a very slight increase, or to a reading of 432, would be all that was necessary.

To determine how long his oxygen supply would last, Captain Gray carefully measured the amount of air by volume that he breathed and used this to compute his time allowed for the flight. Another ingenious arrangement was here brought into use - Two tubes were run from each regulator to a header and from there into a mixing and heating can. This mixing can was used for the purpose of blending the outer air with the oxygen so that at various altitudes the proper amount of oxygen would unite with the proper amount of outside air. The air, of course, would be cold - very cold - so a heater was made in order to keep it at the proper temperature. The air and oxygen mixed in this can was heated to a proper temperature by a battery. At low altitudes, where very little oxygen was being used, a check valve in this can lifted appreciably, allowing a large quantity of air to enter. At high altitudes, with a large flow of oxygen and a correspondingly low pressure of outer air, the check valve only lifted slightly, allowing practically pure oxygen to flow to his mask.

In case the pilot should faint, the check valve would be closed and thus pure oxygen would flow to the mask and tend not only to revive him but to save his life. On his mask, over his mouth, there was, of course, the end of the tube which was connected to the mixing valve. A little flutter valve was placed there, protected by a felt guard, which prevented the freezing of the moisture from his breath, allowing the flutter valve to stay open.

Of considerable interest in connection with oxygen supply, the most important from a life-giving standpoint of all equipment in high altitude flying, are the peculiar effects low air pressure or, in other words, high altitudes exert on the human body. These effects may come very slowly and then act with incredible suddenness. When one is not equipped with oxygen apparatus and ascends to low pressures, the effect is more rapid, as was demonstrated in the free balloon flight of Glaisher and his assistant in the year 1862. Glaisher first noticed that at about 26,000 feet he could not read his instruments properly. Shortly thereafter his legs became paralyzed and then his arms, though he could still move his head. Then his sight failed entirely and afterwards his hearing, and he became unconscious. His companion, finding that his arms were paralyzed, hit upon the happy idea of pulling the rope of the valve to the balloon with his teeth, permitting gas to escape and the balloon to descend. Glaisher, in recovering consciousness, was first able to hear his companion and then to see him, after which he recovered quickly.

Fully realizing the extraordinary exertion of will necessary to accomplish in rarefied atmosphere the most simple physical actions, Captain Gray provided his oxygen tanks with over-large valves which required very little force to operate. Two of the three tanks, all of which were equipped with parachutes, were mounted outside of the basket so that they could be released as ballast when empty. The third oxygen tank was mounted inside the basket.

Special care was exercised in connection with the sand bags in the balloon which are used as ballast. These are utilized to release weight in order that the balloon may ascend. The sand is released from time to time to prevent the rate of ascent of the balloon from being too slow. Should the ascent become too rapid, in which case there would be danger of the gas in the balloon expanding too quickly thus tending to rupture the bag, the amount of sand released is curtailed. Ordinarily, this sand is carried in bags tied to the rim of the basket, and it is released by lifting the bag, opening it, turning it upside down and pouring it out as required. The physical exertion which this requires was more than Captain Gray believed he could cope with and, therefore, he tied the bags to the basket by their closed ends, leaving the open ends pointing downward, folded up and safe-tied with pins running through holding eyelets. A cord and ring were attached to these pins, so that by lifting his arm and grasping the cord he could pull the pins from the eyelets and cause the ends to fly down, opening the bag and permitting the sand to escape.

On his previous flight, the appendix rope in Captain Gray's basket was tangled or tied to the concentration ring. This meant that when he found himself dropping too fast on the descent the only way he could check the balloon was to pull the appendix rope and use the balloon itself as a parachute when it ripped open. The balloon, however, failed to function in the manner expected, and he was forced to jump with his parachute. To prevent a recurrence of such a situation, the appendix rope was removed and a rope was run from the appendix ring over a pulley which was mounted on the valve and down to the basket. In case of failure of the balloon to parachute, it could be made to do so by pulling the appendix up to the valve by means of a windlass which was designed to have a mechanical advantage of three to one and which was mounted in the basket, so that very little strength would be required to valve the balloon after reaching its ceiling.

Recording instruments, consisting of one J.P.Friez thermograph and two J.P.Friez dual traverse barographs, sealed, with their levers wired on the "on" position, were taken along for the purpose of making correct records of temperature and altitude. Prior to the installation of these instruments they were taken to a jeweler, and all oil and grease carefully removed, leaving the parts all dry and clean to prevent error or stoppage due to freezing or congealing of grease at the extremely low temperatures.

A clock was taken along, but it had not been cleaned of oil prior to the flight and it stopped at 3:17 p.m., due, no doubt, to the congealing of the oil. The balloon at that time had reached an altitude of 30,000 feet, the temperature registering 35 deg. below zero Fahrenheit. An altimeter, thermometer and a radio receiving set with headphones, trailing antenna and batteries completed the equipment.

All in all, it was a carefully designed set of equipment, everything calculated to prevent unnecessary exertion of a kind which, under low pressure conditions, was thought to make too great demands on the strength of the aeronaut. Every difficulty experienced on previous flights was taken into consideration and remedial measures instituted to prevent their recurrence, in order to afford the aeronaut every opportunity possible to observe and record weather conditions, wind and temperature conditions and, in addition, radio reception conditions in rarefied atmosphere.

The start was made at 2:35 p.m., with airplanes acting as escort during the first portion of the ascent. The occupants of the planes were able to keep the balloon in view until about 3:10 p.m., when it disappeared beyond a heavy cloud formation, and Captain Gray disappeared, not to be heard of until his balloon was found some nine miles from Sparta, Tenn., with his

lifeless body inside the basket. His instruments were intact, his body evidenced no signs of violence, his mask was still on and his oxygen valves open - but no oxygen left. How, then, can we know of the flight, what transpired, and what Captain Gray's feelings were? We can only surmise ~~some~~ by looking at his log, reading the lines themselves and between the lines, looking at the curves which his faithful barograph and thermograph continued to trace on their sheets and, using common sense, logically figure the result.

Looking at his log and the barograph curves together, we first find that his rate of ascent was much slower than it had been on his former two flights. In March he had attained his maximum altitude of 28,510 feet within 45 minutes. In May, this altitude mark was reached in less than 40 minutes. On his last flight an hour passed before he attained this level. Captain Gray's altitude record of 42,470 feet in May was attained in an hour and five minutes, whereas in this last flight his ascent was so slow that it took him almost two hours to reach that height. On his last attempt, however, he was equipped with instruments with which to make his observations, and it is highly probable that he slackened his rate of ascent in order to carefully record the conditions he encountered. Then, again, it took time to tune his radio; his log book took time, not to mention his other manifold duties. At 12,000 feet he says: "KSD Symptoms of Ricketts." He was listening to Station KSD broadcasting and the low pressure was affecting him. He started his oxygen apparatus to work for him at low pressure. At 15,000 feet, 2:50 p.m., his goggles started to fog, so his entry "4V" means that he turned his batteries, supplying heat to his oxygen tank and his goggles, from 2 volts to 4 volts. Next we see that at 19,000 feet, 3:05 p.m., the thermometer shows zero. The radio is still going and he is listening to a saxophone playing Traumeri. The balloon is still rising, Captain Gray is still spilling sand from the bags, tuning the radio set and reading his instruments. Everything appears to be functioning perfectly. The ascent is even and sure, neither too fast nor too slow. The next entry, recorded at 3:10 p.m., 23,000 feet up, conveys the information that it is snowing, temperature eight degrees below zero, listening this time to KMOX playing "Thinking of You." Another station and another thousand feet up, still snowing at 3:13. W.L.W., Cincinnati, playing "Just Another Day Wasted Away" at 3:15. Just a few minutes later and the balloon is still higher and it is still colder, the thermometer registering 25 degrees below. And then, at 3:17, along with the entries about listening to WLS, Chicago, and the Pied Piper, 30,000 feet up, temperature 35 deg. below zero, comes an entry that, in its innocence, still may have been the entry of an occurrence that ultimately caused his death - "clock frozen". He now had nothing to determine the passage of time, nothing to tell him how much longer the life-giving oxygen would last, how much longer he could rise and how much longer would the oxygen last to allow him to return close enough to mother earth to permit him to breathe without relying on artificial air out of a bottle. From now on no time is mentioned, but the barograph, in its little box, unseen by the aviator, continues to tell the story of the time of day and the height he reached, and the clocking thermograph continues to log the temperature. The balloon continues on its upward journey, and at 34,000 feet his first oxygen tank was gone. We know this by the laconic message in his log - "Cyl. off broke antenna, no more music." Two of the oxygen cylinders, as before stated, were tied to the outside of the basket. When the oxygen was gone, all that was required was to open the cock on the next cylinder, close the cock in the junction box of the tube from the empty cylinder and cut the hose connections. Then, cutting the lashings, the cylinder would parachute to earth, the balloon in being relieved of this weight attaining that much more lifting power. It is evident that the cylinder after being cut loose became tangled on its descent with the trailing antenna and broke it off, hence the entry "no more music."

Captain Gray's next entry "-40 degrees, too much heat, 2 V, 36000, - 32 degrees, getting warmer" needs some explanation to the uninitiated. Sometime before he had coupled on four volts of his battery to heat his goggles and the air intake. As he arose higher the conductivity of the air was less, so the heat was too great, and he was forced to turn back to two volts.

The next entry is in an uncertain hand. His writing is not so firm or clear since passing the 29,000 feet mark as it was at the start. This is not to be wondered at with the temperature near the bottom of the tube. The entry shows quite clearly the effect of the low atmospheric pressure on his mental faculties, viz: "Hair (Air ???) pulling out belly Vacuum in mouth, 39000 feet, -28 degrees." It also shows that the temperature is rising. Captain Gray has entered the "Stratosphere", where the temperature has been calculated to remain almost stationary and, in fact, to rise slightly from that of the air below.

Now comes the last entry - "Sky ordinary deep blue, sun very bright sand all gone 4003." This was at about the time his second cylinder of oxygen became empty and his third cylinder was started. He had reached what was approximately the top and had intended remaining there for a time to make observations before cutting away his reserve ballast - the framework supporting the sand bags - to obtain the final lift. Realizing, however, that his oxygen supply would last for about an hour and a half, he probably figured the time was too short. At any rate, he did not cut away either the framework or the other tank.

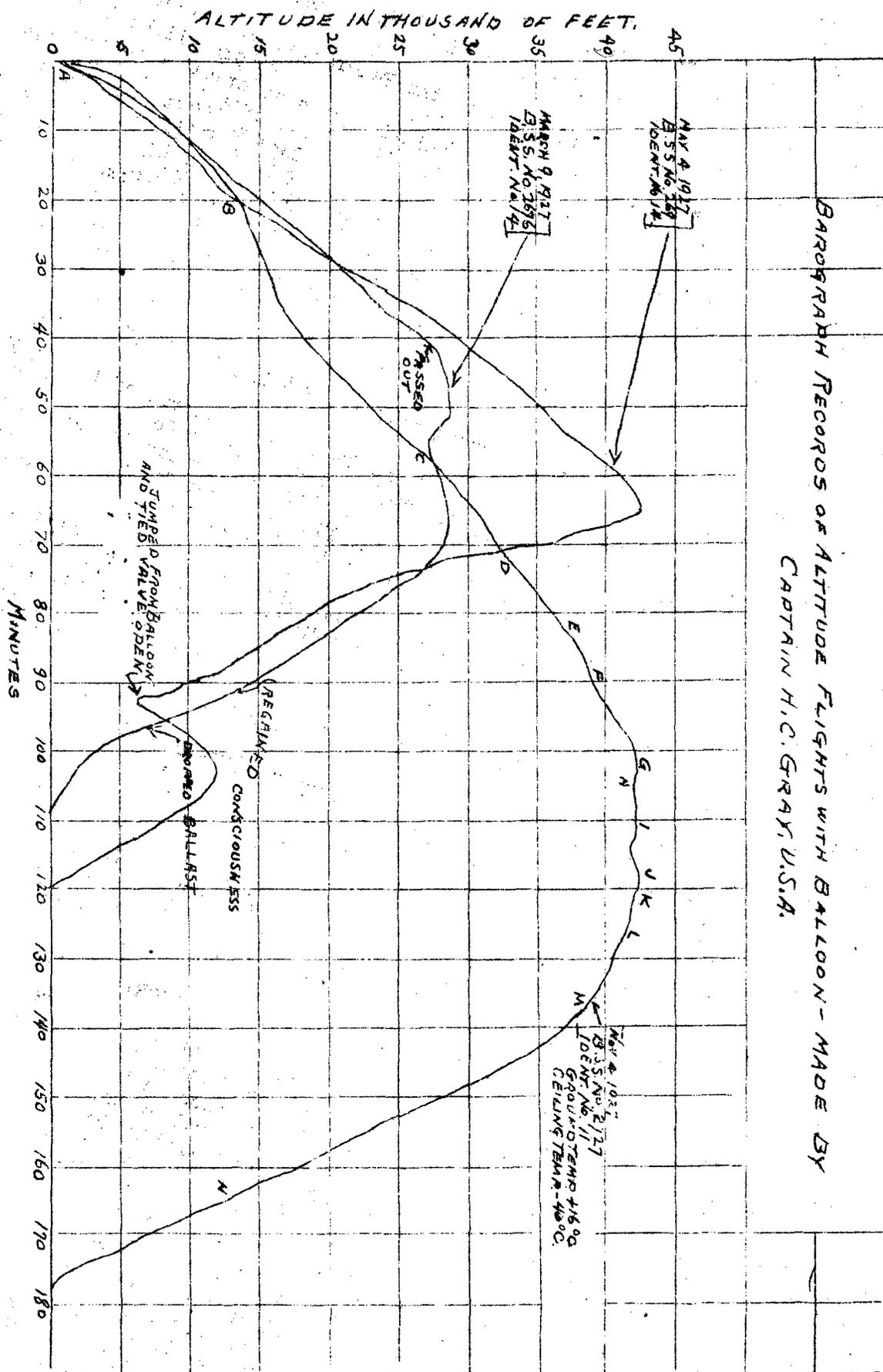
While the above entry was the last one in his own handwriting, the barograph, one at least, still carried on. We will examine the curve it made. The balloon was now performing as one usually does when no more ballast is dropped - "oscillating" or pumping up and down. At point G, about 4:00 p.m., the balloon attained the top of its first oscillation, 42,220 feet. At point H, three or four minutes later, it reached the valley of the first oscillation - 42,100 feet. Five or six minutes later it ascended again to 42,220 feet at point I. At this juncture the battery was dropped for ballast. Had it been released before this time it is natural to assume that this fact would have been recorded in the log. Further evidence to substantiate the above assumption lies in the fact that the balloon, relieved of the weight of the battery, ascended 250 feet higher. Furthermore, the battery was found at a spot approximately below the computed location of the balloon at this moment. The peak of 42,470 feet was reached within a few moments, and it is marked as point J on the graph.

It is practically certain that Captain Gray was still alive, because immediately after reaching his maximum altitude and just as the balloon started down to begin another oscillation it was valved. We know that it was valved for the reason that it did not again oscillate but started on a steady, even descent. This descent continued slowly - too slowly, in fact, for the curve remained even until point L was reached, 39,000 feet at 4:28 p.m. There it abruptly changed again to a more rapid rate. The acceleration of the descent could not have been accomplished through other than human agency, and it is clearly apparent that Captain Gray again valved the balloon and, having done so, it was also apparent that he must have been alive and conscious and possessed of sufficient strength to pull the windlass to permit more gas to escape from the bag.

But the time was getting short. Not much oxygen was left, and after reaching point M, at 4:38 p.m., he was out of oxygen. This is a reasonable supposition because Captain Gray had so carefully made his various calculations and tests and because, when he was found, all the instruments were just as they should have been and would have been had the trip been just a little shorter, some fifteen minutes or less. The barograph curve now becomes smooth and even, Captain Gray is unconscious, and at 5:20 p.m., it came to rest in a tree, with a valiant man, another one who gave his life to the cause of science, still in his basket with his precious sealed instruments beside him.

There is one thought - if the clock had only not stopped!

Immediately upon learning the location of the balloon, officials from Scott Field went to the scene and found the instruments intact, disclosing no evidence of being tampered with. The barographs and thermograph were taken to the Bureau of Standards, Washington, D.C., where they were opened and verified.



Examination disclosed the fact that barograph No. 14, one of the two taken by Captain Gray, had stopped during the flight. For this reason the other was selected as the official barograph. The thermograph was checked against a standard thermometer and showed that minus forty degrees centigrade had been reached, this agreeing with the minimum temperature recorded in Captain Gray's log.

The barograph was given a flight history test, in which the actual temperature and pressure conditions were reproduced. From the results the Bureau of Standards officially fixed the altitude according to the Federation

Aeronautique Internationale formula of 1920 to be equivalent to 12,944 meters, or to 42,470 feet.

The question as to whether or not the Federation Aeronautique Internationale will finally credit Captain Gray with a world's record flight is still undecided. The National Aeronautic Association does so credit him, but on January 5th, at the Congress held in Paris, it was not officially recognized by the world's aeronautical governing body because Captain Gray died previously to landing and "was not in personal possession of his instruments." The National Aeronautic Association, through its President, Mr. Porter Adams, has filed a protest against this decision, but to date a reply thereto has not been made.

So valiant an attempt, however, will always be remembered, and Captain Gray is the only human being who has attained "the highest point up."

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PROSPECTIVE OFFICERS FOR THE AIR CORPS

Upon the recommendation of the Commanding General of the Air Corps Training Center, Duncan Field, Texas, The Adjutant General of the Army has been requested to authorize the retention upon graduation on February 4th from the Advanced Flying School at Kelly Field, Texas, 19 of the 26 Flying Cadets, in order that they may take the examination on February 27th for appointment as 2nd Lieutenants in the Regular Army.

The Cadets recommended for retention are Clifford Abbott, Julius Barr, Frank Corson, Lilburn Fator, Lewis M. Gravis, Jordan F. Haney, Robert P. Hopkins, Harold J. Hough, Norman H. Ives, Wm. C. Kingsbury, Alexis Klotz, Royal Leonard, Arthur C. Lybarger, Edward L. Meadow, Clarence T. Mower, Elwell A. Sanborn, Herbert C. Sherman, Gerald M. Smead and Edgar R. Todd.

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AN ACTIVE RESERVE ORGANIZATION

The Air Corps Reserve Officers' Association of Chicago, Ill., holds its monthly meeting the first Monday night in each month. This meeting has an average attendance of practically 75 officers. After the dinner and entertainment there is a business meeting at which training, organization, etc., are discussed. This is one of the most active Chapters in the United States, and many of its members are prominent Chicago citizens.

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PROPOSED MUNICIPAL AIRPORT AT JACKSON, MICHIGAN

The Michigan Air Corps Reserve officers are taking an active interest in establishing and developing a Municipal Airport at Jackson, Michigan. Their interest in developing aeronautics in the State of Michigan has been heartily indorsed by the Commanding General of the Sixth Corps Area, and he has directed the Commanding Officer of Selfridge Field, Mt. Clemens, Mich., to cooperate in every way possible in the establishment of this Airport.

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A LEFT HANDED COMPLIMENT FOR THE ARMY PARACHUTE

Immediately below an item in a recent issue of the San Antonio EXPRESS describing a new type of military parachute which was tested at Kelly Field, appeared a four-line advertisement of a firm of San Antonio undertakers announcing the seating capacity of their new chapel and the addition of a private room for the family. Whether the advertisement in question was inserted at this particular place by accident or design is a matter of conjecture. Perhaps the "Make-up man" on the EXPRESS has his doubts concerning the life-saving propensities of the parachute and took this means of conveying his opinion. If so, he is advised to read up on the "Caterpillar Club".

Going back to the parachute, it may be added that it was designed by the Materiel Division of the Air Corps at Wright Field, Dayton, Ohio, to permit greater freedom of action for observers. Two of these new chutes were sent to Kelly Field and tested with dummy weights under the direction of Lieut. W.T. Meyer, Air Corps. Designated as the "quick attachable", the new apparatus for saving the lives of aviators in an emergency during flight is similar in appearance to the conventional type of lap, seat and back-carried parachutes.

AN ERRAND OF MERCY FROM MANILA, P. I. TO BOCOLOD, OCCIDENTAL NEGROS

Notes made by Captain R.E. Elvins, M.C., Flight Surgeon.

Late on the evening of November 9, 1927, the owner of a large sugar central near Bocolod, Island of Negros, P. I., called at my quarters at Camp Nichols, Rizal, P. I. He informed me that the field superintendent of his sugar central had been bolloed in the left forearm, on November 1st, and that he had just received a wire stating that gas bacillus infection had resulted, and requesting serum with the least possible delay as the man's condition was critical. He then asked me if it would be possible for an airplane to be sent from Camp Nichols to deliver the serum. I referred him to the Commanding Officer, who obtained authority from Headquarters Philippine Department for the flight, and I was ordered to accompany them and render medical aid to the sick man. The following notes were made on the trip:

10:00 A.M., November 10, took off from Camp Nichols in a Loening Amphibian plane, with Lieut. Watkins, A.C., as pilot. We proceeded to Kindley Field, Corregidor, where we were to meet our accompanying ship, carrying Captain D.B. Howard, A.C., and Lieut. J.D. Corkille, A.C., pilot, it being customary to send two ships, in order that one might return for aid if either went down. We land at Corregidor and are informed that another ship has been gassed up for us, and we are to take it.

10:30 A.M. Left hangar. Lieut. Watkins says the ship is heavily loaded with gasoline and emergency equipment, and that we may have trouble getting off. The big Loening is taxied to the runway and let down into the water, with men holding on to ropes to prevent too rapid descent. We taxi out about a mile and I am liberally sprayed with saltwater, then he gives her the gun, we gain speed, I get another ducking as the ship dips backward and forward, the hull slaps the water a few times, and we are off. We cruise around at 800 to 1,000 feet, watching Lt. Corkille in the accompanying ship. He seems to be having trouble, and is returning to the hangar. This is a wonderful view of the rock (Corregidor). The island is shaped like a huge tadpole, and the blue water, green foliage, red roofed quarters, and all the installations at Top Side, Middle Side, and Bottom Side show up clearly. Thru a haze, across Manila Bay, I can see Manila, and to the left Marivales mountain.

11:05 A.M., we spiral down and land on the water. Lieut. Corkille's motor has quit, due to saltwater entering the distributor. He dries it out, and we make a new start at 11:31, accompanied by the usual liberal spraying with saltwater. We head south, with Lieut. Corkille in the lead, the air is slightly bumpy as we head over the bay, near the concrete battleship, and in the direction of the coast of Batangas. Altitude 500 feet.

11:40 A.M. Our air speed is 85 miles per hour, as we fly along the coast of Batangas. We are flying lower now, about 250 feet. This coast is very rugged and rocky. Lt. Corkille is skimming over tree tops ahead and to our left. We hit some rather large bumps, which are recognized by the pilot by a broad grin.

11:53 A.M., we start over the Verde Island passage, across Verde Island, and toward the east coast of Mindoro. 12:17 P.M., pass Verde Island, can see several small islands ahead, and Mindoro on our right. 12:22 P.M. still over water, pass a small steamer on our left.

12:25. We are now makin' one hundred miles an hour and more, and are flying just over the surface of the water. The altimeter registers zero. This is great, and surely some skillful piloting. Corkille is just ahead and on our left, Mindoro on our right. 12:35, we are still beating it, 105 miles per hour. See a whale on our left. These ships look like a couple of fat ducks skimming over the water. I have never enjoyed flying so much. Being so close to the water gives one a sensation of great speed, tho one hundred miles per hour can hardly be called slow.

12:45, we pass Point Dumali on our right and head for a small island off the coast of Mindoro. From the map I believe this island to be Maestro del Campo. As I haven't had chow since 6:15 this morning, I am hungry, and will look around for some food. Open a package of sandwiches, and pass one up to Lieut. Watkins, who nods approval. After two sandwiches of corned beef, a chocolate bar and some water, I feel much refreshed, and am sure Lt. Watkins does. 1:10, we turn south around the island of Maestro del Campo. I feel sleepy, and would like to have my siesta, but there is too much to see, and I doubt if I could sleep at this speed.

1:15, we hit the coast again and start up over grass covered hills, nipa shacks, coconut and banana trees. Lieut. Watkins jazzed his motor, and many goats, caribou and horses ran wildly about. This is the island of Tablas: 1:20, turn south, 15 degrees east, along coast at 1000 feet altitude, crossing a small half moon bay which is very blue and pretty.

1:27, we are heading out over the open sea again. Some more low, fast flying. 1:45 land again on our right, the island of Panay. This island is rather flat here at the northern end, as we head southeast along the coast. The land is well cultivated, and there is a winding stream here. Two small villages along the coast, and then a larger one. Tampulan, I believe, with the usual square, church and cemetery. A good road connects these towns, and there are many rice fields.

1:58, the terrain is becoming rougher, and we go up to 1500 feet, over low mountains. This country is surely rough, and the only signs of human habitation are the occasional nipa shacks in the hills and trails leading from them. Hope the motor does not quit now, as we could never get down without cracking up, and the only thing to do would be to take to the parachute. After you landed it would be a long hard walk out of here to the coast. 2:05, over a small village, surrounded by a few rice paddies. 2:15, passed over a railroad. The country is flatter now. 2:17, a town on the right. We go over a low ridge, and then the blue sea appears again.

2:24, leaving land, and out over the sea again. There is an island ahead, which must be Negros. 2:35, over a town, dock, and sugar central. The natives are rushing into the square and streets, and seem quite excited at seeing us. There is a crowd on the beach. We land in the bay at 2:40, and taxi up to the beach. As we alight, the natives swarm around the ship, and among the jabber, the word AERO-PLANO is heard on all sides. One of the natives asked me in English if we arrived from the States. I assured him that we came from Manila, and he seemed equally surprised that it had only taken a little over three hours for the trip.

A car was there to meet me, so I went immediately to the local hospital. This I found quite modern, and presided over by a major medico of the Philippine Health Service. The hospital was of one hundred ^{bed} capacity, and admitted both private and free patients. All kinds of cases are taken care of, and the cases of malaria, intestinal parasites, confinements and general surgery furnishing the greatest number. The doctor has three assistants, and the nurses are graduates of the Philippine General Hospital in Manila.

The patient I found to be a young Spaniard, twenty-six years of age. He had been cut on the left forearm with a bolo, on November 1st, and the wound had been sutured up tightly, without drainage on the same day, by the doctor at the sugar central. Two days later he was admitted to the hospital with a typical case of bacillus Welchii infection. The arm was enormously swollen, and in a few days gangrene had developed. Incisions had been made on the inner and outer aspects of the arm, and though there was drainage, the patient was surely very toxic, his pulse weak and rapid, temperature 101, and the general picture of sepsis. Inquiry showed that he had obtained very little rest, which was I believe largely due to the presence of too many meddling relatives, who were allowed to go and come as they chose, day or night. As he did not appear in shape for any operative interference, I excluded all visitors, gave him 1/4 grain of morphine, and as the cultures from the wound showed chains of streptococci, gave him fifty c.c. of antistreptococcic serum, polyvalent, which I had brought from Manila.

As the patient was soon sleeping, I left the hospital, and was taken for a drive around the town (Bacolod). It appears very modern for a Philippine town, having many modern buildings and fairly clean streets. I was taken out to the golf course, where we found Lt. Corkille and Captain Howard just finishing nine holes of golf, just as it was getting dark. We had a pleasant half hour talking with several Americans, and then returned to the hotel for dinner. After dinner, I returned to the hospital for another consultation and then turned in at midnight.

At six A.M., a car called for me, and I went out to one of the nearby sugar centrals to see an American sick with dengue fever. As there are no American doctors here, whenever one arrives he is taken to see all cases possible. After this I returned to the hospital, to find our patient rested after a good night's sleep, and consuming a hearty breakfast. Under light ether anesthesia, I opened up all pus pockets around the shoulder, and installed Dakin tubes, and left in-

structions for further treatment. The arm will have to be amputated at a later date, but I do not believe he will be in shape for it for a month or more. After a final consultation, and leaving written instructions, I returned to the beach to find Lts. Corkille and Watkins busily engaged in gassing up the ships.

The usual large crowd is on hand, and there is much fuss about taking pictures, loading mail, etc., prior to our departure. Everyone was surely cordial, and did everything to make our short stay pleasant. The local Captain of Constabulary gave me an old gun, which had been made out of a piece of a water pipe, and also a dagger in a deer hide sheath. I prize these souvenirs very highly. 10:37, we are off, circle around the town (Bacolod) and wave good-bye to the crowd, after which we head for Iloilo where we must stop for gas.

11:00, we circle over the town of Iloilo. It appears like quite a city. We land and taxi up to the beach, amid the usual crowd of wondering natives. An enthusiastic group is there to meet us, among them the British Consul, several American business men, and the local Chief of Constabulary. They take us to the Iloilo Club, where we have a nice chat. They seem to think it quite a coincidence that just as they were facing west, for two minutes in observance of Armistice Day, two U.S. Army seaplanes should land at their shores. Luncheon is served at the home of a prominent American, when we are again shown about the city. The day passed quickly, and at night we are all ready to turn in, anticipating an early take-off for Manila in the morning.

The morning finds us with many things to do, and it is nearly eleven before we get in the planes and prepare to start. At exactly eleven, we hit the water and take off. We cruised around for an hour, waiting for the other ship to take off, but as it is having motor trouble we land again. We are just sitting down to lunch, when we hear the roar of the motor, and the other ship is off, waving us to come on. We run to the ship, and take off at exactly 2:35 P.M. Our course is due north, over the Island of Panay. The other ship is close behind us. At 3:30 we are over the sea again. I place the stick in the rear cockpit and keep the ship on her course, while Lieut. Watkins consults the map. I guess he found what he wanted, as he pointed her nose down, and we hit it up to 120 miles per hour until we are just over the water, when we again fly low at about 105 miles per hour.

3:35 I am not a trained mechanic, but it does not take one to tell that the motor is not hitting right. Now she cuts out entirely, but after a few seconds starts again. I am sure glad we are over the sea again, tho it looks about 20 miles to land, and if we went down the wind would blow us right out to sea. 3:40 we are still beating it, and Lieut. Watkins cut his motor for Corkille to catch up, and then stepped on it. I got a thrill, as I thought we were going into the sea. 3:43 still going strong, the waves are higher here, and there is land ahead. 3:50 climbing up again over Tablas Island, over some pretty rough country, up to 1,000 feet and over the top.

4:00, over the sea again, our motor is missing badly, and we go down to within about five feet of the water, and skim along just missing the waves. I can smell smoke, and make sure I have located the fire extinguisher. Lt. Watkins is surely busy, but seems to keep her going. He is also twisting around in his seat trying to locate the fire.

4:10, we head directly for a small island. There is still considerable smoke, but no flames yet. I believe he is going to land on that island. 4:30, we land in the water and taxi up to the shore, only to find large rocks keep us from landing. 4:45, we are drifting around the island. The motor starts again, and we try to take off, but cannot make it. Corkille is cruising around overhead, I suppose wondering what is the trouble. Lieut. Watkins says we will have to stay here for repairs, so we start for a small inlet.

5:00 P.M., around a bend we come to a small group of nipa shacks. There are several natives on the shore, and I recognize a policeman in the group. They must be friendly, so I guess we won't get boloed. However, I am glad we brought the automatic pistol and ammunition. One of the native policemen comes out in a banca, and while we are anchoring the plane he tells me this is Concepcion, on the Island of Maestro del Campo. Lieut. Corkille is down and anchoring a short distance from us.

It will soon be dark, so I go ashore and start negotiations for a place to sleep and some food. We have some snipe that were given to us in Iloilo, and I arrange to have these vooked. We are all hungry, and running low on drinking water. The local school teacher speaks English, and he fixes us up in the school house, which is the only modern building in town.

This village is quite interesting. There are about 600 native inhabitants, and they are organized into a city government, with a Presidente, Treasurer, Justice of the Peace, school teacher and two policemen. The teacher tells me that they are an industrious, peaceful and thrifty people. The others are ashore now, and we spend the next hour looking around the village, and hearing that there are to be some folk dances tonight, we go to see them. The native boys and girls take part in these, to the tune of a violin and two guitars. It seems a very serious business, and there is much shuffling of feet and waving of arms. The conductor is an old man, and he watches them very closely. I saw them dance for over an hour, without any sign of fatigue or lack of interest. They are practicing for their annual Fiesta, which is staged every year, beginning Dec. 8.

We return to the school house about nine o'clock, and find the snipe have been very well prepared, and we eat them along with hard bread and water. I fortunately had some tubes of iodine, so was able to protect us against infected water supply, tho some of the men made quite a face when drinking the iodized water. We surely enjoyed that meal, even tho we were watched by about 50 natives, who perched themselves on the desks of the school and watched us. They surely didn't miss a thing, and seemed to get a great kick out of our eating.

After dinner, we went to see that the ships were alright, and then started arranging our beds. As there was nothing but the hard floor, and we had nothing but mosquito nets with us, we used these for pillows and lay down. Everyone was sure they could not sleep on the hard floor, but in about five minutes all were sleeping soundly.

We were up at daylight, and the two pilots started at once working on the ships. They found the generator broken off, so we hardly thought we would make a getaway today. While they were working, I found some coffee, and called them in for breakfast, consisting of coffee, hard bread and veal loaf from our emergency rations. It surely tasted good, and made the world look brighter.

After breakfast, we started our account with the natives, took a few pictures, and started working on the ships again. Just as we were shoving off, the natives came down with a monkey on a string which they wished to present to us. We appreciated the honor, but felt that inasmuch as our future progress was uncertain, we could not be bothered. We agreed that if either plane was able to take off, it should head for Manila for help.

Lieut. Watkins tried to start our motor, and to our surprise it started, and I heaved up the anchor. We turned into the wind, and the motor sputtered and died. I drop the anchor again, just in time to prevent our drifting on some sharp rocks. We now tried cranking by hand, and that surely is hard work. I never worked so hard in my life. You stand on the edge of the wing and crank. If you slip, you take a header into the sea, unless you hit the propeller first, in which case it makes no difference whether you go into the sea or not. No luck, so it looks like we are here for another day. As boats call here about once a year, it may be sometime before we are picked up.

10:15, Lieut. Corkille is off, and waves to us as he heads north for Manila. Lieut. Watkins is working on the motor. The water is very clear here, and you can see many fish swimming around over the light sand. Wish I had a line and some bait, as it would help some if one could fish, as long as we have to park here. We are both wet to our knees with sea water, and also covered with grease and dirt. The sun is getting pretty hot, and even that iodized water tastes good.

As I lie here in the sun, my thoughts turn to what a wonderful opportunity this little island offers for someone to demonstrate what scientific medicine can do, and also do a great humanitarian act. There are about three thousand natives on the island, about 600 of whom live in the village. They have no medical or dental care whatever, except once a year an officer from the Philippine Health Service visits the Island for a few days, and as the school teacher put it, "Last year he failed to come." Isolated as it is, there is not much chance of disease being brought here, and with only one boat a year, the matter of quarantine is simple. The people are intelligent enough to want to cooperate, and I believe a great deal could be done for them. I noticed quite a number of vaccination scars, but do not suppose all have been protected against smallpox. The principal cause of disability seems to be common diarrhea, caused from drinking water from the well in the center of the barrio.

There are practically no mosquitoes on the island, and so no mosquito-borne diseases. The natives look much better nourished than those around Manila and central Luzon.

I sit here and try to visualize what could be done for these people. Modern water and sewage systems could be built, sanitation and hygiene taught, shoes be put on their feet, and prevent the hookworm which is very common, set up a modern hospital, and give them medical, surgical and dental treatment. A maternity would help cut down the infant mortality, which is very high. Increase their opportunities for schooling, interest them in athletic sports, and give them a balanced diet. They are willing and anxious to learn, and are industrious, considering their environment and physical condition. They are peaceful and thrifty, and surely deserve to progress. Isolated as they are, there could be no intermingling with other tribes, and they could be examined and treated as a unit. What an opportunity for some medical man and some money. Here is a veritable laboratory, set by itself on a tropical island, and with three thousand humans to work on.

I must discontinue my pipe dream. Lieut. Watkins has cleaned all the spark plugs on our Liberty motor, and is now cleaning the gas lines. We are going to try it again. I agree that if she starts, I will heave the anchor, and we will be off. There is a whirr, and she goes. I heave the anchor, and amid a liberal spraying from the exhaust stacks, and the sea, I manage to get it into the little trick compartment directly behind the motor. By this time we are taxiing out to sea, and I am glad to climb into the rear cockpit, as we take off at 12:30.

12:45, off the coast of Mindoro. We scan the sky for any ships that might be out looking for us. 1:02, leaving Mindoro. 1:15, over Verde Island. Our motor is hitting good. 1:30 over Batangas Bay. We are now on our reserve, which means only 20 gallons more gas. I can see Corregidor ahead and hope we make it.

2:05, we land at Kindley Field, Corregidor. Surely seems good to be back, after four days. A plane is soon ready to take me to Camp Nichols, and I arrive there at 4:00 P.M. Lieut. Corkille arrived at 2:00. The whole post has been looking for us since Friday night. They had the floodlights on the landing field last night, so we could land if we came in after dark. A shower and clean clothes surely is welcome.

The representatives of the Spanish colony in Manila gave us a very sumptuous banquet on Tuesday night, and they were surely grateful. The Spanish Consul and other prominent Spaniards made speeches of gratitude, expressing and emphasizing the lasting friendship and good will existing between the American and Spanish people.

November 21, 1927. I had a radio today saying that the patient at Bocolod is out of danger, and rapidly recovering. This is good news, and we feel amply repaid.

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THE ENDURANCE FLIGHT OF CHAMBERLIN AND WILLIAMS ✓

Clarence D. Chamberlin and Roger Q. Williams landed at Mitchel Field at 2:04 p.m. January 14th, after having circled the field for 51 hours and 52 minutes in a Bellanca monoplane christened A.R. MARTINE, after the sponsor of flight and owner of the plane.

While they had actually flown longer than any flight in America, the American record which Chamberlin and Acosta established at Mitchel Field in another Bellanca monoplane last April still stands by reason of the ruling of the National Aeronautic Association that duration records must be beaten by at least one hour to be considered an official record. When their gas tanks finally ran dry they were within a half hour of equaling the World's record of 52 hours and 23 minutes, and an hour and a half of establishing a new World's record.

At the request of Mr. Martine, flight headquarters were established at the Post Operations Office, and members of the personnel remained continuously on duty. The recently installed boundary lights burned between dusk and dawn, and a man stood by the switch operating the flood lights in the event the pilots should attempt a night landing. A group of newspaper correspondents and photographers remained in or in front of the Operations Office and at in-

tervals the pilots would drop notes reporting their progress.

Chamberlin and Williams suffered many handicaps in the flight. Their food supply was destroyed by a leak in the gas tank, and through which they lost about sixty gallons which robbed them of the record. By an oversight their navigation instruments were not luminous and this affected their night flying. Their heater went out of commission in the first few hours of the flight when vibration broke the pipe which was to bring the heat from the exhaust into the cabin.

A previous attempt ended after four hours' flying when the shaft in the fuel pump sheared off. On January 16th the Martine made a third attempt, in spite of predictions from Mitchel Field of sleet and rain. These predictions were verified $3\frac{1}{2}$ hours after the take-off, and the plane landed encased in ice.

Duration flights are interesting and constructive, and it is the policy of Mitchel Field to cooperate to the fullest extent with any venture which furthers aviation, but at the moment the field is promised more than its share. The MARTINE is being prepared for a fourth attempt, and will probably get off within the very near future. George A. Wies and Lewis Salomon are grooming a Stinson-Detroit monoplaner. Sherman M. Fairchild is conducting test flights with one of his monoplanes equipped with a Caminez motor. Only 350 gallons will be carried but the consumption of the Caminez is expected to be in the neighborhood of five gallons an hour. This motor, of 135 h.p., operates without a crankshaft or riming gears.

Cesare Sabelli, Italian war ace, is planning a duration attempt with his nearly completed Bellanca monoplaner, equipped with Wasp engine, before starting on his New York-Rome flight. Charles A. Levine, New York to Germany flier, is having the COLUMBIA rebuilt at the Kirkham plant at Garden City with a view to a duration flight. Miss Mable Boll, who is considering the purchase of a Ford-Stout monoplaner, has discussed a duration flight as a possibility before her intended flight to Paris, scheduled for early in the Spring.

Carl F. Schory, Secretary of the Contest Committee of the National Aeronautic Association, is of the opinion that he will spend the greater part of 1928 between Roosevelt Field starting trans-Atlantic flyers, and Mitchel Field clocking duration attempts. He will probably need an assistant, as there are at least a dozen "dark horse" attempts in preparation around New York.

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THE BOMBING OF THE PEE DEE RIVER BRIDGE

By the Langley Field Correspondent

The Swift Island Bridge over the Pee Dee River, near Albermarle, N.C., was demolished during the week preceding Christmas by the bombing expedition sent from the Second Bombardment Group at Langley Field. Invaluable data on such operations was secured by the War Department as a result of this test, and the Group proved to the many scoffers that "it could be done" by doing it.

Much has already been written heretofore about this project, but in order that all may be familiar with the mission and its accomplishment, it is deemed advisable to go somewhat into the history of the bridge and the planning of the expedition, that the Air Corps may be fully informed concerning a project second in importance only to the battleship bombing of 1921.

The Swift Island bridge over the Pee Dee River was completed about two and a half years ago by the State Highway Department of North Carolina at a cost in excess of \$250,000. It was of the most modern construction of reinforced concrete, and was built to last. Its strength may be judged when it is known that the piers were sunk fourteen feet in the bedrock of the river, and its construction the same as that of modern forts, pillboxes, etc.

Some time after its completion a franchise was given by the State to the North Carolina Power Company to construct a dam about five miles south of the new bridge, which was to be a link in its chain of power dams. This franchise meant that the bridge would be submerged, so the franchise included a provision that the Power Company replace this bridge at its own expense, and that the old bridge be turned over to the Highway Department for tests before being submerged or destroyed.

The State Highway Department turned over part of the bridge to the War Department for test purposes, with the understanding that the bridge be totally destroyed upon completion of the tests. The War Department then decided to test the efficiency of bombardment planes on such a target, which would at the

same time give valuable information to the Ordnance Department, and end up with the Engineer tests and the final blowing up of the whole bridge.

The War Department tests were to begin after the opening of the new bridge and the completion of the State Highway tests. These were completed about the 15th of December and as the Power Company desired to start filling up their reservoir as soon as possible, the War Department ordered the bombardment tests to begin on December 19th and continue until completed. An interesting side-light and a tribute to the strength of the bridge was the fact that the Highway Department found in their tests that the bridge stood three times the maximum load figured by its engineers for the bridge without definite signs of damage. This amounted to a dead load of three hundred forty (340) tons.

December 17th at 9:00 A.M. the first planes of the Second Bombardment Group left the airdrome at Langley Field for Pope Field, Ft. Bragg, N.C. from which they were to operate against the "enemy" bridge under war time conditions, except for the absence of enemy pursuit planes and anti-aircraft artillery. The sixteen planes, twenty-eight officers and sixty enlisted men were under command of Captain Asa N. Duncan, A.C., and his staff consisted of 1st Lieut. H.W. Beaton, A.C., Adjutant; 1st Lieut. K.N. Walker, A.C., Operations Officer; 1st Lieut. E.M. Morris, A.C., Armament Officer; 1st Lieut. P. Melville, A.C., Engineering Officer. The eight bombing teams consisted of: Flight A -- Capt. C.G. Sellers, Air Res.; bomber and Warrant Officer L.D. Bradshaw, pilot; 1st Lieut. W.K. Andrews, Air Res., bomber and 1st Lieut. W.O. Bunge, Air-Res., pilot; 2nd Lieut. W.J. Davies, A.C., bomber and 2nd Lieut. A.H. Johnson, A.C., pilot; 2nd Lieut. G.F. Stowell, Air Res., bomber and 2nd Lieut. H.C. Lichtenberger, A.C., pilot; Flight B -- Capt. W.H. Francisco, Air Res., bomber and 2nd Lieut. D.D. Fisher, A.C., pilot; 1st Lieut. D.L. Bohncke, Air-Res., bomber and 2nd Lieut. H.A. Wheaton, A.C., pilot; 1st Lieut. A.R. McConnell, A.C., bomber and 1st Lieut. J.B. Dickson, Air-Res., pilot; 2nd Lieut. W.R. Wolfenbarger, A.C., bomber and 2nd Lieut. A.J.K. Malone, A.C., pilot. Four O-2s for moving picture use were flown by 1st Lieut. F.B. Tyndall, A.C., 2nd Lieut. G.R. Geer, A.C., 2nd Lieut. W.B. Blaufuss, A.C. and 2nd Lieut. H.R. Baxter, A.C. and the 2nd Photo Section DH was flown by 2nd Lieut. J.K. Nissley, A.C.

The expedition operated under the difficulties to be expected in the field, in that the equipment for service, repair, etc., at hand were insufficient; no hangars were available for the bombardment planes and the airdrome was not all that could be desired for handling heavily loaded planes. Finally every mission had to be flown a distance of over seventy miles to the bridge, over terrain in which there were very few possible landing fields for a bomber.

The personnel was further handicapped by the size of the target, which was only twenty feet wide, and by the fact that they were only permitted to shoot at the west span and west approach of the bridge, a total of four hundred forty feet in length; the balance being reserved for static demolition by the Ordnance Department, firing by the Field Artillery and tests by the Engineer Department. A further moral hazard was the new bridge eighteen hundred feet north of the old bridge, which must not be damaged in any event, and power transmission lines located only sixteen hundred feet north of the old bridge.

Monday morning at 7:00 A.M. the first flight took off for the bridge. The weather was clear and cold, and it might be remarked here that the expedition was favored throughout by ideal weather conditions so far as visibility and ceiling are concerned, although much hampered by cold which was distressing in its severity and occasionally by turbulent wind conditions. Throughout the operations, planes operated in pairs, except when a three plane formation was sent out for salvo bombarding. Twenty missions were scheduled and flown daily, using eight bombing teams and planes; each mission averaging two hours and fifteen minutes each.

The first day sand loaded bombs were dropped, for ordnance test, and one (1) direct hit was scored from eight thousand (8000) feet. Tuesday and Wednesday morning sand loaded bombs were again dropped from six thousand (6000) feet and one direct hit made. Wednesday afternoon and Thursday, demolition bombs, three hundred (300) and six hundred (600) pounds were dropped and two (2) direct hits were made.

Demolition bombs dropped only five feet from the bridge did no damage at all, and direct hits with six hundred (600) pound demolition bombs did no more than blow off the railing and put a three foot hole in the floor of the bridge. Thus the contention of the Ordnance Department was proven; for they claimed

One such day, we happened out on the flying field. Both parachute planes were in the air making test drops from low altitudes. The target glider spiraled down from three thousand feet, Mr. Hagemeyer grinding out motion pictures of its maneuvers from the rear cockpit of the DeHaviland to which it had been attached, and Captain Brower piloting the plane as it followed the glider's course down.

At about eight thousand feet, Lieut. Harry Sutton was performing a series of spinning tests on the Curtiss Hawk, XP-3A with a Pratt-Whitney "Wasp" engine, for the purpose of observing a possible tendency toward autogyration. We counted eleven spins in one drop, fourteen in another.

Harry Johnson took the new Fokker bomber, XLB-2, aloft for a performance test. The plane left the earth none too briskly under its heavy load, but soon the great wing was outlined clear, climbing against the blue. Powered with twin "Wasp" engines, this is at present the Army's only monoplane bomber.

Lieut. Eubanks, flying the XP-2 equipped with supercharger, was intent on climbing it to 25,000 feet, but was forced to change his mind at 17,000 feet by engine trouble, and landed shortly after with a dead stick.

Low over the speed course, Lieut. Hutchison was flying the OI-B with D-12 engine, the steady, unswerving speed to which he held it seeming that of an arrow. Various other observation and pursuit planes were aloft, for it was a glorious day to get in flying time.

On the line was the Fokker C-2, "flying laboratory", its engines being tuned up for flight. The Keystone bomber, XB-1 with twin Packard engines and gunners' cockpits to the rear of the engine nacelles, also stood ready and waiting.

In the hangars, we came upon the new Buhl primary training plane with Louis Meister and Etienne Dormoy on hand as sponsors, and Lieut. Doolittle and Mr. Dykeman conscientiously filling out inspection reports.

If on that particular late November afternoon, anyone had informed us that there was on the face of the globe a spot more alive or interesting, or full of color, we should have seriously doubted his judgment, if not his veracity.

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THE GUNNERY AND BOMBING MANEUVERS AT OSCODA, MICH. ✓

By Sgt. X.L. Horn.

Sometime ago the promise was made that the Aerial Gunnery and bombing practice of the First Pursuit Group, at Camp Skeel, Oscoda, Michigan, would be covered in detail for the Air Corps News Letter. Here it is, somewhat belated:

Early on the morning of September 25, 1927, Lieut. John E. Bodle, Air Corps, leading his flight of three White trucks; a Liberty truck equipped for field lighting, together with a Radio Truck and a 180-gallon gas truck, departed from Selfridge for Camp Skeel. Under the command of Lieut. Bodle were some 28 enlisted men, and he was charged with the responsibility of preparing Camp Skeel for the arrival of the pilots and mechanics. His first job, however, was to get there, and this was no small affair in itself.

The truck train was heavily loaded for, in addition to the 28 men, it carried as much equipment as could safely be loaded, comprising foodstuffs and endless supplies for the building that was to be done, also special equipment for the enlisted men such as shovels, picks, hammers and saws.

And the motor transportation - well - it was built for use before and during the World War. Aged and antiquated, severely punished by careless handling during the years, it offered little security that the trip would actually culminate in safe and intact arrival. Water pumps on the Whites, simply useless, aggravating little things continually gave trouble, and boiling water and hot steam burst more than one decrepit and weary radiator. Bearings, worn thin through years, gave up the fight, and only the resourcefulness of "SWEDE", the ever ready and unflinching Truckmaster, saved the day. From some of his accomplishments in the face of almost impossible odds, on lonely roads miles from anything closely resembling a garage, we became firmly convinced that, with a little effort and patience and "SWEDE", we could have made the trip with crankshafts made of putty.

However, the detail arrived at Camp Skeel at 7:30 P.M. on the 26th. Although it was damp, for it rained throughout the day, and joyless too, perhaps more than one heartfelt sigh was heaved that the trip was done.

Impromptu beds were made for the night in the lone wooden structure built in 1924, when the present site was first offered to the Group, and the following morning actual construction of the Camp was started.

In the days that lapsed until October 17, when the first echelon of pilots and planes reported for practice, construction went merrily on its way. An addition was built onto the barracks, since the original building was only large enough for use as sleeping quarters and mess and kitchen for the officers. This addition was a direct continuance, the partition between the kitchen and the new part being torn out, making the mess hall for the enlisted men and the kitchen one room. Another small addition was built on the NW side of the officers' sleeping quarters for use as a wash and bathroom. Three wash basins and two showers were installed and a pressure tank put in the ground. A well was dug and connected with a small electric motor, which forced the water from the well into the tank, thence through a small stove into a hot water tank. For the first time since the Group has been maneuvering at Camp Skeel we had some of the comforts of home and no longer were forced to depend on the high school showers in Oscoda for weekly ablutions.

Fourteen tent frames were built -- ten at right angles to the lower end of the barracks and four along the SE side of the barracks and parallel, which layout formed a perfect letter "L". Floors were laid for all tents, with a concrete base in the center, about four by four feet and 6 inches high, for the Sibley stove. The side of the frames were about 5 feet, 4 inches high with heavily braced two by fours extending upward from each corner to a peak at the top, so that when the regulation pyramidal tent was placed over the frame they fitted perfectly without the use of a center pole. In this manner, all available space was used and five men were comfortably accommodated in each tent.

As the camp proper gradually took shape, other details were busy. The target range and targets were checked over, new targets were built and the range thoroughly policed. A large gasoline tank was installed in the ground directly across the road from the camp and behind the proposed "LINE", equipped with five gallon capacity pump and six ground pits where planes could be taxied and serviced. The radio operators erected their antenna and, after several days of extremely bad weather, finally managed to get connection with Selfridge which, with the exception of one day for a few hours, was never interrupted. The Electrician soon had the field lighting sets working and the tents and barracks and mess hall wired for electric lights. Other wiring was done as needed and, in addition, two large flood lights were installed for night lighting. One was placed at each end of the "L". At night, approaching the Camp from the Oscoda side, with its brightly lighted barracks and with the two flood lights illuminating the two lines of tents until they stood out among the occasional jack pines in bold relief, and with the incessant hum of the electric lighting plant, Camp Skeel, for all its primitive surroundings, seemed like a city in the making.

During the period, October 1st to 15th, a Douglas Transport, type C-1, made occasional trips between Selfridge and Camp Skeel, transporting supplies and equipment as requested. On October 15th and 16th several mechanics and armorers were permitted to depart for Camp Skeel in their private transportation, the balance of the enlisted men being transported there in the Transports. On the 17th the first echelon, led by Capt. Vincent B. Dixon, A.C., arrived for practice, but were delayed until the morning of the 20th while their planes received a final check of armament equipment. As a further precaution, Artic oil was placed in all ships and they were carefully checked to insure that the proper mixture of alcohol and water was in the radiator.

The first echelon remained at Camp Skeel until November 5th, and the second, led by Colonel Charles A. Lindbergh and Major Thomas G. Lanphier, A.C., arrived for practice, November 9th. Capt. Frank H. Pritchard, A.C., who had reported with the first echelon, remained at Camp Skeel in command during the period, November 5th to 9th.

During the period of the first echelon and prior to the arrival of the second, many jack pines were requisitioned from nearby lands and used as framework in constructing a range house and coal bin. This range house was constructed on the 400 foot line directly between the two sets of targets, and was built large enough so that targets could be repaired, recovered and stored overnight out of the wind, rain and cold.

Several hundred 40-pound demolition bombs, packed two in a box, were on hand at Camp Skeel, and as these were used for practice the boxes were salvaged by the carpenters and, with jack pines as runners, were used as material for

duck walks. These walks were laid down each row of tents and from the tents to the officers' quarters and the mess hall.

Funds were also requisitioned for the purchase and erection of an armament tent just across the road from the line. From old lumber around the camp a heavy bench was built along one side of the tent where guns could be cleaned and repaired out of the wind and sand. This tent also served another purpose. Around the little Sibley stove Sergeant Joe Rhoden and his henchmen placed all the loose ammunition boxes, and during lulls in flying they would sit on these boxes under the feet of the armorers and talk of things inconsequential. Joe called this gathering the "Club of the Constant Sitters". Joe is a good mechanic, but he should have written titles for a Will Rogers film.

Colonel Lindbergh returned to Selfridge on the 11th in order to make his flight to New York, and was able to fire but 200 rounds on the ground targets.

It was during the period between the departure of the 1st echelon and the arrival of the second that a contemplated purchase of fish almost lost the Group a pilot. Sergeant Byron K. Newcomb, pilot of one of the transports, with Sergeant "Doc" Shannon, as mechanic, arrived at Camp from Selfridge about noon one day, and the Mess Sergeant suggested they accompany him and one of his cooks in the old Ford mess truck, to Oscoda. It would give Newcomb a chance to see the city and one of the fisheries for which the place is noted, if it is noted for anything.

They all crowded into the Ford and took off. Just out of Oscoda, in trying for the sharp turn that precedes the bridge over the Au Sable River, Joe's Cook, who happened to be driving, got his controls mixed and didn't give the old crate enough aileron. The old Ford stopped abruptly when it hit the staunch iron bridge, and Newcomb and the other passengers lingered just long enough to get a good start and then continued on their way, windshield and all, into the muddy and placid waters of the river. Altho heavily burdened with clothing, they all managed to regain shore and sent news of their catastrophe to camp, from where a White truck was dispatched to haul them in.

Eventually they returned; the Mess Sergeant and his Cook went to bed, while Newcomb and Shannon borrowed all the dry clothes they could find and took off for Selfridge.

Someone discovered a good substitute for fish, so the camp was fed, but Sergeant Newcomb lost his helmet and goggles and now we suppose that somewhere in the files of the Air Corps Station Supply Officer there reposes a certificate reading, "Lost in Flight".

The even tenor of Aerial Gunnery and Bombing continued and the pilots took advantage of two or three smooth days during the first of December to finish most of their record practice on the Ground and Tow targets. It was well they did, for gasoline was running low and the morning of December 7th brought high winds of almost cyclonic velocity, which completely wrecked one airplane and destroyed several ground targets. However since little firing yet remained to be done, the balance was completed and all pilots, with the exception of Lieut. Bodle, Camp Supply and Mess Officer, returned to Selfridge by December 10th.

The following pilots participated in the aerial gunnery and bombing practice, and the scores for those who finished record firing are shown after their respective names:

Colonel Charles A. Lindbergh, Air-Res.,	Did not fire record.
Major Thomas G. Lanphier, Air Corps	" " " "
Capt. Vincent B. Dixon, A.C.	756 points.
Capt. Frank H. Pritchard, A.C.	341 points. (Ground only)
Capt. St. Clair Streett, A.C.	839 points.
Capt. Marcial A. redondo, Chilean A.S.	759 points.
1st Lt. Victor H. Strahm, A.C.	959 points
1st Lt. Louie C. Mallory, A.C.	628 points.
1st Lt. Stanton T. Smith, A.C.*	No record.
(Lt. Smith attached from Little Rock, Ark.)	
1st Lt. Addison G. Person, Air-Res.	Did not fire record.
(Pilot Tow-Target plane.)	
1st Lt. John F. Egan, Air-Res.	Did not fire record.
(Pilot Tow-Target Plane.)	
2nd Lt. Glenn O. Barcus, Air Corps	980 points
2nd Lt. Thurston H. Baxter, A.C.	747 points.
2nd Lt. John E. Bodle, A.C.	767 points.
2nd Lt. William L. Cornelius, A.C.	782 points.

tent frames were left standing, doors tightly nailed and the vicinity around emptied tents policed. In this manner the camp was policed as the men left and no great amount of work remained for those who were left to actually close camp.

At about four o'clock on the morning of the 15th all but eight men, one White truck with trailer, and the tow-target DH, which was awaiting some minor repairs, departed for Selfridge Field, led by Lieut. Bodle. The eight men and the transport were left at Camp Skeel until such time as a car could be obtained by the local railway authorities for shipment of a wrecked P-1B to Fairfield.

It happened that the greatly desired car arrived the same morning and all hands went to work with a bang and the wreck was loaded and billed out by afternoon. A transport arrived with the necessary parts for the DH and everyone was all set to take off. There was some little policing to be done, however, but this was postponed until the following morning.

Everyone was up long before the stars were ready to call it a night and, after a hearty breakfast, the White truck and trailer were loaded and three of the men departed for home. Two more left in a Ford coupe at one o'clock, leaving Corporal Lovvorn, mechanic on the DH, and two caretakers at a lonesome camp with the jack pines and snowshoe rabbits. Bad weather resulted in some delay in getting a pilot to Camp Skeel to ferry back the DH and Lovvorn, but they returned eventually and Camp Skeel, except for the two caretakers, was deserted.

Gaunt and bare now, it no longer is filled with hurrying figures clad in Olive Drab and one-piece coveralls and the wild noises of roaring planes, bursting bombs and the staccato like barks of machine guns. Not for awhile will Lake Van Ettan reflect again the flashing silhouettes of tow-target planes and fast attacking pursuit ships.

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HERO OF ROMA DISASTER RECEIVES CHENEY AWARD ✓

The Chief of the Air Corps, recently announced that Master Sergeant Harry A. Chapman, 19th Airship Company, Langley Field, Va., was selected by the Cheney Award Board to receive the first Cheney Award.

"The Cheney Award" was established in memory of First Lieutenant William H. Cheney, Air Corps, who was killed in an air collision at Foggia, Italy, January 20, 1918. The donors of this award are Mrs. Mary L.C. Schofield, Peterboro, New Hampshire, and Mrs. Ruth Cheney Streeter of Morristown, New Jersey, the mother and sister of Lieutenant Cheney. Mrs. Schofield and Mrs. Streeter have jointly set aside a trust fund of \$10,000, the interest accruing therefrom to be used to make up this award. It is to be bestowed annually by the Chief of Air Corps for an act of valor or of extreme fortitude or self-sacrifice in a humanitarian interest which shall have been performed in connection with aircraft, but said act need not necessarily be of a military nature. The following are eligible to receive it: Officers and enlisted men of the Air Corps Regular Army; officers and enlisted men of the Air Corps Reserves; the widow or next of kin in event of a posthumous award. Announcement of this award will be made on January 20th of each year, that date being the anniversary of Lieutenant Cheney's death.

A die of suitable design has been made and bronze plaques will be struck off each year that the award is made engraved with the name of the recipient as determined by the Cheney Award Board. In addition to this plaque the award consists of a certificate of award and a sum of money which consists of the income from the trust fund after the necessary expenses in connection with the award have been defrayed.

First Lieut. William H. Cheney, at the age of 20, enlisted in the Signal Officers Reserve Corps on March 31, 1917, and graduated as an honor student from the School of Military Aeronautics at the University of Illinois on July 25, 1917. He was sent with the first group of American flyers to the Camp at Foggia, Italy and on October 18, 1918 became the first American aviator to complete the Italian Military Flying Brevet. He was commissioned First Lieutenant, Signal Corps Reserve Corps on November 3, 1917, and with two other officers was killed in an aerial collision in a fog on January 20, 1918. A special order issued by his Commanding Officer stated, "these were men who, on every occasion and in every way, showed their bravery, desire and eagerness to serve their country in all things and all ways. The great sacrifice of these

brave young soldiers is not only an inspiration to the entire command and to the American Air Service at large, but also America's first offering in Italy to the great cause of the allied nations."

Master Sergeant Harry A. Chapman was one of the crew of the U.S. Army Airship Roma when it crashed and was destroyed on February 21, 1922. Fire broke out immediately after the airship crashed. Sergeant Chapman, with four companions, was entrapped in a canvas-enclosed compartment; escape through the usual exits was cut off by the flames. While the fire was raging Sergeant Chapman, with his knife, made an opening in the canvas through which it was possible for him to escape immediately with little or no injury to himself. Instead of doing so at once this gallant soldier helped his four companions to take advantage of this exit before he himself left the fiery ruins. As a result of this action he was so severely burned before he could make his escape that for several days little hope was entertained for his recovery. Sergeant Chapman displayed great bravery and presence of mind under the most trying conditions and saved the lives of four other men while he himself was in the gravest peril.

Sergeant Chapman was commended for his conduct in orders by John J. Pershing, General of the Armies, but his act not having occurred in action was not at that time within the provisions of law authorizing decorations. He was accepted for enlistment in the Signal Corps at St. Joseph, Mo., October 18, 1916. In January 1917 he was ordered to the Army Balloon School at Omaha, Nebr. for duty. He was promoted through the various non-commissioned grades and in August, 1918, went to duty overseas. In October, 1918, he returned to Langley Field for duty and later was transferred to the 8th Airship Company at El Paso, Texas. In November, 1920, he returned to Langley Field and was one of the Detachment of Army Air Service men which was sent to Italy for the purpose of studying the operation of the Airship Roma. He assisted in its dismantling for shipment to this country and upon his return he assisted in its re-erection at Langley Field, Va. He has served continuously in his present grade for nine years and has been stationed at Langley Field since the Roma disaster, except for 11 months spent at Walter Reed General Hospital as the result of the injuries received in that accident. He is a superior soldier and an expert Airship Rigger.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes in Station

Capt. Charles M. Savage, Scott Field, to Philippine Islands, sailing from New York about March 7, 1928.

Following ordered to duty in Philippines, sailing from San Francisco, Mar. 29:

1st Lt. James M. Bevans, March Field. 1st Lt. A. L. McCullough, March Field.

1st Lt. Donald F. Fritch, Brooks Field. 1st Lt. N. F. Twining, March Field.

Following officers to duty in Philippines, sailing from New York, May 16th:

1st Lt. Orvil A. Anderson, Scott Field. 2nd Lt. Clarence S. Irvine, Selfridge Fld.

1st Lt. Lionel H. Dunlop, Fairfield AD. 1st Lt. Bayard Johnson, Wright Field.

1st Lt. Lester M. Rouch, Scott Field.

Following officers to duty in Philippines, sailing from San Francisco, June 8:

1st Lt. Winfield S. Hamlin, Ft. Sam Houston. 1st Lt. Augustine F. Shea, Kelly Field.

1st Lt. Oakley G. Kelly, Portland, Oreg. 1st Lt. Ralph F. Stearley, Kelly Field.

Capt. Charles A. Pursley, Org. Res., San Antonio, Texas.

Following officers to duty at Air Corps Engineering School, Wright Field.

1st Lt. Clements McMullen, Philippines. 2nd Lt. George F. Schulgen, Philippines.

1st Lt. Harold H. Carr, Hawaii.

Major Carlyle H. Wash, March Field, to Panama Canal Zone for duty.

1st Lt. Devereux M. Meyers from Langley Field to Bolling Field.

1st Lt. Joseph W. Benson from Brooks Field to Scott Field.

1st Lt. Robert W. C. Wimsatt from Aberdeen Proving Ground, Md., to Langley Field.

1st Lt. Michael E. McHugo to Langley Field from Panama Canal Zone.

1st Lt. Ernest S. Moon from Hawaii to Chanute Field, Ill.

1st Lt. Wm. C. Farnum to 2nd Div., Ft. Sam Houston, Texas, from Hawaii.

2nd Lt. Alden R. Crawford to Selfridge Field from Philippines.

Major Howard C. Davidson from Mitchel Field to Bolling Field.

2nd Lt. Lee Gehlbach from Kelly Field to Selfridge Field.

1st Lt. Donald G. Duke from Bolling Field to duty with Organized Reserves, 1st Corps Area, Boston, Mass., relieving from that duty Capt. Horace N. Heisen ordered to Ft. Crockett, Texas.

Major Harvey S. Burwell from Bolling Field to Crissy Field, Calif.

Major John D. Reardan from duty as member of War Department General Staff to duty in Office Chief of Air Corps.

Lieut.-Colonel Chas.H. Danforth from duty at Hdqrs.4th Corps Area to Selfridge Field.

Major John N. Reynolds from 2nd Div., Ft. Sam Houston, Texas to Mitchel Field.

Major Ira Longanocker from Hdqrs.1st Corps Area, Boston, to Langley Field, Va.

Officers Detailed to Air Corps

1st Lt. Francis W. Crary, Field Art.	2nd Lt. Thomas E. Binford, Field Art.
1st Lt. Emerald F. Sloan, Infantry	1st Lt. George J. Kelley, Coast Art.
2nd Lt. Laif Neprud, Infantry	2nd Lt. Wm.B. Forse, Infantry.
2nd Lt. Lester J. Tacy, Field Art.	2nd Lt. Kenneth W. Tready, Field Art.
2nd Lt. Clint L. Taylor, Field Art.	

All of above officers to proceed to Brooks Field, Texas, for flying training.

Officers Relieved from Detail in the Air Corps

Capt. Fenton G. Epling to Fort Barrancas, Fla., duty with 13th Coast Artillery.

1st Lt. Frederick R. Chamberlain, Jr., to 51st Coast Art., Fort Eustis, Va.

2nd Lt. Dwight Harvey to 11th Infantry, Fort Benjamin Harrison, Ind.

1st Lt. Francis H. Kuhn to Quartermaster Corps, duty at Kelly Field, Texas.

Major Lester M. Wheeler to Infantry 2nd Div., Ft. Sam Houston, Texas.

Resignation

Captain Burdette Sheids Wright.

Promotion

2nd Lt. John W. Warren to 1st Lt. with rank from December 4, 1927.

Ordered to Active Duty.

2nd Lt. Leo Katzman, Air Corps Reserve, to Selfridge Field until June 30, 1928.

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CAPTAIN BURDETTE S. WRIGHT LEAVES THE AIR CORPS ✓

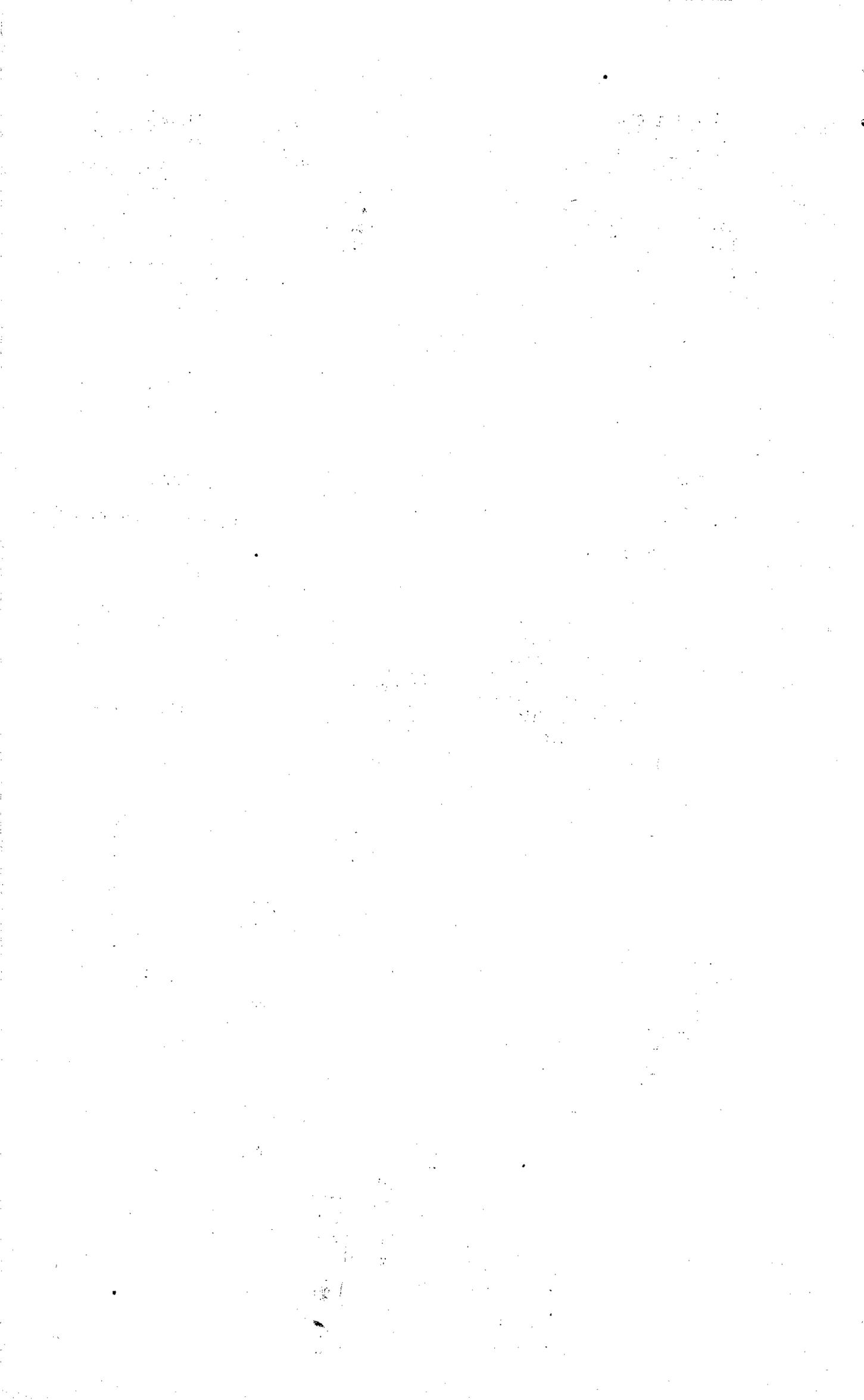
Just the plain unvarnished statement that the resignation of Captain Burdette S. Wright, Air Corps, was accepted by the President is all that appears of official record in connection with the severance of relations of this most promising young officer with the military establishment. No one who is intimately acquainted with him will entertain the least doubt that he will set just as fine a mark for himself in civil life as he did in the military service. The best wishes of the entire Air Corps for success in his new venture go with him.

Captain Wright's military service during a period of over ten years leaves nothing to be desired. It is punctuated all along with commendatory remarks of his superior officers.

Born at New Albany, Ind., September 12, 1893, he graduated from Purdue University as Electrical Engineer in 1915. Prior to joining the military service during the War he was employed as Electrical Engineer by a public utility company. He attended the second Officers' Training Camp at Fort Snelling, Minn., chose the Coast Artillery Corps as the branch to which he desired assignment and, after completing training at Fort Monroe, Va., was commissioned a 1st Lieut. and placed on active duty on Nov. 27, 1917. He was ordered overseas immediately and upon arrival in France attended several artillery schools, after which he completed a course in aerial observation and aerial gunnery. He had applied for transfer to the Air Service on January 1, 1918, but it was not until July 13th that his transfer was effected. On that day he was assigned to the 12th Aero Squadron, where he served as aerial observer until several days before the signing of the Armistice. Prior to joining the American squadron he served for a little over a month with a French Escadrille, operating in the Champagne country just west of the Argonne Forest.

His service with the 12th Aero Squadron began just a few days before the allied offensive in the Chateau Thierry Sector, and because of his previous experience with the French Squadron at the front he was sent immediately on important missions. The greatly superior air force concentrated in that sector by the enemy made work over the lines very dangerous, but in spite of this Captain Wright was on some kind of a mission almost every day. This work, especially on Infantry contact patrols, was always carried on with the determination to be of service and devotion to duty that characterizes the best type of soldier. His work in the offensives of the St. Mihiel and Argonne sectors was just as important.

He was cited for distinguished and meritorious service for his successful performance of a very important and dangerous mission in the Argonne Sector,



in the course of which he was attacked by four hostile planes and his own plane was riddled with shells and machine gun bullets.

On another occasion he volunteered to act as protection for a photographic plane which was to take photographs of a locality ten kilometers inside of enemy territory. Before the mission was completed Captain Wright saw hostile planes climbing to attack. Although the odds were greatly against him, he unhesitatingly directed his pilot to attack them in order to save the plane he was protecting. In the combat which followed he shot down one of the hostile planes and was able to hold the others in combat until he saw the photographic plane had safely reached the American lines.

Capt. Wright was awarded the "Ordre de la Couronne" with the rank of "Chevalier" by the Belgian Government.

Upon his return to the United States he was assigned to duty in Washington in the Office Chief of Air Corps, where, as Chief of the Airways Section he worked energetically towards the establishment of adequate landing facilities throughout the country.

Captain Wright served as advance agent for the Around-the World Flight from the time it reached the United States until it terminated at Seattle, Wash. Confronted with many problems which called for the use of tact and sound judgment, the satisfactory manner in which he performed his duty enabled the flight to proceed to its destination with the least possible delay.

Upon his relief from duty in Washington, Captain Wright was transferred to Kelly Field, Texas, where he served as Senior Flying Instructor and as Director of the Flying Department. His services contributed in no small degree to the successful training methods conducted at the Advanced Flying School.

From Kelly Field, Captain Wright was ordered back to Washington for duty in the Office Chief of Air Corps, and he was assigned as Chief of the Information Division.

Captain Wright has flown no less than 31 different airplanes during his career as a flier, and his flying time is well over the 2,000 hour mark.

NOTES FROM AIR CORPS FIELDS

Mitchel Field, New York, January 17.

A fire which destroyed Warehouse No. 3 and for a time threatened the central heating plant and adjoining barracks occurred on Dec. 23rd. The origin of the fire is unknown, but the fact that the building had recently settled made it possible that it was caused by the disarrangement of the electric light wires.

For several years the building had been used as a Post Gymnasium, and the principal loss, in addition to the building, was valuable athletic equipment. It was unoccupied at the time, and the flames converted the interior into a furnace before the fire was discovered.

With startling suddenness, the flames burst through the roof and a cloud of black smoke settled over the post. By heroic measures the post fire department prevented the spread of the flames to the boiler house, the destruction of which would have been a serious loss.

Fire departments from Garden City, Westbury, Mineola, Carle Place and Hempstead responded promptly, and the fire was gotten under control, although little remained but the foundation of the building. It will not be necessary to replace the warehouse as it was already surplus.

Headquarters Philippine Department, Manila, P.I., Nov. 30, 1927.

Department Air Officer: Major W.B. Duty, Department Air Officer, was appointed by the Department Commander to act as one of the umpires during the Philippine Division maneuvers scheduled during the month of January.

Camp Nichols, Rizal, P.I.: Major W.G. Kilner, former Executive Officer, Office Chief of Air Corps, arrived in Manila on the Transport THOMAS on Nov. 30, for a tour of service in the Philippine Department. Upon Major Kilner's request he was assigned to command the 4th Composite Group and Camp Nichols, the principal Air Corps station in the Department.

6th Photo Section: This organization is busily engaged in a number of photographic missions for the Philippine Division and the Department Engineer. The missions for the Division are being completed in connection with the movements of troops and camouflage tests. Those for the Department Engineer are being completed in connection with the Department Military Mapping program of the Philippine Islands. The area being photographed is approximately 500 square miles.

4th Composite Group Headquarters: The usual activities marked the month of November. The Holiday season opened with the celebration of Thanksgiving Day. Captain William D. Wheeler, organization commander and Mess Officer, and Sgt. Adolph G. Wirth, Mess Sergeant, are commended for their ability and efforts in serving such a tasty and delicious dinner. Everybody feels that the Thanksgiving Dinner of 1927 is one to be long remembered.

The "short timers" have been busy preparing for their long voyage home. We are wishing them a pleasant trip and are sure we will miss them.

In the annual Field Meet held during the past month, there was keen competition in almost all of the events and the day was a complete success. Combined units came out second best by a very narrow margin, but will show 'em next year. The Post baseball team, which is well represented by this organization, broke the "Jinx" that had been hovering overhead since the season started. We had two victories in succession and are out for more. Watch 'em go.

66th Service Squadron: Thanksgiving Dinner was served under the shady spreading mango trees with a tropical breeze blowing, keeping the men "cool". How about that, all you men, who are already wearing overcoats this time o'year? This occasion also served as a celebration for our high standing in athletics, on the Post Field Meet Day, held on the 22nd, when our representatives won first place. A grievous loss to our office force was the departure of Sgt.-Major Wilbur F. Disoway for duty in the Eng. Dept. of the Philippine Air Depot, to work on carburetors and ignition.

Clark Field, Camp Stotsenburg, P.I.

Third Pursuit Squadron: During the annual record and practice firing of the 60th Coast Artillery (AA) at Clark Field in November, a total of 85 hours and 30 minutes was spent by this squadron towing targets and flying for search

light practices. Thirty-nine hours and 40 minutes of this time was night flying. In general, the work with the A.A. Artillery was run off smoothly, but some difficulty and delay were experienced due to loss of targets, breaking of cables, clouds interfering with visibility, malfunctioning of reels, etc. The entire squadron feels relieved over the completion of the A.A. work and is glad to get back to pursuit work again.

Lieut. and Mrs. Harry Mills left on the December transport for the United States for station at Middletown, Pa. Lieut. Mills was at Clark Field since September, 1925. One of the old timers, he was a very popular and valuable member of the 3rd Pursuit Squadron.

It is with deep regret that we announce the death on November 21st, of Lieut. Matthew E. Finn. Lieut. Finn had taken off to participate in a bombing mission, lost control of his plane at about 350 feet altitude and flew into the ground. Because of his efficiency, pleasant personality, friendliness, and tact he was one of the most popular members of the squadron, and his loss leaves a big gap in our organization.

Lieut. McMullen and family were visitors at Baguio from the 23rd to the 29th and reported a most enjoyable time.

Lieut. Schulgen returned November 18th from a trip on the U.S.S. MacLeish to Siam and way stations. He reports a most interesting trip.

Lieut. Heffley returned on November 22nd from a trip to China and Japan. A recent addition to the squadron is Lieut. Carr, who was transferred here from Camp Nichols.

Kindley Field, Ft. Mills, P.I.

2nd Observation Squadron: Lieuts. Hodges, Mollison and Patrick returned to the fold from leaves of absence outside of the Department and are much enthused over the many delights the Orient has to offer to the tourist. Lieut. Hodges visited Japan and China, Lieut. Mollison gave China a once over and Lieut. Patrick took in Siam, but returned with his guns still cosmoline'd and not a cartridge expended from which it can safely be assumed that that tiger he went gunning for is still happily roaming the jungles. However, he did lug back a wooden Buddha, of elephantine proportions, which he claims to have shot down while in full flight.

Lieut. Meloy received another sock on the chin from Mrs. Tuff Luck on November 10th, when, as he was taking off from the Camp Nichols airdrome in an Amphibian, his engine uttered a consumptive grunt, turned over and died. A badly damaged lower right wing and right landing gear wheel resulted P.D.Q. As for the pilot and his passenger, Lieut. Holland, Lieut. Meloy's brief radio report on the accident will suffice - "No scratches".

An "Aloha" mission, piloted by Capt. Adler and Lieut. Hodges, was flown bright and early the morning of November 14th upon the departure of Brigadier-General Frank M. Caldwell, U.S.A., for his new command in the United States, via Europe. The remainder of the officers of the Field, together with the entire commissioned personnel of the Rock, assembled at the Mine Dock at 6:45 A.M. and, to the tune of "California, Here I Come", rendered by the consolidated 91st and 92nd Coast Artillery Regimental bands, bade this popular commanding general farewell and bon voyage.

Of the 100 odd flying hours of the past month, three or four were spent on November 11th in looking for the proverbial needle in the haystack. In this case, the haystack was the China Sea and coastlines over a radius of fifty miles north, south and west of Kindley Field, and the needle was Lieut. D.J. Bailey, C.A.C., who had ventured forth from Fort Frank the day previous in a native banca bound for Corregidor, possessed of more faith, hope and optimism than skill in navigating his tiny craft against waves kicked up by adverse winds. He was reported missing about 4:00 A.M., and forty-five minutes later the first plane took off on the vain hunt, to be followed later by others. Happily enough, the reason for the failure of the long search for trace of the lost seafarer was that he had been picked up during the night by some fishermen and returned the following day to his starting point.

Clang! Bang! Goes the breakfast bell, ushering in a day of days.

'Twas a combined celebration of Thanksgiving Day, Organization Day and a farewell to thirteen popular short-timers.

The morning was to have been devoted to a long list of sports, starting with a five inning baseball game between a team from the upper squadrons, who

announced themselves as "The Topside Bulldogs", and one from the lower squadrons, "The Bottomside Sheiks", but the battle for supremacy 'twixt the Bulldogs and the Sheiks waxed so hot that all thoughts of other sports were discarded and the first game was followed by a second, and the second by a third. The Bulldogs emerged from the fray victorious and claiming the championship, with the best two out of three. And, to add insult to injury, for the next hour the Sheiks were forced to set 'em up - cold and frequent.

Then came the feast -- not the ordinary holiday feed bag - but a real triumph of the culinary art as prepared and served by our midget Mess Sergeant, Sammy Robinovitz, under the able supervision of Lieut. Meloy, the Squadron Mess Officer. In addition to the officers and ladies of the Post, the following guests of the occasion quite ably demonstrated an uncanny ability to wrap their teeth around the many choice morsels and delicacies placed before them, with never a halt, from soup to nuts: Lieut.-Col. William Lay Patterson, A.G.D.; the first commanding officer of the 2nd Observation Squadron in 1915; Major W.B. Duty, Department Air Officer, and Mrs. Duty; Commander and Mrs. J.B. Cooke, U.S.N.; Lieut. and Mrs. B.E. Gates and Lieut. and Mrs. Hez McClellan, of Camp Nichols.

Capt. E.E. Adler, acting as Toastmaster, gave an interesting resume of the activities of the organization, its ideals and accomplishments. Major Duty very appropriately spoke of his hopes, as Department Air Officer, of accomplishing much to the material benefit of the organization and lauded the high state of efficiency and morale of the command. Col. Patterson offered highly entertaining reminiscences of the trials and tribulations he experienced here at Corregidor in 1916 in getting the newly organized 2nd Aero Squadron to functioning, and noted a sharp contrast between the equipment with which he had to deal and that of the present day. Sergeant Peck presented the sentiment of the enlisted personnel toward this island retreat in a few well-chosen remarks.

Followed a short siesta and then, at 4:00 P.M., the Pearl of the Orient's most distinguished celebrity, one Mr. San Miguel, presented himself on the scene, not in person but in the form of barrels of Liberty brew. He was literally bubbling over with barrels of fun, to the great enjoyment of all. Sergeant Frick and Corp. Hausen Pfeiffer jointly acted as Master of Ceremonies during this event and proved themselves masters of the art by not spilling a drop. Along about 5:30, "Ever-Ready Sammy" again stepped into the breach and augmented Mr. San Miguel's act by serving a tasty buffet supper. Thus the day ended with everybody tired but happy and wondering wotinell paradise must be like.

The souvenir of the day was a pamphlet done in Air Corps colors and containing a photograph of Captain Field E. Kindley, A.C., whose name is perpetuated by Kindley Field; a brief account of Captain Kindley's deeds both in war and peace; a history of the 2nd Observation Squadron; the program of events; the day's dinner menu; interesting snapshots of the Field; a photo of the organization and an organization roster.

First Sergeant Andy Davis, wife and two little Davises; Staff Sgt. Red Hoffman, wife and one little Hoffman; Staff Sgt. G.W. Carr, wife, and one little Carr; Staff Sgt. L.H. McGhee, wife and two little McGhees; Staff Sgt. B.R. Ferrell; Corporal "Leaping Lena" Enright, Corporal Pat. Marinack and Privates Burmester, Engle, Little, Palmer, and the Smith Brothers, make up Kindley Field's contribution to the passenger list of the "Thomas" sailing December 6th. In addition to being the largest contingent to leave this field for the past year, it includes some of the most efficient and popular enlisted men of the command, and it is hoped that replacements will prove of an equal caliber. They carry with them the warmest regards and very best wishes, of the entire command.

18th Pursuit Group, Wheeler Field, T.H., Jan. 6.

The Fokker Transport, which Lieuts. Maitland and Hegenberger left here last June, has been remodeled by the Repair Section of the Hawaiian Air Depot and re-assigned to the 18th Pursuit Group. It is now equipped with wicker chairs instead of spare gas tanks and will be used by both Groups.

The Group suffered a severe loss in the death of 1st Lieut. Robert S. Worthington, who died as a result of an airplane accident on Dec. 8th.

Lieut. Lewis A. Dayton departed on a two months' leave on the December 22nd Transport. He intends to sojourn in California, and when last seen was babbling of Tia Juana, Caesars and Cerveza. We all hope he watches the old waist line.

The Wheeler Field Golf Team, which consisted of Captain-Lowell H. Smith and Lieuts. Worthington, Dayton, Stace and McAllister, won the championship of the Schofield Golf Club last month against teams from all the regiments stationed at Schofield and one civilian team. The Group was presented with a beautiful silver plaque emblematic of the championship and silver cups for individual team members.

Lieut. Stace, our golfing star and Operations Officer of the 6th Squadron in his spare moments, tells a good one. "It seems that one of the officers of this Group who is of Scotch ancestry and inclinations, drives out to the field every day and continually uses the wrong side of the road. When asked why he did this, he replied that he was saving his own side." Aloha.

Crissy Field, Presidio of San Francisco, Calif., Jan. 6.

Second Lieut. Orie W. Coyle, Reserve, made a cross-country flight to Modesto, Calif., Dec. 3rd, for the purpose of a conference with the local chapter of the National Aeronautic Association of that place.

Lieut. Willis R. Taylor, with Pvt. 1st Cl. C.F. Flick, as photographer, flew to San Luis Obispo, Calif., Dec. 5th, for the purpose of making aerial mosaics of the proposed National Guard Reservation.

Major G.C. Brant, 1st Lieut. Willis R. Taylor, Master Sgt. Thomas J. Fowler, and Col. Fred Kussey, Organized Reserves, made a cross-country flight to Yreka, Calif., Dec. 8th, to inspect landing fields in the Sacramento Valley.

First Lieut. Willis R. Taylor, 2nd Lieuts. G.A. Jones (Reserve) and O.W. Coyle, as pilots, with 2nd Lieuts. W.J. Paul, Wentworth Goss and 1st Lieut. Dean Ferran (Reserve) as observers, made cross-country flights to Los Angeles, Calif., for training purposes.

Fort Crockett, Galveston, Texas, January 4.

The project of the new Attack Group bombing range was completed and it was put into use during the week preceding Christmas. It is located on Fort San Jacinto Military Reservation, east of Galveston, between the Gulf of Mexico and the Seawall, an ideal location insofar as the terrain and surroundings allow. During the past season the Attack Group practiced bombing by using dummy bombs loaded with sand dropped on a target on one corner of the airdrome, bombs being recovered for further use. All bombs in dummy practice were numbered, consequently an accurate score was kept for each pilot's practice. As a result, when live bombing was started on the new range, it was found that excellent results had been developed from the dummy bombing practice, and it is considered that the use of dummy bombing is well worth while during the early part of the season.

Ground training for the period Dec. 15-24, 1927, consisted of garrison classes and Infantry drill for all enlisted personnel. For commissioned personnel, ground training consisted of lectures on air tactics by Lieut. G.A. McHenry, and lectures on Military Correspondence by Lieut. H.W. Anderson. Aerial training consisted of aerial gunnery, formation flying, dummy and live bombing. The period Dec. 24 - Jan. 2, was declared a holiday, during which time no operations were scheduled, although numerous cross-country flights were made.

The following cross-country flights were made by personnel of the field: 2nd Lieut. G.C. McGinley, pilot, with Lieut. H.M. Turner, Sgts. Small, Fiertag, and Pvt. Armstrong as passengers, flew in the Transport to Pearsall, Texas, Dec. 12th, returning on the 18th; 2nd Lieut. L.W. Desrosiers with Pvt. E.O. Johnson to Kelly Field, Dec. 17th, returning next day; 2nd Lieut. H.M. Newstrom with Lieut. Pennington to Kelly Field, Dec. 17th, returning next day; 2nd Lieut. R.D. Johnson with Lieut. Cabana to Brooks Field, Dec. 18th, returning same day; 2nd Lieut. I.M. Palmer with Pvt. Gay to Dallas, Texas, Dec. 24th, returning the 26th; 2nd Lieut. G.H. Acheson with Lieuts. Cabana, Desrosiers, Hitchings and Johnson, Pvts. Evans and Dietz, as passengers, in the Transport, to Kelly Field, Dec. 24th, returning the 26th.

Second Lieut. Reginald Heber, in the Thomas-Morse O6 of the 8th Squadron, flew to Lake Charles, La., Dec. 31st, and was to have returned the next day with Sgt. Bihani as passenger. He was delayed until Jan. 2nd, when the plane crashed in taking off. Neither of the occupants was injured, but the plane was wrecked.

The holiday season at Fort Crockett was enjoyed in the usual enthusiastic

manner by members of the Third Attack Group. Several officers and men took advantage of the holiday season on leave of absence and furlough.

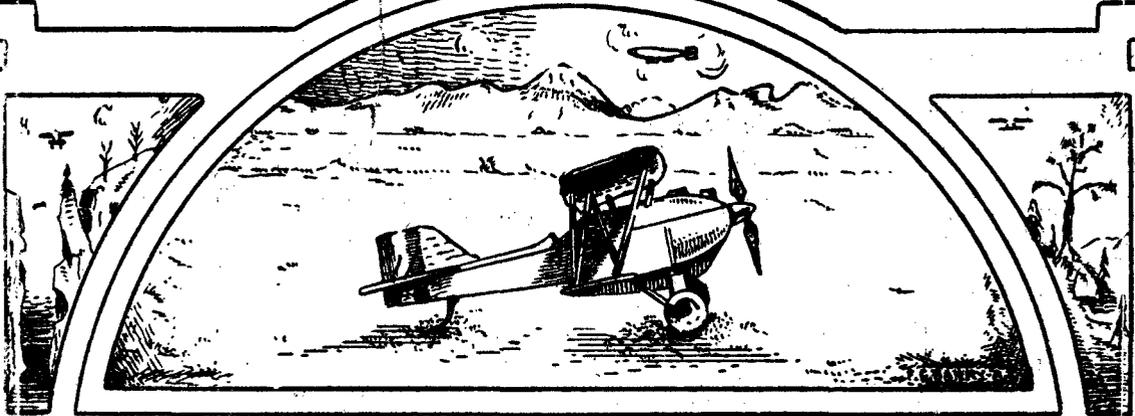
The Post Christmas Tree programs, under the supervision of Chaplain George R. Longbrake, assisted by ladies of the Post, were magnificent in their conception and without precedent in the history of this organization.

Several post and private entertainments were given by commissioned and enlisted personnel.

The Fort Crockett Basket, for the Christmas donation to the poor of Galveston, conducted under the supervision of Mrs. Irene Flowers, of the Commanding Officer's office, was generously contributed to by various members and organizations of the command.

On Dec. 27th the officers and ladies of the post entertained at their first annual Holiday Ball in the ballroom of the Air Corps Club of the 3rd Attack Group. The ballroom was decorated with a holiday motif of rose lights, combined with evergreens from the State of Washington and Spanish moss from Dickinson, Texas. The occasion presented an opportunity for two innovations, the use of a screened-in veranda, lately added to the club as a winter lounge, and the presentation of a heraldic shield to the Group for use over the mantel. The shield is about 4 ft. high, formed of walnut, bearing the full coat of arms of the Third Attack Group in oils, and carrying a brazed pyramidal border, conceived and executed by officer personnel of the Group. About 200 persons attended the ball.

Both pilots and line personnel are eagerly looking forward to the delivery of the new Curtiss A-3 Attack plane which, from all reports, will be one step nearer the pilot's dream and the mechanic's heaven than anything yet assigned to the Group as an operating vehicle.



Air Corps
 News =
 = Letter



— ISSUED BY —
 OFFICE CHIEF OF AIR CORPS
 WAR DEPARTMENT
 WASHINGTON, D.C.

7221
 1928
 NO 3
 M.S.
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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 FLYING LABORATORY

By A.M. Jacobs

Sometime ago the Army Air Corps purchased three C-2s (Fokker tri-motor cargo monoplanes). One of these was made famous by the Maitland-Hegenberger flight and is at present in Hawaii. The second is being used by the War Department in Washington, and the third is at Wright Field, Dayton, Ohio, having been recently fitted up as a "flying laboratory" for the testing of radio, instruments, night flying, and other equipment. Because of the roominess of the cabin and the increased safety offered by the three engines, this plane is peculiarly fitted for this work, for it is hoped with it to try out the different types of avigational equipment under all conditions, making flights over rough country, at night and in storm in order to gather as complete data as possible and learn thoroughly the limitations and possibilities of each type. The ultimate hope is, of course, that aviators' pot of gold at the end of the rainbow - the development of equipment by which airplanes can fly safely irrespective of weather conditions or landmarks.

The pilot's instrument board in the C-2 shows the latest types of vertical instruments, also check instruments of the round-dial type. The most advanced type of magnetic compass, the B-5, is installed. An aperiodic compass, that is, one which is so damped that it does not require the regular nine second period in which to come to rest upon being swung from normal position, is also installed. The earth inductor compass has its place.

The main portion of the cabin is given over to radio installations. First, just to the rear of the pilot's cockpit is installed an SCR-155 interphone and an SCR-134 transmitting and receiving set, the standard types used for all sending and receiving purposes during flight, including the reception of radio beacon signals. To the rear of these sets is a long shelving, upon which experimental, or "breadboard" models are set up. Here are two model transmitters which utilize short waves from 75 to 100 meters. When perfected these will be lighter in weight and have a much greater range than the present standard SCR-134 set.

Three types of power input for radio sets are installed in this plane for test purposes. The wind driven generator, on the left, furnishes filament and plate supply for the radio sets. Another system, consisting of two storage batteries and two dynamotors, one large and one small, for operating the various transmitters are placed under the shelving in the cabin. The batteries are kept charged by a standard 12-volt generator located on the left engine. The battery that is charging is used for transmitting; the one off charge is used for receiving, and the operator may switch from one to the other at will. The third method utilizes a two voltage generator, installed on the right engine, which furnishes plate and filament current direct to the radio transmitters. If successful, this method will eliminate the necessity for battery and dynamotor, as used in the present standard SCR-134 set, which will make for one-third reduction in weight and much greater simplicity of installation.

The most interesting item on the "breadboard", perhaps, is the experimental telmechanical system which is to be used for the transmission and reception of code messages. What, from appearance, might be an automatic telephone dial, using the same figures, 0 to 9, employed by the telephone, confronts the operator with a message to send. Before him would be a code book with messages numbered 1 to 99, inclusive. On the instrument he would dial the number of message he desired to send. On the wall above is a small boxlike apparatus, with two columns of figures, each column numbering from 0 to 9. As he dials, the number of his message is lighted on the little box above, so that he may see that he has dialed correctly. This message may be picked up by a ground station or another flying plane. It would have meaning, of course, only to

those in possession of the code. In the reception of a message, a certain number or numbers would be lighted on the box, which by referring to his code book, he would immediately interpret. This system combines the advantage of code transmission and radio telephone transmission of signals, since it is as easily learned and operated as a telephone and has the distance penetration qualities of code transmission.

A capacity altimeter is under construction and will soon be added to the equipment now being tested in the flying laboratory. It is expected that some such instrument will supply the aid so sorely needed for safe flying and landing in fog.

Due to the spaciousness of the cabin of the C-2, almost any work may be carried on here that would be done in connection with the same equipment in a ground laboratory. Minor repairs may be made in the air, circuits changed, delicate measurements taken and other important test work carried on. Antenna measurements are contemplated in order to ascertain the most advantageous reel lengths for the various kinds of receiving and transmitting sets used in flight.

To the rear of the main cabin is an enclosed cabin where aviation tests will be performed with the sextant and drift indicator. An opening in the ceiling, through which the aviator may thrust head and shoulders, permits a full observation of the heavens and downward past the tail of the plane. Experimentation in the comparative value of different sound proofing materials will also be carried out here, this cabin being lined with different qualities and types from time to time.

Considering the efficiency of the plane and personnel engaged in this work, and the type of equipment under study, some very interesting results should be achieved.

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ADVANCED FLYING STUDENTS PRACTICE BOMBING AT GALVESTON

The Bombing Section of the Air Corps Advanced Flying School, Kelly Field, in command of Lieut. John W. Monahan, Air Corps, conducted its training, January 8th to 14th, from the Third Attack Group airdrome as a base, bombing a sunken wreck several miles east of Galveston. The bombing section consisted of five instructors, nine flying cadets and twenty-five enlisted men. The equipment consisted of six Martin Bombers and two DH planes. Results of the practice were extremely satisfactory from all standpoints.

On January 12th Brigadier-General Frank P. Lahm, U.S.A., Commanding General of the Air Corps Training Center, arrived by air, accompanied by his pilot, Captain McDaniel. General Lahm spent the day inspecting the bombing section and was entertained by officers of the Third Attack Group at the Air Corps Club. He and Captain McDaniel returned by air to San Antonio in the evening.

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ELLINGTON FIELD CONSIDERABLY DAMAGED BY FIRE

Grass fires originated north of Ellington Field, fanned by a high north wind, blew down on this wartime aviation field and burned to the ground eight buildings, including three hangars, bachelor quarters, warehouses and the Officers' Club building. Immediately upon notification at Ft. Crockett, the Third Attack Group dispatched two airplanes, an O-6 all metal plane (Lieut. G.A. McHenry, pilot) and a Douglas Transport (Lieut. H.W. Anderson, pilot) carrying a fire fighting detail. The Houston Fire Department was called and responded promptly from a distance of 17 miles. Practically all of the landing field, which had been covered with high grass, was burned over. There now remain at Ellington Field only two hangars, Nos. 18 and 19, one set of married officers' quarters, one partly salvaged warehouse and the old Commanding Officer's set of quarters. It is greatly to the credit of the caretaker, Sergeant Hugh Barr, Q.M.C., and to his excellent judgment and quick action that the remaining buildings were not destroyed.

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COLONEL LINDBERGH TAKES A LITTLE VACATION IN PANAMA

Colonel Charles A. Lindbergh arrived in Panama on January 9th on his tour

of Central and South America. Lieut. J.T. Cumberpatch, Air Corps, was appointed liaison officer with the Panama Government and in charge of the crew at the place of landing. Lieut. R.W. Douglass, Jr., was appointed aide to Colonel Lindbergh.

January 9th and 10th were spent in the Republic of Panama. On the 11th Colonel Lindbergh flew from Panama City to France Field, spending that day in the Canal Zone and the following day in Colon. At France Field the "Spirit of St. Louis", was placed in the repair shops for a thorough inspection. Lieut. D.L. Hutchins, Air Corps, Engineer Officer, was in charge of this work.

On January 13th the French aviators -- Dieudonne Costes and Joseph Lebrix -- arrived in the Republic and were welcomed by Colonel Lindbergh. After the strain of receptions and other social functions which the famous flyer has been going through for the past nine months, he decided to take a vacation. A plane was assigned to him from the 24th Pursuit Squadron, and on January 14th he and the squadron headed for David and the mountains of Chiriqui for a week's vacation. The first two days were spent at Don Salvador Jurado's ranch on the slope of the Chiriqui volcano near Porterillos. From the ranch, 14 of the party set out on horseback for the thirty miles to Boquette. The night was spent at Joe Wright's hotel.

On the following day the party split, most of the members of the 24th going back to Porterillos, and the Lindbergh party, consisting of Colonel Lindbergh, Colonel Fisher, Lieuts. McDonald, Gaffney and Douglass, going to the Moniche Coffee Plantation further in the mountains. The two days up at the plantation were spent hunting deer and digging up the old Indian pottery graves. The entire squadron met again at David on the 21st and returned to France Field in squadron formation.

Colonel Lindbergh spent the remainder of his time at France Field as the guest of Colonel Fisher. On the 24th and 25th he cruised around the Pearl Islands in search of fish. He left France Field on the 26th for Cartagena, Colombia.

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POPE FIELD COOPERATES IN BOMBING OPERATIONS OVER PEE DEE RIVER

The Langley Field personnel and equipment arrived at Pope Field, Fort Bragg, N.C., on the morning of December 17, 1927, to begin its work in connection with the bombing tests and final demolition of the Swift Island bridge over the Pee Dee River near Albermarle, N.C.

Pope Field in its entirety was turned over to our Langley Field visitors, even to the extent of vacating the Operations Office and as many of our hangars as was possible. Within an hour or two after arrival, the 2nd Bombardment Group was operating smoothly and plans were completed for actual operations which were to begin on the following Monday morning. Original plans called for approximately 20 missions to be flown daily, and the consequent schedule which was drawn up depended for its success on the close cooperation of all concerned.

At exactly 7:00 o'clock Monday morning, December 19th, the first bomber left Pope Field on its 65 mile journey to the bridge, and from that time on the schedule was, with only a few interruptions, strictly adhered to. The ships worked in pairs, two being at the bridge and two ready to leave Pope Field on scheduled time. Excellent radio communication between Pope Field and the bridge was maintained constantly, using the Pope Field radio truck and personnel for this important phase of the work. The communication detachment was able not only to maintain its prearranged schedule but, in addition, worked hard and faithfully in handling emergency calls and requests. All repairs, changes or adjustments had to be made before or after "business hours" so to speak, and the question of eating and sleeping was of secondary importance. Credit is due and is given for the spirit which prevailed at all times.

During the week's operations this vicinity was visited by the coldest weather of the season. It was clear but extremely cold, and a howling north wind added to the difficulties encountered. As the last mission was completed somewhere near 4:00 o'clock in the afternoon, it was no little task to completely drain some 12 or 15 ships and to make them secure for the night.

It was only through the excellent messing arrangements provided by the Service Battery of the 5th Field Artillery that the men could be sent up in

small groups for greatly needed hot coffee and food and return again after darkness had fallen to complete the necessary work. Here again credit is due and given. The Officers' Club provided the same generous assistance in taking care of the visiting officers. Long before daylight the Pope Field detachment was busy heating oil and water to enable the first mission to leave on schedule. Although an oil heating truck was sent from Langley Field, it could not possibly meet the demands of so great a number of ships. The engineering department at the field solved the difficulty by means of a hastily constructed oil heating furnace. It was necessary to have a fire going under this at 3:30 in the morning to heat the necessary oil and water. This in itself was a job well done.

To the supply department goes the credit of keeping an accurate account of all gas and oil expenditures. They were masters of the situation, however, even though it meant detailing one man to stay with each gas truck or servicing detachment. The small Pope Field detachment was distributed wherever its services were needed. A week's operations through intense cold, involving long hours of work from before daylight until after dark, 20 missions flown daily, with no accidents of serious trouble of any nature, was made a success through the earnest efforts of all concerned. This in itself is a tribute to each member of the organization.

Letters were received from The Adjutant General of the Army, by direction of the Secretary of War, commending the organizations which assisted in the project, and with them comes the satisfaction and knowledge of a duty well done.

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PROPOSED MUNICIPAL AIRPORT FOR NEW YORK CITY

Mayor Walker's Airport Committee, which has approved Barren Island as the best available site for a Municipal Airport for New York, flew from Mitchel Field on January 20th in a three motored Fokker cabin monoplane for a further survey of airport sites in the metropolitan district. Lieut. Lester J. Maitland piloted the plane, and with him was Captain R. G. Ervin, A.C.

The plane for the flight was loaned by Assistant Secretary of War F. Trubee Davison, who has been assisting city officials in the selection of airport sites. In the party were Michael J. Cosgrove, Commissioner of Docks, representing Mayor Walker; Arthur S. Tuttle, Chief Engineer of the City of New York, representing the Board of Estimate and Apportionment; T. W. Kelly, Engineer of the Dock Department; former Commander Jacob H. Klein, who at one time commanded the U.S. Navy dirigible Shenandoah; E. B. Kelly, Treasurer of the Industries Development Corporation, and Peter J. Brady, President of the Federation Bank and Trust Company of New York City.

In spite of high winds, the party stayed in the air nearly three hours, during which time they visited the Juniper Valley airport site in Middle Village, Queens; Flushing Bay site and the two Bronx sites at Hunter's Island and Old Ferry Point; Teterboro Airport at Hasbrouck Heights, N.J.; Port Newark, Hackensack Meadows, and Handley and Miller Fields.

While Barren Island is being urged by the committee as the first site to be developed, the fact that it contains 860 acres of city owned land which is at present not to be used is its strongest talking point. The location, which is a considerable distance from lower Manhattan, leaves much to be desired. Mr. Brady and other citizens who are donating their time in the interest of an airport for New York feel that Barren Island will be an opening wedge to a chain of airports which will serve the greater city.

The other sites under consideration are privately owned, and expensive condemnation proceedings as well as the delay of years would cool the enthusiasm of the citizens of New York before even a start was made. Barren Island which has served as a municipal dumping ground for many years, is immediately available, and for a comparatively few thousand dollars runways could be laid out and in use this Spring. Even at present it is possible for planes to be landed there.

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**NEW SYSTEM OF TRAINING AT
KELLY FIELD**

Beginning March 1st the new system of student training will go into effect at the Advanced Flying School at Kelly Field. Under this system all student pilots will receive primary and basic advanced flying training at March or Brooks Fields, coming to Kelly with sufficient experience and flying training to go immediately into transition and thence to specialized work. The duration of the course at Kelly Field will in the future be four months instead of six, as in the past. All students will take the Observers' Course in addition to one other phase of specialized training. Thus each student will graduate as a qualified airplane observer, as well as a Pursuit, Bombardment or Attack pilot.

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COMBINED MANEUVERS AT KELLY FIELD

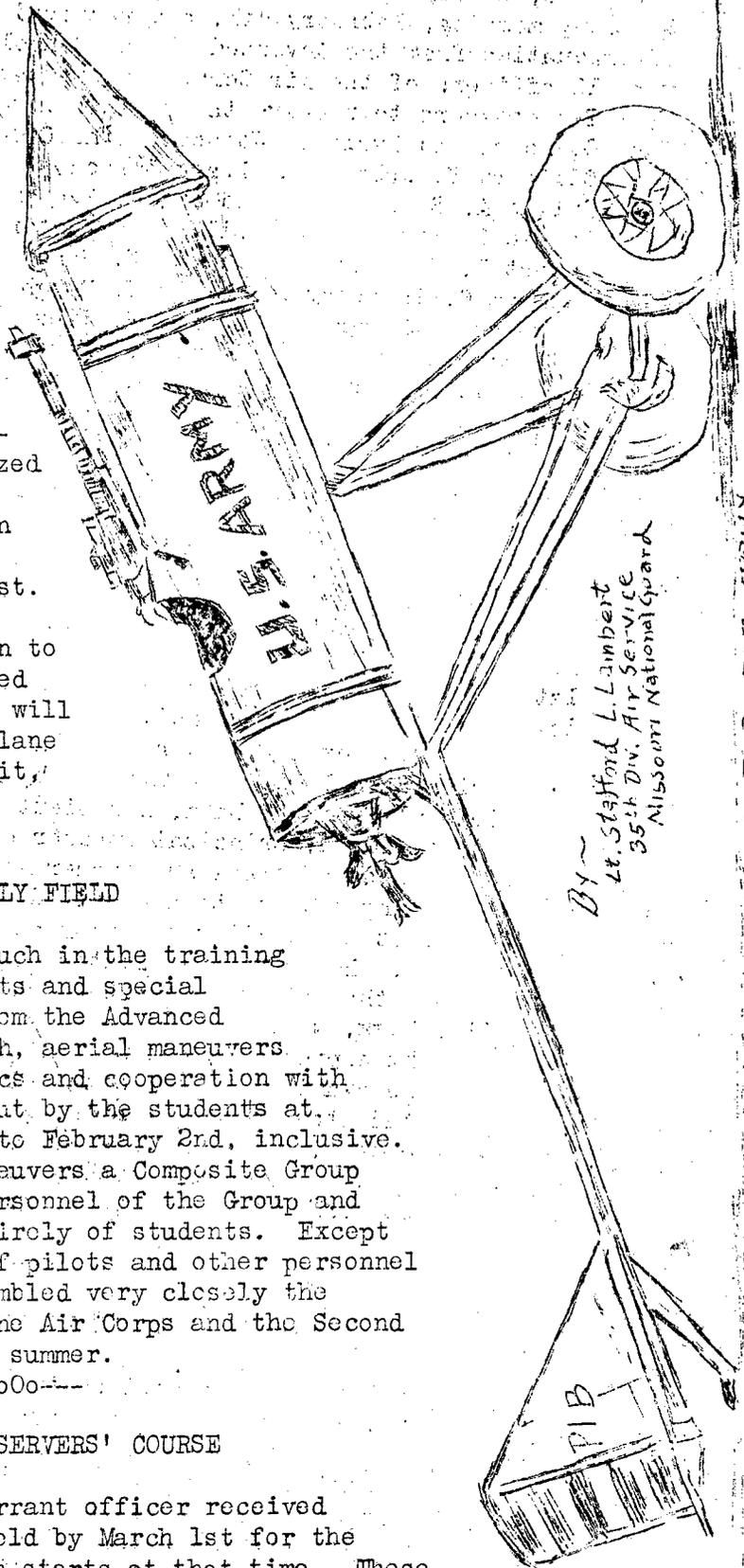
As a final finishing touch in the training of the class of student pilots and special observers which graduated from the Advanced Flying School on February 4th, aerial maneuvers employing combined air tactics and cooperation with ground troops were carried out by the students at Kelly Field on January 31st to February 2nd, inclusive. For the purpose of these maneuvers a Composite Group was formed, the operating personnel of the Group and squadrons being composed entirely of students. Except in scope and in the number of pilots and other personnel employed, the maneuvers resembled very closely the combined maneuvers held by the Air Corps and the Second Division at San Antonio last summer.

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ASSIGNMENTS FOR NEW OBSERVERS' COURSE

Six officers and one warrant officer received orders to report to Kelly Field by March 1st for the Special Observers Class which starts at that time. These are - Major William C. McChord, Chanute Field; Captain Arthur W. Brock, Jr., Bolling Field; 1st Lieut. William J. Flood, Langley Field; 1st Lieut. Walter B. Hough, Mitchel Field; 1st Lieut. Newton Longfellow, Mitchel Field; 1st Lieut. Paul C. Wilkins, Crissy Field; and Warrant Officer Roland D. Bradshaw, Langley Field.

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BY
Lt. Stafford L. Lambert
35th Div. Air Service
Missouri National Guard

LATEST PURSUIT JOB FOR AVIATOR

STUDENTS GRADUATE FROM ADVANCED FLYING SCHOOL

Clad in snappy new uniforms and jubilant at the thought of a year's work well done, 26 Flying Cadets and 3 officers filed into the Officers' Club on Saturday morning, February 4th, and received their pilot's wings and certificates of graduation from the Advanced Flying School, Kelly Field, Texas. With them were 15 officers of the Air Corps who graduated as Special Observers.

The officers to receive their wings were 2nd Lieuts. Rogers A. Gardner, John G. Moore and Eyrle G. Johnson. The Cadets were -

Clifford V. Abbott	Frank Corson	Kenneth V. Beer
Julius A. Barr	Edward J. Eshleman	Gordon S. Darnell
George L. Boyd	Lilburn D. Fator	Lewis M. Gravis
Robert L. Hopkins	Jordan F. Haney	Alexis Klotz
William C. Kingsbury	Harold J. Hough	Royal Leonard
Clarence T. Mower	Norman H. Ives	Arthur C. Lybarger
Paul E. Reeder	Edward L. Meadow	Cameron T. Robertson
Elwell A. Sanborn	James D. Cleveland	Herbert C. Sherman
Gerald M. Smead	Edgar R. Todd	

Officers who graduated from the Advanced Flying School as Special Observers were-

Lt.-Colonel Seth W. Cook	1st Lieut. Alfred L. Jewett
Major Ira Longanecker	1st Lieut. Frederick M. Johnson
Captain Vernon Lee Burge	1st Lieut. Bennett E. Meyers
Captain Edmund W. Hill	1st Lieut. Charles T. Skow
1st Lieut. James E. Adams	2nd Lieut. James F.J. Early
1st Lieut. Charles H. Dowman	2nd Lieut. John George Salsman
1st Lieut. Gilbert Shaw Graves	2nd Lieut. John Albert Tarro
1st Lieut. Harvey H. Holland.	

The graduation exercises were preceded by an inspection of the Air Corps Advanced Flying School flying equipment by Major-General Thomas Q. Donaldson, Brigadier-General Frank P. Lahm, and Lieut.-Colonel James A. Mars.

General Donaldson, principal speaker on the program, told his audience that their smartness of dress and manner as they appeared for final inspection on Saturday morning had not been excelled by any body of troops, regardless of classification, at any similar ceremony at any post in the 8th Corps Area during his duty therein. He traced the history of flying from the time of the first crude machine of the Wright Brothers which lifted itself momentarily from the sands of Kitty Hawk, N.C.

General Lahm expressed the hope that the majority of the graduates would elect to take the examination for commission in the regular service. He then presented the students with their reserve commissions.

Major Clarence L. Tinker, Assistant Commandant, handed the flyers their wings. Chaplain J.H. McCann pronounced invocation and benediction. A band concert by the 9th Infantry band from Fort Sam Houston was a feature of the exercises.

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MITCHEL FIELD VISITED BY GALE

Gales which have blown almost continuously in the vicinity of Mitchel Field, L.I., New York, for about ten days culminated on January 25th when the wind attained a velocity of 72 miles an hour. For a time it appeared certain that some of the cantonment buildings would collapse under the force of the wind, but the damage was confined to strips of roofing paper being torn from nearly every roof on the field. In spite of this condition of unusually high winds, flying continued without interruption, although there was a considerable curtailment at the adjoining civilian flying fields.

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"ED" DISCOURSES ON TOY ELECTRIC TRAINS

Wright Field, Dayton, Ohio.
January 16, 1928.

To the Editor,
Air Corps News Letter,
Washington, D.C.

Dear Mister Editor -

Well the holidays are over now & we can all go back to work & rest up.

But it certainly was exciting around here for a couple of days after Christmas because Santy Claus had left a lot of swell toys like fire engines, electric trains, dump trucks & the etc at the different houses which made it necessary for we older & more experienced boys to run these things & see what made them go & everything for the benefit of the littler kids who thought they owned them & would only have played h--l with them anyway if we had left them have them.

Of course Santy Claus left nothing but a lot of dolls & stuff like that at some of the houses which must have been a big disappointment to the big boys in those houses that had hoped all their life for cranes & erector sets & steam engines because it seems like the rules are you cant have any real mechanical toys at any house where there isnt at least one little boy around 6 mos old or over. Santy Claus didnt pay no attention to the rules in Shak Blair's case because Shak got a dandy electric train & as the only kids around his house are him & a little girl 3 yrs old named Barbara its easy to see who the train was for.

But thats an exception because Santy Claus is more likely to hold out on you to some extent. Take for example Daddy Breene & he had been a pretty good boy & he wanted to get a train with a regular minniature steam locomotive & he got a catalog from England where they have got the right idea & a boy isnt alloud to have a train until he is 30 yrs old & has saved up a lot of Ginneys (English for Jack). Well we talked it all over & at one time me & Eddie Page & Bayard Johnson had Daddy pretty near convinced that what he had to have was the GARDEN SIZE RAILROAD where you lay the tracks around the garden & all us boys were going to help Daddy run it. Everything would have been fine only Daddys wife got ahold of a pencil & paper some place & went & done a lot of figuring on him. Well I dont know much about mathematicks & finance, but it seems that after Daddy had payed the 150 Ginneys (English) which is around 750 Bucks (Chicago) & the duty & everything he would have to buy the house next door & tear it down to fix up little hills & rivers & everything to put under the railroad like the picture in the catalog & it would come to about 25 thousand dollars (\$) in round nos. So Lila Breene, Daddys wife went down to a dept store & fixed it up with Santy Claus to bring him a stationery steam engine that has a fly wheel & puffs & everything just like the one down at the gas & electric works only smaller. But Daddy says that next year him & little girl aged 2½ yrs are going to have a regular train in spite of hell & high water.

However running a railroad isnt all its cracked up to be on account of the little kids always butting in & acting like they owned everything. I know how it is because Santy left an electric train at our house for me 3 yrs ago & I invited all the boys in around the neighborhood & we all took turns working the switches & the thing that starts & stops the train. There was me & George Bret & Eddie Page & Harold Bartron & Jack Colgan all playing together quietly & well behaved like little gentlemen until some of the real young kids come around & begun to holler & make a fuss because we shoved them away & told them gwan & play with your own things read a book or something because what did them little kids 4 yrs old know about railroading nothing. But the little kids mothers got sore & said I should certainly think you big boys could find something better to do than spoiling the little inocent childrens fun on Christmas & arent you ashamed supposing little Bill did short circuit the third rail with the scissors is that any reason why a lot of big strong men have got to yell at the child & make him cry there there darling daddy is going to washington on tuesday & if he dont make a better job of landing at Uniontown than he did the last time he will have enough railroading to hold him for a while & you can play with the train all you like sweetheart. You know how mothers are Ed.

Well fincly Sam Frierson got the kids out in the kitchen where they was delighted & dumbfounded watching what Sam could do to a cold turkey & so us boys managed to have a lot of fun excepting Harold Bartron who kind of got his mind off of railroading when he heard Sam eating out in the kitchen. That was 3 yrs ago & Sam is in Boston, Mass now learning the embattled farmers at M.I.T. military aeronautics & he wouldnt remember hardly anything about incidence such as the above. We wouldnt refer to them eyther only this paper dont have a very big circulation on Beacon St & so Sams Boston, Mass social standing wont suffer any. Its only fair though to warn Sam that when he comes back to Dayton

Ohio he will be shot in his tracks upon the first broad A as in BAWTH.

Well Mister Editor I will have to close now hoping that Santa claus was kind to all my young friends in our fair capittle & I read your paper regularly & am 40 yrs old & wrote this letter all myself.

Yrs truly,

Ed.

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AIR CORPS SUPPLY SITUATION IN PHILIPPINES

The transition of the Philippine Air Depot at Rizal, P.I., from a branch to an Air Intermediate Depot is rapidly taking place.

Four American Civil Service or soldier key men will operate the Depot Supply Department, with such native personnel as is necessary. The soldiers at present on duty are being relieved as rapidly as native personnel can be properly trained. The Station Supply of the Philippine Air Depot and Camp Nichols will be operated with one American Civil Service Chief Clerk and such native assistants as are required. The key men for the Engineering Department and Inspection are being secured through the discharge of competent soldier personnel who are accepting positions as Civil Service employees. Natives and Chinese are replacing the soldiers in the Repair Department as rapidly as funds will permit.

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KINDLEY FIELD PERSONNEL PARTICIPATE IN MANEUVERS

Acting as Division Air Service, the period from December 12th to the 16th was devoted to the 23rd Infantry Brigade maneuvers in preparation for the annual Philippine Division maneuvers held in January. The entire commissioned personnel and all aircraft equipment of Kindley Field, P.I., were on the go each day from early morn until late in the evening and flew a total of 21 aircraft hours on reconnaissance, liaison, contact, photo and attack missions which provided no little valuable information and experience in radio communication from plane to plane, plane to ground and vice versa.

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MORE ABOUT LANDING OF AIRSHIP ON ROOF OF BUILDING By the Langley Field Correspondent

The correction appearing in the January 7, 1928, issue of the LEWS LETTER under the title of "First Landing of an Airship on the Roof of a Building", in the form of a letter from Captain Howard A. Scholle, Air Res., and a note corroboration by the Editor is correct, and the statement made in the original story of the recent feat of the personnel of the 19th Airship Company that this is "The first successful landing on a building of a Lighter-than-Air craft in the history of aviation" is inaccurate. On the other hand, the landing to which Captain Scholle alludes, according to information secured from reliable sources, was accomplished under favorable conditions and after extensive preparation had been made.

Among the favorable conditions above mentioned are the fact that the landing was made on a specially constructed platform on a building considerably higher than those surrounding and with a fair wind blowing. In making the landing, the ship was brought to a hovering position high above the platform and a long rope dropped down. Then, with a winch especially built on the platform, the ship was hauled down. The landing which was made by the personnel of the 19th Airship Company, using a TC type airship, was effected without a moment's previous preparation.

With practically no wind blowing to help slow up the ship, the landing was made on the roof of the Newport News High School in the same manner in which a normal landing is made on the flying field. No long ropes were used, and the ship came in at a speed of ten or twelve miles an hour, dropped the short maneuvering ropes, and the maneuvering party on the roof pulled her down amidst numerous obstacles such as ventilators, flag pole and chimneys, which extended above the height of the car itself. The ship remained on the roof long enough to discharge and take on passengers. It then took off for its home station with the same ease in which it was landed.

"When I say undress I mean Undress
 Take off those SOCKS!!"



By
 Lt Stafford L. Lambert
 35th Div. Air Service
 Missouri Nat'l Guard

That first 609.

ENLISTED MEN QUALIFY AS FLYING CADETS

Eight enlisted men of the Army Air Corps recently qualified for appointment as Flying Cadet. They have been ordered to proceed to Brooks Field, San Antonio, Texas, and to report upon arrival to the Commandant of the Air Corps Primary Flying School not later than February 29th. The men who are scheduled to spend the next eight months at the Primary Flying School, provided they escape the clutches of the "Benzine Board", are - Privates Jack H. Neale and Theodore R. Smith of Mitchel Field; Privates Bramon I. Mills and Byron S. Warner of Bolling Field; Private James A. Strohl of Langley Field; Privates James I. Mills and Paul R. Sutherland of Chamute Field, and Private Al Nugier Booth of Brooks Field.

LANGLEY FIELD OFFICERS VIEW AIRPLANE CARRIER

The officers of Langley Field, Va., were recently extended an invitation by the Commanding Officer of the Airplane Carrier, SARATOGA, to visit his ship, which was anchored in Hampton Roads. A boat was sent to meet the officers at Old Point Comfort and upon being taken aboard they were shown completely over the ship. Officers were sent along to explain the different features of the vessel and, as a result, the Langley Field officers learned quite a lot about the kind of work performed by their brother officers and the conditions under which they work. Everyone appreciated the fine opportunity presented to see this newest of Airplane Carriers as well as the courtesies extended by the officers of the "Saratoga".

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THE AIR SERVICE CLUB AT DENVER, COLORADO

The organization of the Air Service Club, Inc., of Denver, is the outgrowth of a desire upon the part of local wartime pilots to perpetuate their flying and to participate in the present rapid development of aeronautics, but not for profit. From its inception in July, 1926, it quickly assumed a dominant role in the aeronautical development of this region.

A commodious club house was erected at Lowry Field, home of the 120th Obs. Squadron, Colorado National Guard. Through this arrangement the club house is tax free. The materials and labor were donated by public spirited citizens of Denver.

A majority of the members of the Club are rated pilots of the Army, Navy, Marine Corps, or civilian pilots under the Department of Commerce. The remainder are citizens of Colorado who have made definite contribution toward the development of aeronautics in this State. Practically all the rated airplane pilots in Denver are members of this Club.

An important function of the Club is a weekly luncheon held each Thursday at the Denver Tea Room. The large attendance at these luncheons is an evidence of their popularity. Given for social benefit they make possible the frequent interchange of ideas upon aeronautical matters. Here new developments in motors, ships and equipment are reviewed and all matters pertaining to civil and military aviation, especially in Denver and Colorado, are discussed.

Visiting flyers and those interested in aeronautics are urged to communicate with the Secretary immediately upon arrival in Denver for the purpose of arranging to attend these luncheons.

The affairs of the Club are controlled by a board of seven directors. The officers are: Horace F. Phelps, President; Chas. W. France, Vice-President; Cecil H. Braddick, Secretary; and Ralph W. Hall, Treasurer. Correspondence upon aeronautical matters from other similar clubs is invited.

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WORLD FLIGHT COMMANDER ASSUMES ROLE OF AERIAL POLICEMAN

Captain Lowell H. Smith, Air Corps, recently assumed the role of aerial policeman while engaged in target practice and forcibly demonstrated the value of a pursuit plane, equipped with a Browning machine gun, as a law enforcer.

The erstwhile leader of the world flight was returning from tow target gunnery practice and was flying alongside the target ship. When about two miles from Wheeler Field, Schofield Barracks, T.H., the target became separated from the plane and fell on a dirt road running through a cane field. Up galloped a plantation worker on a big black horse, with visions of many beautiful shirts contained in the big piece of cloth which had fallen miraculously from the blue sky. Dismounting, he quickly folded the target under his arm and started galloping away, paying no attention to the frantic waving of arms and diving of Captain Smith's plane and the target DeH.

Quickly estimating the situation and desirous of knowing his score for the morning's shooting, Captain Smith arrived at a decision. Loading his gun, he judiciously planted a few shots just ahead of this particular one of the "Four Horsemen". The "music" from the Browning had the desired effect, for the dashing horseman pulled up sharply, did an about face and proceeded to restore the target to its original position with all possible haste. A motorcycle was

later sent out to bring it in, but for some reason or other Captain Smith would not divulge the extent of his score.

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NEW PIRATE BOMBER AT BOLLING FIELD ✓

The first of more than a score of the latest type of bombardment planes, ordered by the Government for the Army Air Corps, landed at Bolling Field this noon on its way to Dayton, Ohio. The ship is being piloted by Lieut. Edwin R. McReynolds.

On its arrival here, the bomber, which wears the graphic name of "Pirate", was inspected by Assistant Secretary of War F. Trubee Davison, in charge of Army aviation; Major General James E. Fechet, Chief of Army Air Corps and members of Congressional committees handling Army legislation, including Senator David A. Reed, Chairman of the Senate Military Affairs Committee.

The "Pirate" is a veritable flying fortress. It is capable of carrying more than a ton of bombs and can stay in the air from six to seven hours. Its cruising radius is about 500 miles. In other words, it can reach an objective 250 miles from its take-off point, drop its deadly load and return.

Twenty-five "Pirates" have been ordered for the Army Air Corps. They are built by the Keystone Aircraft Corporation of Bristol, Pennsylvania. Edward Gott of that Company announced that deliveries will be made at the rate of one plane a week. According to present plans, nine "Pirates" will be stationed at Langley Field, Virginia, five in the Canal Zone, five in Hawaii and five in the Philippines.

The new bomber is a biplane with a wing spread of 67 feet and 10 inches. It is powered with two Liberty engines and has a service speed of from 80 to 90 miles an hour. One feature of the craft is its slow landing speed which enables it to land and take off in comparatively small fields. The "Pirate" weighs 7,000 pounds and can carry 5,300 pounds of disposable load.

The plane carries a crew of five composed of pilot, bombardier who is also auxiliary pilot, front gunner, rear gunner and radio operator.

To protect itself against enemy planes, the ship is equipped with five machine guns. Two of these are installed in the front cockpit, two in its rear cockpit, while a fifth gun projects through the floor of the plane to protect it from attack delivered from below.

The plane's radio equipment enables it to maintain communication not alone with other ships and the ground but makes it possible for it to follow the radio beacon where such flying is necessary. The ship is equipped with the latest type of aerial navigation instruments including the earth induction compass. It also has installation for six parachute flares and is completely equipped for night flying.

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LIEUT. EUBANK LANDS FLAMING AIRPLANE ✓ By A.M. Jacobs.

During a test flight at Wright Field, Dayton, Ohio, on January 21st, the Keystone XB-1 bombardment plane was badly damaged when the connecting rod on the right engine failed, resulting in the breaking out of fire. Lieut. Eugene L. Eubank was piloting the plane at 2400 feet when he noticed that the right motor was heating. He then began to glide down, heading for the field. At about 1200 feet flames shot forth.

Gene A. Althoff, acting as test observer, was seated in the assistant pilot's seat beside Lieut. Eubank. They decided that they had better get away from the plane as soon as possible. The plane carried a full military load with 2700 pounds of bombs. Althoff endeavored to release the bombs, but the release mechanism failed to work and the plane was fast settling. At 300 feet they abandoned the struggle with the bomb release mechanism and Althoff jumped. His parachute opened immediately but caught on the Alemite cup of the tail skid which ripped the silk. Althoff's fall was not sufficiently slowed up to prevent a nasty jar on landing, resulting in a broken heel and two sprained ankles.

Lieut. Eubank then attempted to get away, but the minute he took his hands from the controls the nose heavy plane started into a dive. Knowing that he could not clear the plane at the low altitude, he had no choice but to stay

will be equipped with high-powered outboard motors. These five light speed craft will form a complete equipment for saving lives of those who are forced to land from airplanes in water by parachute or otherwise. The area within ten to twenty miles of Langley Field is more than fifty percent water. As much of this water is shallow and all is tide water, a unique problem in saving life is presented. The solution was arrived at after a comprehensive study by various Marine specialists sent to Langley Field for the purpose. This equipment will also serve as tenders to seaplanes and convey operating personnel to the large bombing and gunnery range three miles to the eastward, which is to supersede the present bombing and gunnery ranges adjoining the flying field. The tug "Langley" had been declared surplus and will not doubt be transferred elsewhere in the near future.

This life saving and retriever equipment operates under the direct orders of the Operations Officer of the field and is "hooked up and standing by" subject to emergency call in the same manner as a modern fire department. A patrol system with fixed stations at strategic points in the water area is being established, and during day and night flying on tracking and towing missions over the Chesapeake for the Coast Artillery, a patrol will be made that will provide a means of rescue always within reach.

The other day Captain Ernest Clark, Operations Officer, and his assistant, Lieut. Vickery, were taken for a ride by the factory representative. From the day selected it is suspected by many of the officers that they were concealing the fact that they went out for some dual instructions, as it was snowing heavily and visibility was very poor. They went fully equipped for high altitude flying, in fur-lined suits, helmets and goggles, but they say that try as they would they couldn't take it off!! Perhaps it is a good thing, as they did not wear their chutes. From the reports made by Captain Clark, the boat is sensitive on the rudder, groundloops very easily, and he says that if he could pull back on the stick he is sure that it would do a roll. However, with the wind blowing that day we are sure that it was doing some rolling without any extra urge on the pilot's part.

So we are expecting that applications will be shortly received for a course of instruction in piloting sea sleds at Langley Field. Applications will be addressed to Captain Clark as chief instructor.

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GOOD SHOOTING BY FRANCE FIELD OFFICERS

The 24th Squadron at France Field, Panama Canal Zone, recently completed its target practice and has, in the words of the France Field Correspondent, what is believed as good a record as ever made by a squadron during the firing season. There are nine officers regularly assigned to the Squadron and two attached for tactical training. All eleven of these officers made a score of 610 (expert qualification) or better. If any squadron has a better record, let us hear from them. The scores follow:

Lieut. R.W. Douglass, Jr.	947.6	Lieut. J.T. Cumberpatch	662.9
" L.M. Merrick	910.8	" C.G. Percy	650.4
" J.E. Parker	767.3	Capt. A.E. Simonin	618.8
" R.B. Williams	766.2	Lieut. R.W.C. Wimsatt	615.0
" H.C. King	721.2	Lieut. H.G. Crocker	610.4
" R.K. LeBrou	672.5		

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HIGH ALTITUDE PURSUIT PLANES ✓

The first of five P-5 supercharged pursuit planes was ferried from the Curtiss plant at Garden City, Long Island, to Wright Field, Dayton, Ohio, on January 18th. It will undergo inspection and flight and performance testing. This plane is powered with a Curtiss D-12F (heavy crankshaft) engine and equipped with Form F-1A side type turbo-supercharger. Arrangements are made for the installation of two oxygen bottles to be carried as standard equipment. Before performance testing, however, it is intended to replace the present magneto equipped engine with a battery equipped engine, as proper functioning at high altitudes cannot be obtained with magneto ignition.

It is hoped with this plane to develop a speed of approximately 200 miles

will be equipped with high-powered outboard motors. These five light speed craft will form a complete equipment for saving lives of those who are forced to land from airplanes in water by parachute or otherwise. The area within ten to twenty miles of Langley Field is more than fifty percent water. As much of this water is shallow and all is tide water, a unique problem in saving life is presented. The solution was arrived at after a comprehensive study by various Marine specialists sent to Langley Field for the purpose. This equipment will also serve as tenders to seaplanes and convey operating personnel to the large bombing and gunnery range three miles to the eastward, which is to supersede the present bombing and gunnery ranges adjoining the flying field. The tug "Langley" had been declared surplus and will no doubt be transferred elsewhere in the near future.

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It is hoped with this plane to develop a speed of approximately 200 miles

per hour, level flight, at altitudes exceeding 20,000 feet.

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LIEUT. DOOLITTLE AND COMPANIONS ARRIVE AT FRANCE FIELD

Lieuts. Jimmie Doolittle, Leigh Wade and C.W. Webster arrived at France Field, Panama Canal Zone, on the night of January 25th and departed January 26th for Peru. The officers of France Field saw too little of them. January 26th was certainly a busy day at France Field. The French flyers departed for Guatemala at 6:45 A.M.; Colonel Lindbergh left at 9:25 A.M.; for Colombia and Doolittle, Wade and Webster departed at 1:00 P.M. for Peru. Panama is at the crossroads of the world, and France Field is veritably the air crossroads.

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A COLD-BLOODED SON OF THE SOIL

By A.M. Jacobs. ✓

Captain William B. Mayer, Chief of the Lighter-than-Air Branch, Wright Field, Dayton, Ohio, after taking off recently for an experimental flight in a free balloon for the purpose of testing a new type of valve and finding himself caught by high and adverse winds which would have carried him as far as Pittsburgh before dusk, decided to make a landing. Dropping the drag rope and releasing the rip panel, the bag came to earth near Lewis Center, Ohio. Captain Mayer and his companions in the basket, Lieuts. Courtlandt Johnson, H. Montgomery and Master Sergeant Wm. J. Bennett, landed without harm. Immediately the spot became a point of interest to the inhabitants of the countryside who came swarming in numbers. The balloon party, however, were highly amused by the too evident disappointment of one elderly gentleman who had expected to find an injury, if not a fatality, upon his arrival. He all too frankly liked his excitement red hot or not at all. It was hard to disoblige an honest American whose life passed in the routine of farm labor was perhaps starved of thrill and incident, but in this instance our party were perfectly content to let him suffer.

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LIEUT. CROCKER DEMONSTRATES EXPERTNESS WITH PISTOL

The France Field Pistol Team recently competed in the Annual Small Arms Matches for the Panama Canal Department, held at Fort Clayton, Canal Zone. The team was captained by Lieut. H.G. Crocker, Air Corps, and was composed of Master Sgt. Sorenson, 24th Pursuit Squadron; Staff Sgt. LaQuatra, 7th Squadron; Staff Sgt. B.F. Kelly, 25th Squadron, and Sgt. Thomas, 63rd Squadron. In the team match France Field was second only to the Engineers of Corozal. Lieut. Crocker won the gold medal for the highest individual score of 498, and Sgt. Thomas a silver medal with a score of 455.

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BOMBARDMENT BOARD MEETS ✓

The Bombardment Board, composed of Air Corps officers, was called for purpose of making a thorough study of several bombing planes manufactured according to Air Corps specifications by different manufacturers and entered in competition, and also for the purpose of making recommendations for the purchase of one of the planes for adoption as the Air Corps standard.

The Board sat in conference at Wright Field, Dayton, Ohio, from January 16th to February 8th. The Airplanes under consideration were the Atlantic (Fokker) XLB-2 with two Pratt and Whitney "Hornet" engines, the Consolidated (Sikorsky Guardian) with two Pratt and Whitney "Hornet" engines, the Keystone XLB-6 with two Wright "Cyclone" engines, the Keystone XB-1 with inverted Packard engines, and the Curtiss XB-2 (Condor). The last named plane, after having been flight and performance tested, was destroyed in a severe storm at the plant of the Curtiss Company where it had been returned by the Materiel Division for changes.

Officers officiating on the Board were Major Hugh Knerr, President; Lieuts. Odas Moon, Phillips Melville, Ernest Dichman, Barney Giles, Harold Beaton, Frank Tyndall and Harold L. George. Announcement of the favored bomber will be made after their report has been drawn up and received in Washington.

FRANCE FIELD GREETTS FRENCH FLYERS ✓

The celebrated French flyers, Costes and Lebrix, arrived in the Isthmus of Panama on January 13th. They were given a rousing reception in the Republic but found it necessary to come to France Field to have their Breguet checked over. They departed from France Field January 17th for Caracas, Venezuela, and Baranquilla, Colombia, returning to France Field, January 24th. Colonel Fisher turned them over to Captain A.E. Mimonin, who acted as aide and interpreter. They departed from France Field again on the morning of the 26th for Guatemala.

Messrs. Dieudonne Costes and Joseph Lebrix are the first men to fly from Paris to New York. They made their first remarkable flight from France to France Senegal on the African Coast, leaving the Bourget Airdrome, Paris, on October 10th and arriving at St. Louis, French Senegal, on the following day. Leaving St. Louis on the 14th, they spanned the Atlantic from Africa to Port Natal, Brazil. From there they crossed mountains and wildernesses in their passages from one Latin country to another, visiting Rio de Janeiro, Buenos Aires, La Paz, Lima, Guauaquil, Panama, Guatemala and Mexico. From the Mexican capital they crossed the Gulf of Mexico and arrived at New Orleans, La.

At the Crescent City they were greeted by a flight of three airplanes from Kelly Field, Texas, commanded by Lieut. B.S. Thompson, one of the Pan-American flyers. The two pilots accompanying Lieut. Thompson were Lieuts. W.C. Goldsborough and H.H. Reily. From New Orleans the French flyers proceeded to Washington via Maxwell Field, Montgomery, Ala., arriving at Bolling Field in the Capital City on February 10th. The daring Frenchmen who, in reaching Washington, by air, achieved for France the goal for which Nungesser and Coli gave their lives, were received and congratulated by President Coolidge and entertained at luncheon by the Assistant Secretaries of Aeronautics of the War, Navy and Commerce Departments.

After a continuous round of entertainment arranged for them in Washington, the French flyers departed for New York City, accompanied by several Air Corps pilots from Bolling Field.

It is estimated that in their more than 24,000 mile journey from Paris to New York, the speed at which the Frenchmen traveled was at the rate of approximately 107 miles an hour.

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OLD CURTISS PUSHER GOES TO SMITHSONIAN ✓

An old Curtiss pusher biplane of the vintage of 1911 has recently been reconditioned at the Garden City factory of the Curtiss Company and is being presented to the Smithsonian Institute at Washington. This machine, while not the first Curtiss plane to be built, is one of the oldest, and is believed to be the only one of its type still in existence. It was with a plane of this type that Glenn H. Curtiss, Ely, Beachey and many other famous pilots thrilled the crowds in the early days of the Curtiss Exhibition Company.

Historically, the motor in this "Model D" machine is of great value, as it is the original motor with which Glenn Curtiss won the first international Gordon Bennett Cup Race at Rhiems, France, in 1909 -- at the terrific speed of 46½ miles an hour.

In spite of its advanced age, the old pusher is in excellent condition and, as a matter of fact, was flown as late as 1925 (with a different motor) when Bert Acosta took it aloft to amuse the crowds at the Mitchel Field Air Meet.

One of the interesting design features of the machine, in view of the recent adoption of wheel brakes on aircraft, is a crude foot brake. This was applied by pressure of the foot against a hinged brake shoe, which bore against the tire of the forward landing wheel and effectively brought the plane to a stop.

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AIR CORPS OFFICERS ASSIGNED TO ARMY WAR COLLEGE

Four field officers of the Army Air Corps have received War Department orders directing them to report in person between August 15 and August 20, 1928, to the Commandant of the Army War College, Washington, D.C. for duty as students, 1928-1929 course, viz:

Major Herbert A. Dargue, Office Chief of the Air Corps, Washington, D.C.
Major Davenport Johnson, Air Corps Tactical School, Langley Field, Va.
Major Byron Q. Jones, Hdqrs. 7th Corps Area, Fort Omaha, Nebr.
Major William C. McChord, Chanute Field, Illinois (additional duty, Com-
mandant Air Corps Technical School, Chanute Field, Ill)

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MAJOR TINKER AWARDED MEDAL FOR BRAVERY

Major Clarence L. Tinker, Air Corps, Assistant Commandant of the Advanced Flying School, Kelly Field, Texas, was awarded a medal, known as the "Soldier's Medal" for an act of heroism which occurred September 21, 1926, while he was Assistant Military Attache at the American Embassy, London. While flying over Henley Airdorme, London, with Commander R.A. Burg, U.S. Navy, the plane crashed and caught fire. Although injured and in a semi-dazed condition due to the crash, Major Tinker was able to get clear of his burning plane, but when he realized that Commander Burg was still in the cockpit he rushed back into the flames in an attempt to rescue his passenger. He was driven back by the intense heat, but returned to the other side, and after repeated and determined efforts, being badly burned in the attempt, he extricated Commander Burg and dragged him, unconscious, to a place of safety.

Major Tinker has been stationed at Kelly Field since last November, being transferred from the Office Chief of Air Corps where he was on duty in the Inspection Division.

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SPEEDY FLYING

Captain G.E. Brower recently returned from the West where he went for a conference with the Boeing Airplane Company and also for the purpose of ferrying the first Boeing Pursuit PW-9D airplane from the company's plant at Seattle, Washington, to Wright Field. During the latter part of his journey Captain Brower found good flying weather and was able to make some excellent flying time. Leaving San Diego on Thursday at 2:00 P.M., he arrived at Wright Field, eight miles east of the City of Dayton, on Saturday at 2:50 P.M., having made stops at Tucson, El Paso, Dallas, Muskogee and St. Louis. He left Dallas at 8:30 A.M. Saturday, found a 53 mile wind at 2500 feet altitude and made Muskogee, a distance of about 230 miles, in an hour and ten minutes. At Muskogee he found a 60 mile wind at 3,000 feet and made St. Louis in two hours and ten minutes. At St. Louis he climbed to 8,000 feet, and striking a wind which he estimated at 80 miles per hour, he arrived at Wright Field in the astonishing time of an hour and fifty minutes. As far as is known, this is a record flight between these two points. Captain Brower stated that at no time was his motor rev'd up over 1850 R.P.M.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Change of Station:

Major Ira Longanecker, from duty in First Corps Area to duty in Office Chief of Air Corps, Washington, D.C.

1st Lieut. K.B. Wolfe, upon relief from foreign service, to Langley Field,

Major A.W. Robins, Fairfield, Ohio, to Walter Reed General Hospital, Washington, for observation and treatment.

1st Lieut. Raymond E. Culbertson from Mitchel Field to Hawaiian Department, sailing on or about May 16th.

Following officers ordered to duty in Hawaiian Department, sailing about June 9th: Captain Raymond E. O'Neil, Kelly Field; 1st Lieut. Angier H. Foster, Fort Crockett; 1st Lieut. Theodore J. Koenig, Crissy Field.

Following officers upon completion of Special Observation course at Advanced Flying School, Kelly Field, March 1st, to proceed to stations specified: Captain Edmund W. Hill, Scott Field; 1st Lieut. Harvey H. Holland, Langley Field; 2nd Lieut. John G. Salsman, Scott Field; 2nd Lieut. John Albert Tarro, Scott Field

Following officers upon completion of course of instruction at Advanced Flying School, Kelly Field, to proceed to stations specified: 2nd Lt. Rogers

A Gardner, Criss, Field; and Lieuts. Eyrle G. Johnson and John G. Moore to Fort Crockett, Texas.

2nd Lieut. Glen C. Jamison from Brooks Field to Panama Canal Zone, sailing on or about July 3rd.

2nd Lieut. Wallace E. Whitson, March Field, to Philippines, sailing on or about June 8th.

2nd Lieut. James F.J. Early (Kelly Field) and Walter C. White (March Field) to Hawaii, sailing on or about June 9th.

2nd Lieuts. James W. Hammond and James P. Hodges, upon completion of duty in Philippines, to Langley Field, Va.

Upon completion of duty in Panama Canal Zone, Captain Carl W. Connell to proceed to Langley Field and 1st Lieut. James T. Cumberpatch to March Field.

1st Lieut. Alfred Lindeburg and 2nd Lieut. George L. Murray relieved from duty at March Field and to proceed to Philippines, sailing about March 29th.

Orders directing 1st Lieuts. James M. Bevans and Nathan F. Twining, March Field, to proceed about March 29th to Philippines revoked.

Details to the Air Corps, and to proceed to Primary Flying School, Brooks Field, March 1st, for training:

2nd Lieut. James A. Willis, Jr., Infantry; 2nd Lieut. Kenneth P. McNaughton, Field Artillery; Captain Charles R. Lehner, Field Artillery.

Relieved from Detail in Air Corps:

2nd Lieut. Robert H. Naylor, Jr. to 2nd Engineers, Fort Logan, Colorado.

2nd Lieut. Kingsley S. Anderson, to 8th Engineers, Mtd., Fort Bliss, Texas.

2nd Lieut. Paul Hamilton to Infantry, 2nd Div., Fort Sam Houston, Texas.

2nd Lieut. William H. Minter to 29th Engineers, Fort Sam Houston, Texas.

Reserve Officers Relieved from Extended Active Duty:

1st Lieut. Charles Chesney Wood, Langley Field; 1st Lieut. Glenn Virgil Conrad, Langley Field.

Promotions:

Appointment of Lieut.-Col. Benjamin D. Foulois, Air Corps, as Assistant to the Chief of the Air Corps, with rank of Brig.-General for period of 4 years from January 28, 1928, is announced.

2nd Lieut. Charles W. Lawrence to 1st Lieut., with rank from Jan. 25, 1928.

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CARTOONS IN THE NEWS LETTER

The cartoons appearing in this issue of the News Letter were submitted by Lieut. Stafford L. Lambert of the 35th Division, Air Service, Missouri National Guard. Lieut. Lambert has submitted ten cartoons to us, and they will appear in succeeding issues. We are indebted to him and to Major C. R. Wassall, Commanding Officer of the 35th Division, Air Service, for their kindly interest in the News Letter, and we sincerely hope that Lieut. Lambert will not permit our supply of his cartoons to run low.

NOTES FROM AIR CORPS FIELDS

Kelly Field, San Antonio, Texas, January 30th.

Because of the shortage of airplanes at Kelly Field, there will be no regular course in Attack Aviation at the Advanced Flying School during the months of March, April, May and June. Kelly Field will receive its usual quota of student pilots for the next class, however, and the men who would normally be given training in Attack aviation will be placed in some other branch. Delivery of the new A-3 Attack planes is expected some time in June, and some of the class reporting to Kelly on July 1st will be able to satisfy their desire to hedge-hop.

Under the command of 1st Lieut. John W. Monahan, and accompanied by the instructors in Bombardment aviation, nine flying cadets flew NBS-1's to Galveston, Texas, January 9th, for a week of practice in bombing. The instructors who accompanied the expedition were Captain S.R. Stribling, Ordnance Officer; 1st Lieuts. L.L. Beery, A.B. Ballard, R.A. Snavely and 2nd Lieut. E.F. Booth, Flying Instructors. The Flying Cadets were W.L. Kingsbury, G.M. Smead, J.A. Barr, P.E. Reeder, C.T. Mower, R.L. Hopkins, C.B. Abbott, G.L. Boyd and E.A. Sanborn. Lieut. Monahan reported that the expedition encountered unusually good weather while at Galveston. The bombing operations were carried out with complete success.

Announcements have been received of the coming marriage of 2nd Lieut. Earle E. Partridge of Kelly Field to Miss Catherine Holder, of Dallas, Texas. The wedding is to take place at the home of Miss Holder's parents in Dallas. Miss Holder has for the past year been teaching in San Antonio and is well known to many of the officers and ladies of Kelly Field. Lieut. Earle E. Partridge was the guest of honor at a stag party given the evening of January 25th at the home of Lieut. Luther Smith of Kelly Field.

43rd Squadron: The Pursuit Section of the A.C. Advanced Flying School made a cross-country flight en masse to Waco, Texas, and return without mishap on Friday afternoon, January 13th, despite the supposedly unlucky combination of the date. The early morning fogs are slowing up the training in this section somewhat at the present date, very little operations being carried on. The Pursuit Class completed the bombing course on the 20th and are now on patrol missions.

Reenlistments in this organization for the past ten days consisted of the following: Staff Sergeant Orval W. Scott, Sergeant James M. Caldwell, Privates Herbert Brown and Lee Miller. Miller is formerly of the 90th Attack Squadron, Fort Crockett, Galveston, Texas.

Brigadier-General Frank P. Lahm and Captain McDaniel left in the Curtiss O-1 on the 24th of January for an extended cross-country to March Field, Calif.

1st Lieut. John Whitely left on the 22nd of January by rail for Detroit to ferry a D.H. airplane back to Kelly Field.

Rockwell Air Depot, Coronado, Calif., January 19th.

Six PT-1 airplanes in need of overhaul were ferried to this Depot from March Field recently, dismantled and shipped via rail to the Fairfield Air Depot, leaving the Depot January 14th. Eleven PT-1 overhauled planes were delivered to March Field during the past month. Two carloads of Wright-I engines in need of overhaul left this Depot for San Antonio Air Depot, January 18.

The Post Exchange has been renovated and a restaurant established there for the convenience of civilian employees. The building formerly occupied by the restaurant is being renovated for use as Engineering Office. This will enable the Chief Engineer to consolidate his activities and afford a location more central with regard to engineering activities.

Lieut. R.H. Clark, with Lieut. B.R. Dallas and Lieut. Jack Greer with Lieut. E.M. Robbins made a cross-country flight January 13th to Los Angeles, where Lieuts. Dallas and Robbins took the train for Salt Lake City, Utah, to ferry to the Depot two DH Air Mail planes. These planes will be overhauled and put in commission this summer on Forest Patrol work.

Numerous changes were made within various departments, among which may be noted -- Lieut. O.P. Gothlin, Jr., relieved as Depot Supply Officer and appointed Shop Superintendent; Captain C.E. Griffin relieved as O.I.C., Civilian Guards, Range Officer, Fire Marshall, Post Librarian (Educational and Technical), Information Officer, Athletic Officer and E. & R. Officer, and appointed as

Depot Supply Officer, and Lieut. B.R. Dallas appointed as O.I.C. Civilian Guards, Range Officer, Fire Marshall, Post Librarian, Information Officer, Athletic Officer, and E. & R. Officer in addition to his other duties.

Pope Field, Fort Bragg, N.C., January 20th.

Since the departure of the Langley Field visitors, who were engaged in the bombing of the Pee Dee River bridge, Pope Field has again taken up its normal existence.

Lieut. Jones is completing the last of his photographic missions which require the use of the Maxwell Field photo ship. A new motor has been installed and tested, and Lieut. Turner will in the near future fly the ship back to Maxwell. Two of the Maxwell Field officers are expected here for training in Artillery observation. Lieut. Holden is arranging an intensive course of instruction which will commence on February 1st. He will be assisted by Lieut. Robinson and by batteries from the 5th and 17th Field Artillery.

General Davis, the Corps Area Commander, was present on the post on January 9th. A reception in his honor was held at the Officers' Club in the evening. On the following day he inspected Pope Field. It was hoped and expected that we should be called on to do some flying for him, but as he expressed no such desire we simply "stood the inspection".

Lieut. Pratt and Sgt. Griffis went to Richmond on the afternoon of the 9th and down to Langley on the 10th, where Lieut. Pratt took his 64. Lieut. Robinson and Sgt. Dean went to Bolling Field on the 13th and back by way of Langley on the 14th where Lieut. Robinson took his annual physical. Lieuts. Jones and Scott went to Langley for the same purpose on the 16th.

The Pope Field Volley Ball League, under the guidance of Lieut. Robinson, is making excellent progress. Four teams made good use of the new court, and it is any man's game until the last count is taken, so evenly matched are the teams. An all-star aggregation has been picked from the four teams and met defeat and victory in games with representatives of the Local YMCA as well as teams from the surrounding countryside.

Pvt. Derrick returned on the 31st from a nine day furlough spent at Belentine, S.C. He will report at the Air Corps Technical School in time to take the course in Engine Mechanics which starts on March 5th.

Pvt. Bailes was discharged December 22nd and re-enlisted the following day. He is now at Chanute Field taking the course in Communications at the Air Corps Technical School.

Fort Crockett, Galveston, Texas, January 25th.

Operations and Training: Operations since January 1st consisted of practice bombing and machine gunnery in preparation for firing the machine gunners' course at various approaches on ground targets and tow targets.

Ground training consisted of unit instruction, Field Service Regulations and Combat Organization for officers, together with unit instruction for enlisted men, including infantry drills and ground reviews.

Week end cross-country training flights were made during the month by the pilots of the 3rd Attack Group, each pilot being assigned a definite mission, including attack time scales and avigation problems.

New Addition to the Air Corps: On Christmas day, 1927, at Fort Sam Houston, Texas, the personnel of the Air Corps received one of its latest increments of the five-year program in the person of Edward Huffner Wood, Jr., D.S.C., A.M., future Chief of the Air Corps, son of Lieut. and Mrs. Edward H. Wood, Third Attack Group. Young Mr. Wood's arrival was greeted with friendly telegrams to his proud father and fond mother to the substance of "Greetings to the new Chief; feed him plenty of raw beef steak, golf balls and rye, with three spankings a day", signed by various sponsors in the Third Attack Group. On January 8th, in accordance with orders recently issued, "Kid" Wood was transferred from Fort Sam Houston to his permanent assignment with the Third Attack Group at Fort Crockett. He traveled under the chaperonage of his mother in a "single-seater" trimmed with pink. He was met at the Galveston terminal by the officers and ladies of the Attack Group, who were present to lend their moral support to the welcoming daddy. As Ed. Wood, Jr., was brought through the gates, the Attack Group drum and bugle Corps sounded off informing him "You're in the Army Now", and led a gala parade to the ceremonial car conveying him to Fort Crockett.

Marriages: The holiday season resulted in three additions to the ranks of the ladies of the Post. Returning from holiday leave, Lieuts. Otto C. George and Donald C. Benner brought with them charming brides to present to the Group. On January 18th Lieut. Alexander E. Cabana surprised the Group by appearing with his bride from San Antonio. On the following day the three newly-wed couples were given their official welcome and initiation into the folds of the Attack Group by being handcuffed together and hoisted into the official bridal car, a muchly decorated two-wheeled trailer, towed by a Government Issue Liberty truck. The ensuing parade included a drum and bugle corps and the officers and ladies of the Group in private cars.

Fires: On January 1st a fire occurred at the quarters of Captain Charles E. Brenn, Post Surgeon and Flight Surgeon, which proved to be of serious proportions, threatening for a time a complete destruction of the quarters as well as Captain Brenn's furniture and household goods. Due, however, to the prompt and efficient work of the post fire organization and companies of the Galveston Fire Department, the fire was extinguished with a small amount of damage. It is expected that the quarters will be rehabilitated within a few weeks.

Social Notes: During the holiday season Mrs. Katherine Lackland, mother of Major Frank D. Lackland, Commanding Officer, entertained as her guest Miss Mary Lerner of Washington, D.C., a childhood friend and schoolmate. On January 16th Miss Lerner and Mrs. Lackland left for San Antonio for a short visit, after which Miss Lerner proceeded to Santa Barbara, Calif., and Mrs. Lackland returned to her quarters at Fort Crockett.

On January 18th the officers of the 3rd Attack Group entertained at the Air Corps Club with a smoker, which it is thought will be the first of a series to be given monthly.

It is expected that His Majesty's Ship "CAIRO" will visit Galveston at its first American port of call from February 13th to 20th, inclusive. Officers and enlisted personnel of the Third Attack Group have planned an extensive program of entertainment, including a stag dinner and a dance for the officers, and a dinner and dance for the enlisted men of the British Cruiser.

Marshall Field, Fort Riley, Kansas.

During the past month Marshall Field has taken on the aspects of an industrious flying field. Almost every day Douglas O-2s may be seen soaring high above attempting to make successful a two-way radio communication with the puff-artillery so that the famous blues may overcome the unpopular reds. The radio code system for artillery adjustment which is standard throughout the artillery and originated at Fort Sill differs somewhat with that of the standard Air Corps code system. It is now the prominent subject for cussing and discussing among the flying personnel of Marshall Field.

Pat O'Connor is the only man who is taking the matter seriously, however. He had studied the code two days already and knows by memory the Es and Is. He thinks that ARK at the end of every message means Arkansas. No one has enlightened Pat as yet, but it is thought that he will learn when he makes his first adjustment.

The ground training for commissioned personnel during the past month consisted of a series of lectures given by various instructors at the Cavalry School, Fort Riley. Practical and interesting subjects on the organization and functions of Infantry and Artillery composed the major part of our school, etc.

Four Reserve officers on active duty for a year at this field are preparing for the special examinations for Regular Army commissions to be given Feb. 28th. They are taking a course in Surveying under the instructions of 1st Lieut. Homer Petit, C.E. Jack Munson, 2nd Lieut. A.C. Reserve, is consuming a vast amount of knowledge in mathematics. At present he is working on one problem that would show up Trautwine after he gets it solved. Having given the length, breadth and thickness, including the hay mow of a barn and all varieties of angles included, how much hay would be in the barn on June 10 if it was put in X years ago and why?

Two Douglas O-2s and one DH photographic ship were replaced by reconditioned ships from Fairfield, Ohio. Lieut. Coppin and Lieut. Carson returned January 10th with two O2-As and Lieut. Blackburn returned January 12th with a DH photographic ship.

Lieut. C.E. O'Connor departed by rail for Mitchel Field January 20th. His

mission is to ferry a Douglas O-2 to this station. Pat is sure unlucky for having to go to New York. It seems as though there is a party there that Pat is particularly fond of. We are hoping that he brings her back so he won't be so much of a stranger to us.

Reserve officers of the various branches from Gaery County attended a dinner at the 16th Observation Squadron. After a substantial meal they attended a lecture in the academic building by Major H.H. Arnold on the organization and functions of the Air Corps. Parts of the lecture were illustrated by lantern slides. About thirty Reserve officers were present.

Captain L.S. Johnson of the Medical Corps arrived at this field December 22nd and relieved Major P.R. Sheppard, who was acting temporarily as Flight Surgeon. Captain Johnson had previously been with the 12th Observation Squadron, Fort Sam Houston, Texas.

Five O-2s, led in formation by Major H.H. Arnold, set out for a triangular cross-country flight to St. Joseph, Mo., and Ottawa, Kansas, on Dec. 12th. The transport accompanied the escapade. Its position in the formation was fifteen minutes ahead of the O-2s, so it managed to hold its place nicely. The trip was made more interesting by the flight commander designating points for rendezvous. Lawrence, Kansas, and Burlingame, Kansas, were used for rendezvous points

Headquarters, Philippine Dept., Manila, P.I., Jan. 11th.

Department Air Office: Major Wm.B. Duty, Department Air Officer, and family, spent the holidays as the guests of Lieut. and Mrs. E.B. Bobzien at Clark Field, Camp Stotsenburg.

Camp Nichols, Rizal, P.I.

Flight "B", 2nd Observation Squadron: We are glad to welcome to our small detachment Privates Joseph Braun, William Davis and George King, who arrived on the last transport.

Captain Donald Wilson took over the reigns of the Flight Commander's Office during the absence of Captain Dudley B. Howard. From what we learned of him while he was in temporary command of the Flight once before, we believe he will make just as good a commanding officer as our old standby, Captain Howard.

Flying activities during the past month were curtailed due to the Christmas Holidays and the preparation of planes and equipment for the coming Division Maneuvers in January. The Flight accomplished a total flying time of 117 hours and ten minutes, consisting of 321 flights.

Captain Dudley B. Howard spent the holidays at Baguio, Mountain Province, P.I.

Sixth Photo Section: The 6th Photographic Section furnished the Philippine Division, and Air Corps Units, a number of copies of the eighty square mile mosaic of Fort McKinley Reservation and vicinity for use in connection with the Division training program. These mosaics, bearing grid lines, were made to a scale of 1 - 10560. They proved very useful when used with the Standard Engineer Corps maps of the same scale.

"Every pilot a photographer", is the cry heard in Flight "B". In the past month all officer personnel of Flight "B" received photographic training from Lieut. Goddard and Sgt. Patterson. A standard observation airplane was assigned to this training. This airplane is equipped with an automatic K-3 camera. Pilots and observers alternate in operating the camera on spotting stereos and mosaic missions. Lieut. John Kase promises to develop into a real "Hypo Hound". He did remarkably well in everything but spotting. One mission he spotted "Tom's Dixie Kitchen" for "Bilibid Prison". John says, "Not so bad, it's only a matter of ten odoriferous blocks".

Last week "Ol' Sol" favored us with his presence, and the Section was able to finish the photographic flying of the 600 square mile Bataan Peninsula mapping project for the Philippine Department.

4th Composite Group; Headquarters: When the U.S.A.T. "THOMAS" pulled out on Dec. 6th, our organization lost two sergeants and two privates. Sergeant Joel A. Simmons, who arrived on the November transport, is the present First Sergeant of the Organization. We are sure he will make a good showing as he has the co-operation of all members of this organization. The other new members are Privates Everett Redifer, William F. Irwin, Harry G. Ende and Orville Bain.

On Dec. 25th, this organization enjoyed a good Christmas dinner. The

orchestra played a number of fine pieces which were enjoyed by all. The Mess Hall was decorated with palm branches and bits of Philippine greenery. And last, but not least, the dinner was delicious. The Christmas Spirit was present even though we are in a tropical country and the snow, which most of us are accustomed to, was missing.

Sixty-sixth Service Squadron: Captain George L. Usher, Commanding Officer, was on a hunting trip in Northern Luzon, from December 5th to 10th. He reported very good hunting, though none of the game was seen on his return.

Lieut. Donald L. Bruner, Squadron Adjutant, spent the Christmas Holidays at Camp John Hay, Mountain Province, P.I.

Staff Sergeants Martin M. Nilan and Roy Wooten arrived on December transport, relieving Staff Sergeants Andrew F. Nygaard and Adam Bogdanski.

The Squadron Christmas Dinner was celebrated under the trees. The Post Commander, Major Walter G. Kilner, and Mrs. Kilner, the Officers and Non-commissioned officers and their families, were guests of the Squadron. The music for the dinner was furnished by a twenty-piece band.

The arrival of the transport "THOMAS" on November 30th, had 63 privates for the Air Corps, which were attached to this organization for rations, quarters and duty. They were quartered in tents during their period of quarantine, being released from quarantine on December 20th and departing for their new organizations. Twenty of them were assigned to this organization. We wish them good luck during their two years foreign service in the tropics.

Twenty-eighth Bombardment Squadron: During the early part of this month, four of the Martin Bombers, which had been placed on the sick list, were again put in commission.

A flight of four bombers with Major Pirie, Captain Seaton and Lieuts. DeShields, Woodruff and Bond, were sent on cross-country to San Jose, Mindoro. The trip there was uneventful, but on the return flight Lieut. DeShields had a forced landing on the beach near Batangas. Anyone having made this trip will appreciate the piloting of Lieut. DeShields, when the ship was brought down without mishap. Staff Sergeant Johnson was burned about the hands trying to put out the fire in the right motor. He is to be particularly commended for having climbed on the wing after removing his parachute, while in flight, to determine the trouble, and for later trying to extinguish the flames with pyrene. The ship was brought back two days later on the Quartermaster barge, since it could not be flown off the beach at the point of landing.

The principal tactical training accomplished by the Squadron during the past month was gunnery practice. All pilots fired on ground targets from the rear cockpit of Martin Bombers.

The Squadron celebration on Christmas was a dinner to which all officers with their families were invited.

Clark Field, Camp Stotsenburg, Pampanga, P.I.

The Xmas holiday period from December 23rd to January 3rd was the occasion for many parties, golf contests and Xmas celebrations.

The Squadron Xmas party was especially successful. On this occasion the Mess Hall was decorated with streamers and shrubbery, a large Christmas tree with lights placed at one end of the Hall, and a fireplace constructed to include all the details. Santa Claus entered via the chimney, distributed presents to all the children and disappeared up the chimney, leaving behind a surprised, thrilled and happy group of youngsters and grown ups.

A very acceptable Xmas present for the Squadron arrived in the form of 5 PW-9-E airplanes which are being assembled and will soon be in the air.

Major General Lewis (retired) and Mrs. Lewis just completed a two months' trip to China and are visiting at Clark Field with their daughter, Mrs. McMullen. They expect to return to the U.S. on the February transport.

Clark Field will experience almost a complete turn over of commissioned personnel by July. Orders were received assigning Lieut. J.G. Williams to Ft. Crockett, Lieut. K.B. Wolfe to March Field and Lieut. Bobzien to Scott Field, Major Walton, Lieuts. McMullen, Heffley, Crawford and Schulgen are due to return to the U.S. on the April or July transport.

The annual maneuvers of the Philippine Division will start January 13 and continue for about 10 days. The 3rd Pursuit Squadron is to participate and will act as hostile pursuit attacking the Blue observation planes. The pilots an-

ticipate a pleasant and valuable workout.

Squadron training during December consisted of Squadron tactical work, machine gunnery, bombing, and attacks on two seater by formation of three pursuit planes. Pilots are looking forward to the record gunnery firing and the Squadron hopes to turn out this year 100% experts.

Kindley Field, Fort Mills, P.I.

Week end guests and holiday sojourners from other parts included Major W.G. Kilner, Captain and Mrs. L.P. Hickey and Lieut. Goodrich of Camp Nichols, and Lieut. and Mrs. Bobzien of Clark Field.

Needless to say, the Christmas-New Year holiday period was fully taken advantage of by the entire command and the ever present Christmas spirit ascended to such a dizzy height that it was with a tinge of regret that we saw January 3rd roll around, which marked the end of the season. The delightful combination of parties, feasts, Santa Claus' annual advent on the scene, motor boat excursions, trips to Baguio, etc., comprised the main ingredients of this holiday cocktail of good cheer.

The close of the 11th Annual Red Cross Drive December 5th found the personnel of Kindley Field all present and accounted for, as usual, in the round and substantial figure of one hundred pesos.

The last trip of the Transport THOMAS brought to our ranks four husky Staff Sergeants, all tired out from years of hard toil in the States and imbued with the idea that a two year tour in these parts will provide a sorely needed rest. The four stripers referred to are -- Joseph A. Durpey and Jasper E. Lindsey, hailing from Kelly Field; Vaughn C. McCullough, a somewhat rotund native son from March Field, and John S. Gray, escribiente champion, ex-marine and late of Langley Field. The first named, accompanied by his boss and better half, Mrs. Durpey, is installed in quarters 604-A, while the remaining three are enjoying single blessedness and holding down bunk space in the barracks. As for the "rest" they expect, well, time will tell.

Another welcome addition to our enlisted personnel is 1st Sgt. David H. Van Houten, who joined us Dec. 9th by transfer from the 28th Bombardment Squadron, Camp Nichols. He and Mrs. Van Houten are settled in quarters No. 604-F and have already announced to the world that nothing short of a ton of TNT could jar them loose from the Rock for the next couple of years.

Philippine Air Depot: Lieut. J.D. Corkille and his family just returned from a very pleasant visit at Baguio.

The officers and ladies of the Philippine Air Depot were delightfully entertained by the Commanding Officer, Capt. John G. Whitesides, and Mrs. Whitesides on New Year's day.

Orders were received for Lieut. A.W. Martenstein, the Station Supply Officer, to return to the States for duty at Wright Field.

The Air Corps in the Philippine Department is delighted with the receipt of the Douglas Transport airplane which was so successfully flown by Major Ralph Royce from Mitchel Field to San Diego. It was received in this Department from San Diego in excellent condition.

Langley Field, Hampton, Va., January 31st.

The blizzards which covered the east hit the Air Corps Tactical School at the wrong time, as virtually every plane owned by them was ordered over the week end on a combined maneuver to Bolling Field. As a result of the storm all officers engaged came back to Langley Field by the night boat Sunday. This left the planes at Bolling Field, and at this writing five are still there waiting for favorable weather to permit them to be flown back.

Lieuts. A.I. Ennis, Max Belfour and Orville L. Stephens, the former on duty in the Office Chief of Air Corps, arrived here, January 30th from Mitchel Field en route to New Orleans, flying O-1 planes. They were a delegation sent to receive the French aviators Costes and Lebriz who are making the Around the Atlantic flight in their planes -- the "NUNGESSLER AND COLI". Attempting to continue on the 31st, the three Air Corps pilots took off and were in the air for about half an hour when they returned. They found it impossible to proceed any further due to clouds and a quarter of an inch of ice coating on their planes.

Major-General Benjamin D. Foulois arrived here a few days ago and was met by Col. Culver. The General made a short tour of the post.

19th Airship Company: An order was recently received from the Office Chief of Air Corps for one observation balloon with necessary equipment to be used for observation work with the Field Artillery at Fort Bragg, N.C., during the month of April. A detail will be assigned from this company to operate the balloon, and one officer to command the detail will be sent to Fort Bragg at that time.

This organization won the second series basketball championship on the 20th by defeating the A.C.T.S. by the score of 51 to 38.

Second Bombardment Group: The 49th Bombardment Squadron is now with us and has been busy getting settled on its new post. No news letter was received from them as yet, due to the many details necessary in making a change of location, but we expect them to be well represented in the news from now on. However, this is just a note to welcome them to the 2nd Bombardment Group.

96th Bombardment Squadron: During the past week this organization had a total of 56 hours and 20 minutes flying time, consisting of 122 flights. Flights participated in were cross-country, formations, aerial navigation and night flying.

This organization lost three officers during the week by transfer -- Lieuts. Komdat, Holterman and Brincy. They were transferred to the 49th Bombardment Squadron which recently arrived here from Aberdeen, Md.

Our Squadron Commander, Capt. Charles E. Rust, was called to his home in Ohio January 17th due to the sudden illness of his father.

Private "Jiggs" Byrnes, champion lightweight of the organization, returned from furlough after visiting relatives and friends in Maryland for a period of 30 days. "Jiggs" would have stayed longer, but he said that he was getting hungry; that the fishing in Maryland was on the bum at present and that he did not like fish any too well.

Master Sgt. R.H. Kerr returned to duty with the organization after being on furlough. He was recently on duty in Hawaii and was transferred to this organization to replace Master Sgt. Stout, who was sent to the Islands.

59th Service Squadron: Lieut. Walsh of the 20th Squadron is scheduled to pilot the C-1 Transport, which is assigned to the 59th Squadron, to Chanute Field, Ill., to transport students to the Air Corps Technical School. He will have a full load of graduates accompanying him on the return trip to Langley. The Squadron wishes him the best of luck and a speedy return.

20th Bombardment Squadron: During the week ending January 21st the Squadron flew a total of 26 hours and 20 minutes in 34 missions of various types, running from routine engineering tests to a special search mission ordered by the Chief of Air Corps. The Squadron was considerably handicapped this week owing to the lack of planes. Two days were consumed by the Engineering Department in clearing all planes of water, which somehow was liberally mixed with the gasoline. This condition, of course, is not conducive to good formation flying.

The search mission, in which two of our planes participated, was due to the disappearance of Ted Mosely and a mechanic in a Stinson Detroitier while on a night flight from Daytona, Fla. to New York. Search was made from Cape Henry to Cape Hatteras, where he was last heard, but no trace was found of the missing plane.

Lieut. Walker and Capt. Duncan made a cross-country navigation flight to Bolling Field and return on the 17th and 18th.

As the Squadron Basketball League has just ended with the 20th victorious, the members of the team are now bidding for the positions on the post team. This makes the second consecutive year the 20th won the post championship. Saturday the post team played its first game, and five of our players participated. From this it is evident that we will be well represented on the post team.

The Squadron is glad to welcome Staff Sgt. Trost to our midst from a tour in the Philippines.

Technical Sgt. Alvin B. Jewell is leaving for a tour of service in Panama. When the 20th came from Kelly Field to Langley in 1922, Sgt. Jewell was with it as First Sergeant. He was more interested in mechanical work than paper work, however, and soon transferred to the hangar as crew chief. For the past year he has been our assistant hangar chief and inspector. Last November Sgt. Jewell became a member of the Caterpillar Club when he made a forced jump over the City of Norfolk. He landed in the water and was nearly drowned before being rescued. The Squadron wishes Sgt. Jewell and his family all success in their new home.

During the week ending January 28th, the 20th Squadron ran up a total of 52 hours and 25 minutes on 62 missions, most of which were in accordance with the Group Training Schedule. The missions of particular interest were the load tests made on LB-5 No. 9, the last delivered to us, ordered by the Bombardment Board. This consisted of taking off and landing with bombs loaded up to 1800 pounds, using two different types of elevators. The tests were completed showing the smaller superior to the larger.

On the 25th Lieut. Vickery was ordered on a navigation mission to Baltimore and return, with Lieut. Drumm as passenger.

Two officers were transferred to the Squadron this week, Capt. Francisco, Air Reserve, from the 96th Squadron, and Lieut. Fair, Air Corps, from the 49th Squadron. The former was made Operations Officer and the latter Assistant Adjutant.

The members of the Squadron wish Sgt. Soade the best of luck in his new work. He was transferred to Chanute Field to take the crew chief's course at the Air Corps Technical School.

Master Sgt. Brantley reported for duty this week from service in Panama.

Wright Field, Dayton, Ohio, February 11th.

Brigadier-General William E. Gillmore is much in demand as a lecturer before various civic and national organizations of Dayton and the surrounding territory. On February 8th he delivered an address before the Miami Valley Traffic Club, his subject being "Transportation". On February 13th he spoke at the Reserve Officers' Club in Erie, Pa., on "The Development of the Airplane", and repeated this lecture the following day before the Cleveland Club, Cleveland, Ohio.

Count Felix von Luckner, the noted "sea devil" of the Great War, whose experiences Lowell Thomas has given us in book form, was a visitor of the Materiel Division on February 9th. He showed a lively interest in the laboratories and the airplane equipment under development there.

Colonel Carter, of the U.S. Military Academy, West Point, N.Y., visited Wright Field during the week ending February 4th to hold a conference with engineers in regard to the revision of text books for the aerodynamics course at West Point.

Lieut. Albert F. Hegenberger left Wright Field, January 6th for Boston, where he was a speaker at the annual banquet of the Massachusetts Institute of Technology Alumni Association. Lieut. Hegenberger attended M.I.T. in 1918. The flight to Boston was made in the Fokker C-2 (Flying Laboratory), Captain Edwards, Lieut. Wolfe and Messrs. Jones and Eaton forming part of the company. Tests were made en route on two new flight indicators with rate-of-climb element, Type B-5 compass, an adjustable seat for the sextant and sun compass, and radio equipment.

San Antonio Air Depot, Duncan Field, Texas, January 28th.

Lieut. Ames S. Albro, the most recent addition to the personnel of this Depot, reported here for duty January 6th and was assigned as Assistant Engineer Officer. He was previously on duty in the Philippine Department, and on his transfer took advantage of a month's leave of absence for travel in China and Japan, reporting an intensely interesting vacation in those parts.

Lieut. R.V. Ignico, Depot Supply Officer, came back to duty January 26th from a siege of illness since December 30th at the Station Hospital, Fort Sam Houston, where he underwent an operation for appendicitis.

Captain Thomas Boland and 1st Lieuts. Harvey W. Prosser and Harry F. Colliver, of March Field, were visitors at this Depot the latter part of January to secure and ferry back to March Field a DH-4M-1 and two DH-4M-1Ts.

The following airplanes and engines were overhauled and repaired at this Depot during the month of December -- Airplanes: 22 PT-1, 1 P1-A, 1 AT-4, 8 DH-4M-1, 2 DH-4M-1T, 2 DH-4M-2, 2 DH-4M-2A, 2 DH-4M-2T, 1 DH-4M-2P, 2 O-2, 1 O-2-C, 2 C-1-C, 1 NBS-1, 1 CO-4, total 48; Engines: 37 Liberty, 44 Wright-E, 1 Curtiss D-12, total 82.

The production of engines in the Engineering Department of the Depot was increased on our recent schedules to approximately three Liberties and two Wrights per working day.

Luke Field, T.H., January 18th.

The 5th Composite Group accepts with pleasure the kind invitation of the 18th Pursuit Group of Gentlemen Pilots for a volley ball game, dice rolling contest or what have you. The choice of time and date is given to the 18th Pursuit Group.

Ten men and a boy recently put to sea in the tug No. 91 for a shark hunt. Captain H.G. Paulin, our Quartermaster, provided 4 mules as bait. Before the stout craft had cleared the entrance of Pearl Harbor several of the manly hunters began to feel the effects of that dreadful sickness of the sea. However, the hunt proceeded and numerous sharks were sighted but all escaped except one which was caught shortly before the return trip was started. The end of shark hunts at this field can now be seen, for only four mules remain in Capt. Paulin's herd.

Capt. Henry Pascale and Lieut. Carlisle Ferris departed on the "Cambrai" on Dec. 22nd for a short stay on the Coast.

The Post Basketball Team was organized and is now practicing daily on the enlisted men's tennis court. Lieut. Frank Paul is the coach.

The 23rd Bombardment Squadron is now on its record bombing, and high scores are being made.

The 18th Pursuit Group seems to have great respect for Martin Bombers since "Fergy" Ferguson chased three of them home the other day after they had jumped him while he was testing one of the 23rd Bombardment's old war horses.

The Post Exchange Restaurant is now taking shape and the maitre d'lunch counter R.R. Brown is expected to go into action soon.

Lieut. J.L. Davidson is attempting a small bit of landscape gardening on the flying field. He is filling in the holes now but has not planted any flowers, vegetables, or what not, as yet.

The Luke Field Officers' Club met last week and Lieut. Carl Cover was elected Secretary and Treasurer. "Vanity" Magee started his "bosses" working early in the week, but the well oiled political machine behind Carl would not be denied. There is some talk of a recount, but Doug Givens will argue any time that the count was fair.

Lieut. J.J. O'Connell is recuperating from the Xmas holidays at Kilauea Military Rest Camp. He reports a bag of ten goats to date. You can't separate Jack from his trusty "shootin' iron".

Lieut. Russell Williamson aspires to be a butterfly catcher. He tows target sleeves, then catches them with his wing when they fall off.

It was soon discovered that Scotty MacDonald was on the Post when a new series of gags was heard making the rounds.

Lotha Smith & Co., Radio Experts, have incorporated. Fritz Borum says watch out before you get in too deep just to hear the coast.

Luke Field was represented in the local paper's Popular Bachelor contest by Lieuts. G.H. Brown, G.V. McPike, G.L. Tefft and Major P.E. VanNostrand. George Brown has no photograph to offer, due to the exigencies of the service in the 11th Photo Section, and his entry was rejected. Photographs of the other three were offered, received and printed. Lieut. Magee was heard to mutter, "Youth, Old Age and Ambition". Nuff Sed before this is censored. And another thing, as Joe Morris would say, how did our Man-about-Town, Lieut. Lena Rivers allow this great opportunity to slip by, especially with the services of the 11th Photo Section at his disposal?

Rockwell Air Depot, Coronado, Calif., February 8th.

Brigadier-General Ralph H. Van Deman, in command of the 6th Infantry Brigade, with headquarters at Fort Rosecrans, paid an official call to this station on January 25th. The General also made an inspection of the post activities.

The military commands of Rockwell Field, Fort Rosecrans and Camp L.J. Hern made arrangements to hold a reception on the evening of February 16th for General Van Deman and staff at the Officers' Club, Rockwell Field.

Brigadier-General Frank P. Lahm arrived by plane from March Field January 28th for a short visit, returning to March Field the same afternoon.

Major J.E. Fickel, A.C., Executive Officer of the Materiel Division, visited the post, January 27th and 28th, and also made an inspection of the field and shops.

Serial No. 264. LIST OF NEW MATERIAL ADDED TO INFORMATION DIVISION FILES

JAN. 1 to FEB. 6, 1928

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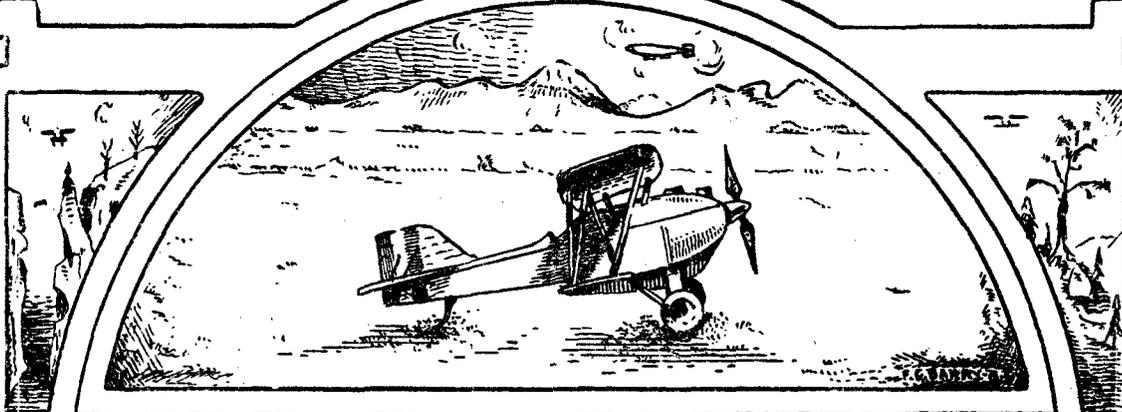
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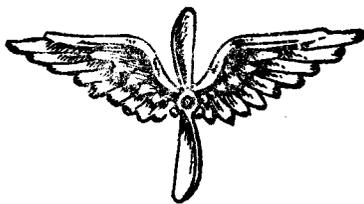
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Air Corps
News =
= **Letter**



— ISSUED BY —
OFFICE CHIEF OF AIR CORPS
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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AERIAL PHOTOGRAPHIC PROJECTS FOR U.S. GEOLOGICAL SURVEY

Two independent aerial survey detachments were organized last summer, in conformity with a request of the Secretary of the Interior, for the accomplishment of certain U.S. Geological Survey projects. An official report was recently submitted to the Chief of Air Corps covering the activities of these two detachments, from which it is noted that a total area of 11,870 square miles was photographed.

Aerial Survey Detachment No. 1 operated between August 1 and November 12, 1927. Lieut. H.K. Baisley was in command of the Detachment until September 23d, when he was relieved by Lieut. A.Y. Smith. The photographer with this Detachment ~~Technical Sergeant~~ ~~Stur~~ Stoltz, 21st Photo Section, being an airplane mechanic also, performed the duties of crew chief. The work of the Detachment during the above mentioned period consisted of taking tri-lens photographs for the use of the U.S. Geological Survey in preparing maps. The territory photographed comprised 1800 square miles in Northern Maine, 2300 square miles in Western Maine, 1500 square miles in Northern New Hampshire and 1900 square miles in Northern Vermont, a total of 7,500 square miles.

The requirements of the U.S. Geological Survey were that the above areas be photographed with the Bagley Tri-Lens camera to a scale of approximately 1/20,000, with an overlap of 60% in the line of flight and 50% side overlap on parallel lines of flight, with the camera crabbed* about 15 degrees from the line of flight. Instructions were later received to increase the side overlap of 60% in New Hampshire and Vermont on account of the mountainous nature of the country.

In the Maine project, August 5 to September 15, a smooth, well drained field, located $3\frac{1}{2}$ miles west of the town of Van Buren, Maine, was used as the base of operations. A number of rock piles proved to be the only bad feature of this field, necessitating care in landing and taking off. The report states that the weather conditions in Maine were slightly above average, there being four days during which two rolls of film were exposed. In a summary subsequently given, it appears that during the 42 days the Detachment was on duty at the base of operations in Maine it rained exactly half the time - 21 days. Aside from the four cloudless days, there were five days which were cloudless for three hours or more between 7:00 A.M. and 5:00 P.M., and twelve days during which it was cloudy all day.

Lancaster, N.H., was used as the base of operations in New Hampshire and Vermont. The landing field is located two miles north of Lancaster and adjoins the north side of the fair grounds. It is 1300 feet long east and west but only 120 feet wide. High trees at the east end prohibit taking off in that direction, but the prevailing wind is from the west. This field has not been cultivated for some time and has a good surface save for old furrows which sometimes hold water.

The weather conditions in New Hampshire were below average, not a single day being encountered which was completely free of clouds. Additional difficulty was caused by the mountainous terrain. Vertical air currents were encountered at altitudes as great as 1300 feet, and occasionally they were of greater velocity than the maximum rate of climb of the airplane. During the month of October the low angle of the sun in conjunction with the height of the mountains caused some areas to be shaded even during mid-day. In the 43 days which were consumed in this project (September 25 - November 6) only five days were cloudless for some three hours between 7:00 A.M. and 5:00 P.M. During the remaining 38 days, 8 were rainy and 30 were entirely cloudy.

*To compensate for cross winds the airplane is headed at a certain angle away from the true course of flight, the camera, however, being pointed in the true direction.

In the Maine project 13 successful flights were made for a total flying time of 33 hours and 25 minutes. Two flights, totalling an hour and 20 minutes, were abandoned on account of cloudy conditions. In the New Hampshire-Vermont project, 4 successful flights were made, totalling 12 hours and 20 minutes, and 6 unsuccessful flights totalling 6 hours and 5 minutes. Four flights were abandoned on account of clouds and 2 because of loss of altitude. Altogether 17½ rolls of films were exposed. Poor atmospheric conditions spoiled one half of a roll and it was re-photographed. The number of prints made totalled 9,220, and the cost of the project, including gasoline and oil, photographic material, and expenses of pilot and photographer amounted to \$9,424.47.

Aerial Survey Detachment No. 2 operated between the dates of August 25 and October 24, 1927, in the western and west central part of Illinois, approximately 4,370 square miles being photographed. (19 quadrangles). Second Lieut. S.W. Towle, Jr., was the pilot and Technical Sergeant Grover B. Gilbert the photographer, both of Chanute Field, Rantoul, Ill.

As in the case of the mapping work in the New England States, the photographic work was done with a Bagley Tri-Lens camera to an approximate scale of 1/20,000, there being a 60% overlap in the line of flight and 30% side overlap in parallel lines of flight, with crabbing in the camera of 15 to 25%. After the film was developed one print was made of each negative. The 5th Photo Section of the Department of Photography, Air Corps Technical School, Chanute Field, performed this part of the work.

The Detachment used the Moline, Ill. Airport as the base of operations, this field being chosen because it was in close proximity to the territory photographed. It was found that by flying at an altitude of 11,500 feet a scale of approximately 1/20,000 was obtained, and by using a 60% end and 30% side overlap two adjacent quadrangles could be photographed by flying six parallel strips. Between 25 and 30 exposures were taken on a strip, and one roll of film was required for two quadrangles.

Due to the fact that the work of the survey was not started until August 26th, very poor weather conditions, especially prevalent in the Mississippi Valley at that period of the year, were encountered. The Detachment operated from the base at the Moline Airport during 51 of the 61 days which were spent on the survey. With the exception of the first two weeks in September and ten days in October, the weather conditions were very poor. There were only 19 days which were suitable for flying; 33 days were cloudy and rainy and six were doubtful. On days when short flights were made, cumulus clouds forming after the take-off prevented further work on the mission. The flying time between August 25th and October 24th was 93 hours, and the total time required for the work accomplished was 61 hours and 50 minutes.

The facilities at the Moline Airport are excellent for any military operations. It is an excellent four way field, located 3½ miles south of Moline, Ill. It is equipped for night flying and has a large heated hangar suitable for all service planes where parts are available and repairs can be made. The National Air Transport utilizes this Airport as the first stop out of Chicago on the Chicago-Dallas Air Mail. The personnel of the field and Mr. E.K. Campbell, the Manager, rendered willing and active assistance at all times. The interest and active cooperation of these men greatly expedited the aerial survey work.

A United States Weather Bureau station is located at the Moline field, where weather maps are prepared, predictions made and wind aloft observations taken. Mr. Miller, in charge of this station, furnished very valuable advice in his weather predictions, enabling a great saving to be made in flying by frequently anticipating cumulus cloud formations on apparently clear days. When photographing at Peoria, Beardstown and Keokuk, 100 miles from this base, weather reports were available at 7:00 A.M., resulting in a great saving of unnecessary flying.

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WRIGHT FIELD TO BE USED AS AIR MAIL FIELD ✓

Wright Field is to feature as an air mail field, as well as an Army experimental test field after April 1st, when Dayton will be made a stop on the Cleveland-Louisville Air Mail Route. Two planes a day will land and take off

there after having deposited and picked up the local mail. For more than two years the postal and civic authorities of Dayton have worked to establish this line. One obstacle was the lack of an adequate municipal airport. Finally, the City of Dayton obtained from the War Department permission to use a corner of Wright Field for air mail purposes for a term of three years, by which time it is hoped a well-equipped municipal airport will be available. This will link Dayton with the transcontinental route, making it possible for letters mailed in Dayton to be delivered in Los Angeles, San Francisco, Portland, Seattle, Tacoma and Spokane three days later.

---cOo---

FLYING TIME OF SCOTT FIELD PERSONNEL

During the past year Captain William E. Kepner led the flying personnel at Scott Field with a total flying time of 560 hours and 15 minutes. The following is a list of pilots who secured 300 or more hours in 1927:

Captain Wm.E. Kepner	560 hrs.	Lieut. Herbert K. Baisley	359 hrs.
Lieut. Crvil A. Anderson	535 hrs.	Lieut. Edward H. White	352 "
Lieut. Karl S. Axtater	400 "	Lieut. Wm.O. Eareckson	343 "

During the months of November and December, the following flying time was recorded at Scott Field:

Lighter-than-air --	616 flights,	1354 man hours,
	131 flights,	282 airship hours.
Heavier-than-air --	54 flights,	90 man hours,
	29 flights,	49 aircraft hours.

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WORK OF THE SAN ANTONIO AIR DEPOT

The Engineering Department of the San Antonio Air Depot overhauled and repaired the following airplanes and engines during the month of January: Airplanes -- 3 DH-4M-1; 2 DH-4M-1T; 1 DH-4M-2; 2 DH-4M-2T; 1 DH-4M-2P; 1 O-2; 1 O2-A; 1 O2-B; 2 O2-C; 5 PT-1; 2 O1; 1 XI-A; 1 AT-5, total, 23; Engines -- 37 Wright-E, 54 Liberty, total, 91.

---cOo---

FRENCH TRANS-ATLANTIC FLYERS LAND AT MITCHEL FIELD

By the Mitchel Field Correspondent. ✓

The French Trans-Atlantic Flyers, Captain Dieudonne Costes and Lieut. Joseph Lebrix, completed their 23,000-mile flight from Paris to New York, via Africa and South America, when they landed at Mitchel Field shortly after ten o'clock on the morning of February 11th. Had their arrival occurred on a Sunday, an immense crowd would have greeted them. In fact, ten thousand people visited the field on Sunday, February 12th, to view their famous Breguet bi-plane which was kept on exhibition in the Service Hangar.

Saturday morning is a busy time for New Yorkers, and only about a thousand people, mostly countrymen of the flyers, were on hand to greet them. Their reception was informal and enthusiastic. The engaging personalities of the Frenchmen made friends of all with whom they came in contact.

After having been convoyed to the field by planes from Mitchel Field and those accompanying them from Washington, the "Nungesser-Coli", landed while the Air Corps planes circled overhead. Among the first to greet the distinguished flyers as they stepped from their plane were the French Consul-General, Maxime Mongendre; Raymon Ortieg, whose \$25,000 prize was the original stimulus to trans-Atlantic flying; Edward L. Stanton, representing Mayor Walker; Clarence D. Chamberlin, who flew to Germany with Charles A. Levine; and Captain Rene Fonck.

Two Fokker Universals, piloted respectively by Bernt Balchen, who flew to Paris with Commander Byrd, and Floyd Bennett, who flew over the North Pole with the Commander, landed in time to enable them to add their congratulations.

Through the cooperation of Nassau County Chief of Police, Abram W. Skidmore, police arrangements were perfect. The "Nungesser-Coli" will remain at Mitchel Field, where a new motor will probably be installed, until Costes and Lebrix leave on their flight to San Francisco.

GRADUATE PILOTS COMMENDED FOR SMARTNESS IN APPEARANCE

Members of the last graduating class at the Air Corps Advanced Flying School, Kelly Field, Texas, were given reason to feel reconciled to the expenditure of money for new uniforms for the occasion of graduation, which took place on the morning of February 4th. Major-General Thomas Q. Donaldson, Commanding General of the 8th Corps Area, on his visit to Kelly Field in connection with the graduation exercises, complimented the graduating officers and flying cadets on the appearance of their uniforms.

"They are the best dressed group of officers I have seen for a long time", said General Donaldson. "Their uniforms, boots and belts present the best appearance I have seen in this Corps Area."

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FLYING TRAINING REGULATIONS

Senior instructors of the four specialized branches of aviation at the Air Corps Advanced Flying School, Kelly Field, Texas, were recently given a new problem in the preparation of text material for use in the training of pilots.

Orders were received from the Office, Chief of Air Corps requesting that subject matter be prepared for incorporation into a set of Training Regulations, Technical Regulations and Training Manuals. The material, when completed, will be used in the instruction of Air Corps personnel and as a standard for Air Corps operations.

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NEW YORK TO ALBANY AND RETURN IN THREE HOURS

A round trip flight between Mitchel Field and Albany was completed in three hours recently, when Lieut. Lester J. Maitland with Assistant Secretary of War F. Trubee Davison, State Senator J. Griswold Webb and Assemblyman Herbert Shonk as his passengers, left at 10:00 A.M. and a little after 1:00 P.M. had his Fokker Transport back in the hangar.

The occasion of the flight was the ferrying of the passengers named to Albany where Secretary Davison was to advise on State legislation proposed by Messrs. Webb and Shonk on the regulation of aviation, also to enable the Secretary to speak at a dinner tendered by the Legal Committee of the American Legion of the State.

The flight was a concrete example of the value of aviation and more impressive to the average newspaper reader than many of the widely heralded stunts.

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NEW CLASS STARTED AT BROOKS FIELD

With the graduation of the class which started its training at the Primary Flying School at Brooks Field, Texas, July 1, 1927, the next class, which started November 1, 1927, is about to commence its advanced training on service type ships, while a new class, to start training immediately, is now in process of reporting for duty. Sixteen officers of the Regular Army were ordered by the War Department to report at the School for the course commencing March 1st, also one Major of the Mexican Army, approximately sixty Flying Cadets and one Sergeant of the Peruvian Army are also expected. Twenty-nine Cadets reported as of February 28th.

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ARMY PILOTS MUST SECURE PERMISSION TO PILOT CIVILIAN AIRCRAFT ✓

In connection with the question of Army pilots flying other than government-owned aircraft, Circular No. 8, War Department, February 14, 1928, provides as follows:

"Pending the revision of AR-95-15 (Air Service - Aircraft, General) November 9, 1921, the following instructions are published for the information and guidance of all concerned:

1. Military personnel will not pilot other than government-owned aircraft unless --
 - a. They have the prior approval of the War Department in each case.
 - b. They have been officially licensed by the Department of Commerce.

- c. They comply with the flight rules and regulations prescribed by the Department of Commerce.
2. While on a duty status the personnel referred to in paragraph 1 will no pilot aircraft for hire.
3. Applications for permission to pilot other than government-owned aircraft will be forwarded through military channels to The Adjutant General and will contain the following information:
 - a. Type of aircraft to be used.
 - b. Purpose of the flight or flights.
 - c. Approximate number of flights to be made.
 - d. Duration of the period in which flights will be made.
 - e. Statement that the pilot has proper license from the Department of Commerce.
 - f. Statement as to whether or not the flights are to be made for hire.
4. No special authorization is required for making flights as a passenger.

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PLANES MANEUVER IN FORMATION UNDER RADIO CONTROL

A terrific ice gale was no bar to a nine-plane formation of Curtiss Falcon observation planes led by Lieut. Roland Birnn, 5th Observation Squadron, executing a series of maneuvers at Mitchel Field, N.Y., recently under direction of a radio control officer, sending on 400 meters from the Post Operations Office.

Although 400 meters is about the center of the broadcast band and there are many powerful stations in the vicinity of Mitchel Field, Lieut. Birnn reported fairly good reception. A trailing antenna of 100 feet was used, and this did not in any way interfere with other planes flying in the formation. The opinion was that a 200 foot antenna would have given better reception, and this will be tried on a later flight.

After a check of the messages was made by Lieut. Birnn and his radio operator, Lieut. Birnn gave the commands by visual signal. A duplicate list kept at the control station showed no error in reception in the plane when the two were compared.

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H.M.S. "CAIRO" VISITS GALVESTON

On February 13th His Majesty's Ship CAIRO, a long, trim-lined thirty-knot cruiser, slipped into the entrance of Galveston Harbor, fired the National salute, which was returned by Fort Crockett, and at once the festivities began. Upon the docking of the ship, the Boarding Officer from Fort Crockett visited the CAIRO to offer civilities, assistance and any possible courtesy from the Air Corps command. He was received by the Commanding Officer, Captain J.A.G. Troupe, Royal Navy, and other officers of the cruiser, in most cordial seagoing style.

Invitations were extended to the Captain and officers, and to the crew of the CAIRO, to several functions comprising a program of entertainment arranged by members of the Third Attack Group for the ship's company during its week's visit at Galveston.

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ACCOMPLISHMENTS OF THE 19TH AIRSHIP COMPANY By Langley Field Correspondent

The 19th Airship Company during the year 1927 established a flying record of which it is justly proud. Having been called upon repeatedly to accomplish seemingly difficult missions, there was not one instance of a failure. These missions included coast patrol flights to Lakehurst, N.J., and Boston, Mass.; regular monthly cross-country training flights to Bolling Field, D.C.; navigation and photographic missions to Fort Bragg, N.C., Augusta, Ga., Pensacola, Fla., Camp Meade, Md., New York City and West Point, N.Y.; non-stop night training and navigation flights through the States of Virginia, Maryland, Delaware, District of Columbia, Pennsylvania and North Carolina; flights to test the three wire mooring system installed at Boston, Mass., Middletown, Pa., Fort Bragg, N.C., and Augusta, Ga.; air escorts in cooperation with Army, Navy, and Marine Corps;

interception problems with airships at sea and in cooperation with heavier-than-air; experimental flights, including rescue training missions; flights, including rescue training missions; flights to test the feasibility of picking up supplies while in flight, and the remarkable feat of landing on the top of the Newport News High School building; training and demonstration flights for Reserve Officers and R.O.T.C.; carrying emergency crew for disabled planes; high altitude bombing flights; practice parachute jumps, free balloon training, including an entry in the National Elimination Balloon Races, and captive balloon flights in cooperation with Coast Artillery and heavier-than-air.

These missions at times were completed under most adverse weather conditions with only two ships of the TC type, both of which were in commission every day during the year 1927. In some instances landings were successfully performed with landing crews composed of untrained civilians.

With a record of 173:15 ship hours for the month of September and a total time of 1200:02 ship hours for the year, this company broke all lighter-than-air flying training records at this station. Though we are proud of our various feats and accomplishments in the air we find time to do other things, as witness our all around efficiency rating and athletic record. All of our records have not been made in the air. Proof of that fact lies in a cabinet possessed by the Company which is well filled with trophies.

In baseball, after a late start, the Company team trimmed everything on the Peninsula; twice defeating the strong N.A.C.A. team of Langley Field, conquerors of the Langley Post team. We are sorry there is not to be much competition for us this year, for we like a hard fight. The basketball team, representing the 19th Airship Company, won the championship for the second half of the 1927-1928 season. In football the Company furnished the majority of the Post team squad. Sergeant S. Stanowich, all service lineman and line coach for the team, worked wonders with a bunch of green material and, after defeating both Fort Monroe and Fort Eustis for the Southern Championship, went to Camp Meade and lost a heart breaking game for the championship to the heavy tanks by the score of 7 to 6, though Langley outplayed the Tanks throughout the game.

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TESTING MACHINE GUN AT HIGH ALTITUDE ✓

Lieut. Orville L. Stephens, piloting a Curtiss O1-B, and Captain Walter Bender, acting as machine gunner, flew over Mitchel Field, N.Y., to an altitude of 15,000 feet recently in an effort to determine what effect low temperatures would have on the operation of a Lewis machine gun.

Captain Bender, firing at various altitudes and temperatures, 97 shots in all, reported that even at the top ceiling of the flight where the thermometer showed 11 degrees below zero, the gun functioned satisfactorily. At later tests it is hoped to secure lower temperatures.

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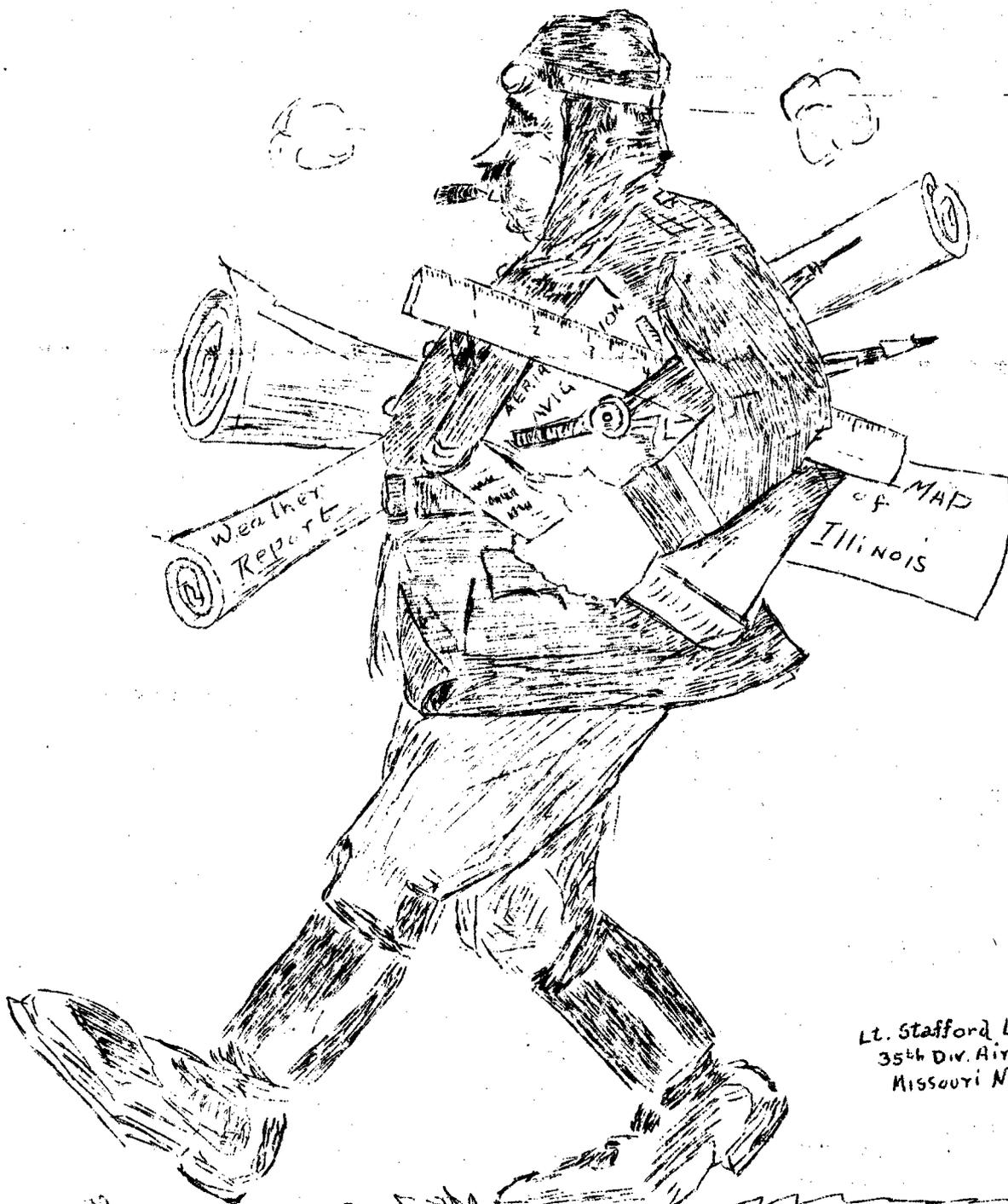
RADIO AT CHANUTE FIELD ✓

The radio station at Chanute Field, Rantoul, Ill., is to have another complete receiver, to be used as a stand-by set and also for use in emergencies. It will be of the "loop" variety that uses a loop antenna for its collective agency. The antenna will be five feet square, containing 16 turns of wire. A rather novel idea has been advanced to do away with the swinging of signals due to vibrations of the wires when exposed to the wind. The turns of wire will be centered in grooves, then covered by some insulating material and the whole coated with some insulating paint. This will, of course, prevent swinging of the wires caused by wind action, and is expected to do away with all the disagreeableness experienced sometimes by this type of set. The loop will be mounted on the roof of the radio building. For the rest of the receiving equipment there will be used a Navy type universal tuner, with a wavelength of 250 to 7500 meters; a Navy type loop tuner, for use with all loop antenna, and a universal amplifier, which consists of three stages of radio frequency amplification, one detector and two stages of audio frequency amplification. The whole unit will be in front of the operator at all times and it will be wholly possible to work two stations simultaneously. This in itself will enable traffic to be handled more rapidly.

NATIONAL GUARD NOTES

26th Division, Air Service:

Recently Lieut. Julian S. Dexter of the 101st Observation Squadron, now detailed to a year's active duty in the Army Air Corps and stationed at Bolling



Lt. Stafford L. Lambert
35th Div. Air Service
Missouri Nat'l. Guard.

Lt. Schultze starts on the Cross Country trip (St. Louis - Hannibal)

Field, flew a P-1 from Washington to Boston in the fast time of two hours and fifty minutes, which is in less time than any other pilot has ever made it, according to the Correspondent of the 26th Division. Dexter had his face frozen on the way, but it was effectively thawed out during the evening. This was "Little Casino's" third week-end flight to Boston since going to Bolling, he having brought a P-1 and a Douglas transport on his previous flights.

What is believed to have been a record flight was made February 4th by Lieut. Clarence E. Shankle, Air Corps Instructor, 26th Division, who piloted the first of the three new O-11's to be delivered to the Guard Squadron, from Buffalo to the Boston Airport in exactly two hours and 15 minutes. The distance is estimated at 450 miles. "Dutch" was given a warm reception at the Airport by the officers of the squadron who were particularly pleased to note the 200

mile an hour rate of speed he maintained.

The Division sent an escort of three planes to the funeral cortege of Major Douglas Gordon, late of the 101st Engineers, Mass. N.G., whose death from war wounds occurred recently. The pilots were Lieuts. R.A. Nagle, Crocker Snow and C.E. Shankle.

Considerable carburetion trouble has showed up in flying the PT-1 planes in the cold weather. A cowling of aluminum fitted about the front of each engine solved the problem, although Lieuts. Snow and Devlin, on a recent flight back to Boston from New York in sub-zero temperature, reported that the gas did not vaporize properly.

Lieut. Bert W. Devlin, champion "hardware toter" of the 101st Obs. Sqdn., was informed of a new decoration awarded him - the Verdun medal awarded the "Defenders of Verdun" by the grateful populace of that old city. "Lls ne passerent pas" is the motto it carries. Other medals this youth carries on his manly chest are the Distinguished Service Cross, the Navy Cross, Victory Medal with lots of clasps, Croix de Guerre with palm, Marine Corps good-conduct Medal, the Fourragers of the Croix de Guerre and a bucket full of expert badges.

27th Division, Air Service, Staten Island, N.Y.

The convention of the New York National Guard Association, recently held at Albany, N.Y., was attended by nine officers of the Squadron. Three planes, under the command of Major George A. Vaughn, left Miller Field at 2:00 p.m. and arrived at Albany an hour and thirty minutes later.

The Squadron has had several experiences in night flying within the past few months. One of these was a night raid upon Times Square, New York City, in conjunction with the 212th Anti-Aircraft. That unit has been of great assistance in this work, supplying two million candle power lights to illuminate the airdrome and one billion candle power light to search the sky for the attacking planes.

37th Division, Air Service, Cleveland, Ohio.

The new hangar at the field, contract for construction of which was recently awarded, will have a floor space for the planes measuring 100 by 120 feet clear. On the north side of the hangar, facing the field, will be a two-story lean-to, containing on the first floor the officers' and men's locker rooms and showers, heating plant, etc., and on the second floor the offices of the Commanding Officer, Operations Officer and Photo Section. It is expected to move into the new quarters by May 1st at the latest.

43rd Division Air Service, Hartford, Conn.

Two PT's of the 118th Observation Squadron were converted from "Texas" ships to planes which will function perfectly in the coldest weather by some ingenious work on the part of the Engineering Section. An aluminum shield, riveted to a number of pieces of strip iron for rigidity, was fitted directly in front of the forward cylinders of the engine, affording ample protection from the slipstream to prevent the cooling of these forward cylinders. Lieut. Osmond Mather, C.O. of the 118th Photo Section, gave these shields a hard test when he recently flew to Hagerstown, Md. and return in some of the coldest weather experienced this winter.

Captain Earl Fleet recently rendered real emergency service when the motor car of Major-General Paine, Connecticut N.G., broke down as he was driving from New London to Springfield, Mass., in order to catch the train for the St. Paul Convention. The General rushed to Brainard Field in a taxi, hopped into a PT-1, and Captain Fleet flew him to Albany, N.Y., where he caught the train he had planned to take at Springfield.

A large free-flying wind "T" equipped with green lights was erected on top of No. 1 hangar by the Engineering Section. This puts the final touch on Brainard Field's equipment for night flying, same including border lights, flood lights and facade lights.

Brainard Field's new Post Exchange is a big success and has already become the unofficial club room of the field for National Guard, Commercial and visiting pilots. Master Sergeant Elmer Linquist contributed two large oil paintings, executed by himself, to the Canteen, and these are greatly admired by all visitors. One painting depicts in a realistic manner the "Spirit of

St. Louis" in mid-ocean skimming close to the angry sea, and the other is a French pastoral scene, which brings back memories to those who were "over there" All officers of the 43rd Division Air Service take dinner together in the Post Exchange every Wednesday evening, drill night.

45th Division, Air Service, Denver, Colorado.

January saw the end of the Colorado coal strike insofar as the 120th Obs. Squadron was concerned. The last men and officers on active duty were relieved and activities at Lowry Field became normal.

The most noteworthy achievement during January was the 400-mile flight to Alamosa, the home of Governor Adams, and return, made by Lieut. Kearns in an O-2. With the help of a tail wind he made the return trip of over 200 miles in an hour and 35 minutes. This flight, however, again brought out the handicap under which the "mile-high" aviators are working in using ships designed for sea-level flying. Most of Lt. Kearns' route lay over the mountains. In going over one pass of 10,000 feet he stated it was just about all the Douglas could do to scrape over the top. Alamosa lies at an elevation of 7,500 feet, and with a three-quarter of a mile field, using only 40 gallons of gas, it was just possible to clear the fence at the far end.

Ceilings in the two steel hangars were completed. Final work on the installation of border lights is about completed and Lowry Field is able to take its place as one of the best equipped airdromes in the country.

32nd Division Air Service, Michigan N.G., Detroit.

With a total of 13 rated pilots and two observers, officers and men of the 107th Observation Squadron are beginning to look forward to the 1928 training encampment, when they will be given an opportunity to display to the people of Michigan the workings of an efficiently operating air unit.

A considerable number of men were enlisted during the past few months. Weekly drills are being held in the Police Department Armory.

35th Division Air Service, St. Louis, Mo.

There are a great many different types of commercial machines on the field. The Correspondent states that our observation and experience with these machines has shown us what a good job of designing has been done on some of the late type of military planes to make the machines serviceable under bad flying conditions.

Colonel Charles A. Lindbergh and Lieut. Philip R. Love, who were the proud owners of a Ford coupe before the big "hop", donated this machine to the squadron for the use of visiting officers, members of the Department of Commerce, air mail pilots and civilians whom they are personally acquainted with, and who are not too proud to ride in a Ford.

There are being installed at the field twenty steel lockers, some of which will be available for use of visiting pilots.

28th Division Air Service, Philadelphia, Pa.

The City has a steam shovel cutting down the bank at the northeast end of the field and are filling in all low spots with this material.

There has been considerable activity at the airport during the past six weeks. An actor and actress, playing in a local theatrical company, engaged a cabin monoplane and had an actual wedding ceremony performed 4,000 feet over the field.

The Squadron was represented at the formal opening of the Mercer Airport, the flying field of the City of Trenton, N.J., which is to be used as an emergency landing field for the New York to Atlanta Air Mail night flying service. It is reported that the field possesses excellent facilities and that the Department of Commerce radio beacon and flying field border lights are a great asset to the field.

VISIT OF FRENCH FLYERS TO MAXWELL FIELD

One of the big events at Maxwell Field, Montgomery Ala., during February was the visit of the French Trans-Atlantic Flyers, Costes and LeBrix, who stopped at the field on their way from New Orleans to Washington. Long before the appointed time of their arrival, a large crowd gathered at the field to welcome them. An escort of three planes was sent to meet them. They landed at Maxwell Field shortly after four o'clock.

That evening a dinner honoring the two famous pilots was given by the people of Montgomery, followed by a reception at the Country Club. As they could not take off the next day, due to bad weather, they secured a well-earned rest, and that night Major and Mrs. Weaver entertained at a delightful dinner at the Montgomery Country Club, in their honor. On the morning of February 8th they departed, escorted on their way by several planes from the 22nd Squadron.

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WILL ROGERS VISITS MAXWELL FIELD

The officers of Maxwell Field and their wives were most enjoyably entertained on the night of March 4th at a buffet supper in the Commanding Officer's quarters. The guest of honor was none other than the inimitable Will Rogers himself, who was as amusing as ever. Mr. Rogers is a big friend of the Air Corps and has considerable flying time to his credit.

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GRADUATION OF PRIMARY FLYING SCHOOL STUDENTS.

Of the 44 students of the Primary Flying School, Brooks Field, San Antonio, Texas, who graduated on March 1st, four are officers from other branches of the Army who were detailed to the Air Corps; 7 are Air Corps Reserve Officers; one an enlisted man of the Air Corps; two National Guard officers, two officers of the Peruvian Army and 28 Flying Cadets.

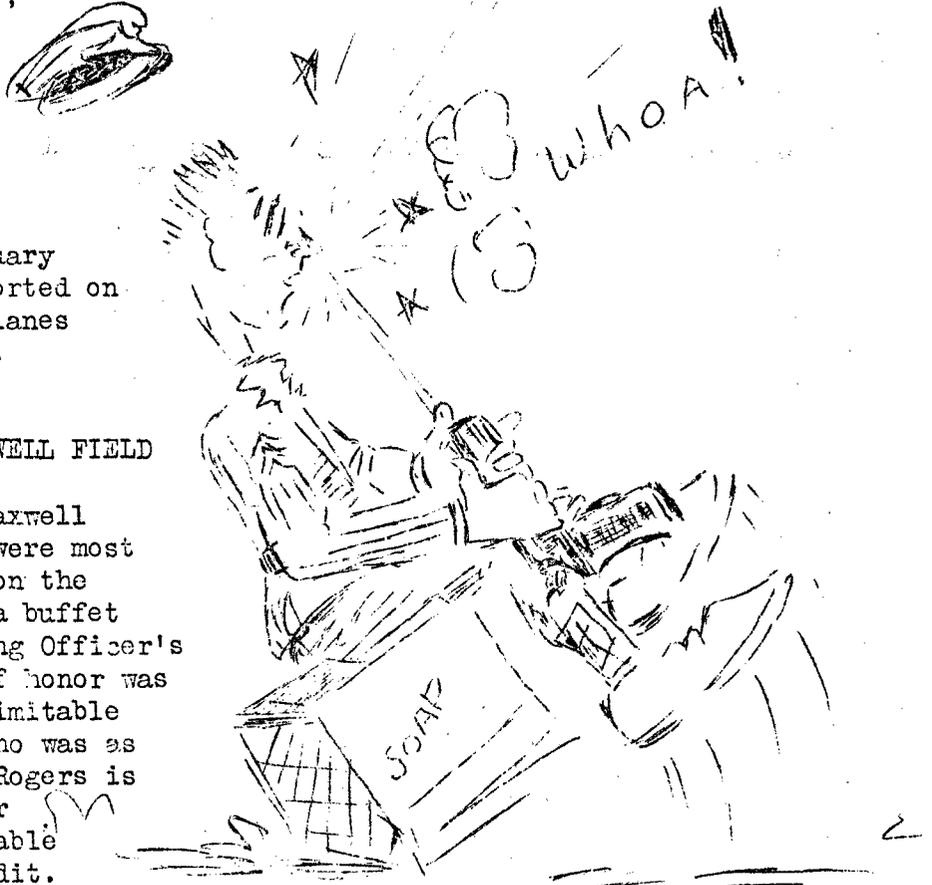
In all likelihood all of these graduates will take up advanced flying training at the Advanced School at Kelly Field. The graduates are enumerated below, as follows:

REGULAR ARMY:

Major William O. Ryan, Field Artillery;
First Lieutenant James F. Phillips, Corps of Engineers;
Second Lieutenant George V. Holloman, Infantry;
Second Lieutenant James S. Stowell, Infantry.

Reserve Officers:

2nd Lieut. Lawrence H. Chiappino	2nd Lieut. Howard B. Cock
2nd Lieut. Lloyd H. Tull	2nd Lieut. Frederick E. Glantzberg
2nd Lieut. Paul E. Shanahan	2nd Lieut. Eugene H. Rice
2nd Lieut. LeRoy Hudson	



Remember the first time this happened ... ??
Funny feeling ... Isn't it?

- Lt. Stafford L. Lambert
Mo. National Guard

National Guard Officers:

1st Lieut. Earle T. Showalter, Texas National Guard.

2nd Lieut. Edward H. Porter, Washington National Guard.

Peruvian Army:

Lieutenant Guillermo Concha Lieutenant Manuel E. Escalante

Flying Cadets:

Joseph S. Bartles	Paul B. Wurtsmith	Fred A. Pillett
Joel E. Mallory	Myron E. Zeller	Joel G. Pitts
Edwin R. French	Isaac W. Ott	Ronald R. Walker
Leland C. Brown	William V. Pierce	Clair E. Bonner
Alfred E. Kalberer	Kenneth A. Rogers	Charles S. Vaughn
Cassius H. Thomas	Donald M. Broughton	Stewart P. Wright
Ralph O. Brownfield	Charles E. Bradshaw	James S. Henderson
Robert E.L. Pirtle	Trevor Kenyon	Roger V. Williams
George E. Price	Wm. A R. Robertson	
James N. Peyton	Kenneth A. Cool	

Air Corps Enlisted man:

Technical Sergeant Paul B. Jackson

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ASSISTANT SECRETARY OF WAR AND CHIEF OF AIR CORPS START ON FLIGHT
TO PANAMA CANAL ZONE

The Hon. F. Trubee Davison, Assistant Secretary of War, and Major-General James E. Fechet, Chief of the Air Corps, took off from Bolling Field, Anacostia, D.C., at 6:15 a.m. Sunday morning, March 11th, in two Amphibian planes, on a flight to Panama to inspect Army Air Corps activities in the Canal Zone.

This is the first time airplanes have been used by government officials in making inspections outside the continental limits of this country. Two Loening amphibians (observation planes), part of the Army Air Corps' regular equipment, were used. Secretary Davison's plane was piloted by Captain Ira C. Eaker, Executive Officer to the Secretary, and General Fechet's pilot was Lieut. Muir S. Fairchild, of Langley Field, Va.

Increased Army aviation activity as provided for in the Five Year Army Air Corps Development Program makes the inspection essential from an administrative point of view. It is expected that the flight to Panama and return will consume three weeks. The tentative schedule allows five days for the trip to Panama; ten days to be spent in the Zone and five days for the return trip. The actual time (flying) for the round trip is figured at about 80 hours. The entire distance is about 7,500 miles.

Approval for the flight of U.S. Army planes across Central American countries was requested by the State Department through diplomatic representatives of nations to be traversed or visited. These countries include Mexico, Guatemala, San Salvador, Honduras, Nicaragua, Costa Rica and Panama. The flight will be undertaken in a series of cross-country hops, the longest single lap of which will be less than 500 miles. These hops will be covered in easy daily stages, and the use of amphibian planes gives almost continuous landing facilities along the course to be followed.

Captain Eaker and Lieut. Fairchild were both members of the Pan-American Flight which, using amphibian planes, carried America's message of good will to more than a score of Central and Latin-American countries early last year. They are thus not only familiar with the ships but also with the terrain over which they will fly. The amphibian planes are of the latest design and are equipped with inverted Liberty engines. They have a speed of about 100 miles an hour under ordinary cruising conditions.

After testing the planes, the flyers took off and disappeared in the cloudy skies, headed down the Potomac River. Radio reports to Bolling Field received later in the day stated that the two planes landed at Pope Field, Fort Bragg, N.C., Secretary Davison's plane arriving at 10:05 a.m. and General Fechet's plane five minutes later. From the time the planes took off until they landed they were subject to adverse weather conditions. The sky was cloudy and a light fog covered the river and adjoining territory. Lieut. Fairchild reported that he lost his bearings over Raleigh, N.C., and was forced to land in the city lake, where he remained for about 30 minutes. Heavy fog and smoke caused his confusion.

The planes will start on the next lap of their trip to Montgomery, Ala., as soon as weather conditions permit.

LANGLEY FIELD OFFICERS EXCEL AT SQUASH ✓

It was generally nosed about that the officers of Langley Field were "some pumpkins" at the game of Squash, so some of the officers on duty in Washington, being somewhat skeptical and desirous of being "shown", planned to kill two birds with one stone, i.e., combine flying and physical training, and make a cross-country flight to Langley Field to ascertain how good the Langley Squashmen really are. They returned home sadder but wiser. It was, however, an enjoyable party.

Saturday, February 25th, was the day selected for the flight to Langley Field. The nine invaders from the Office of the Chief of Air Corps successfully completed their flying mission but, as may be gathered from the preceding paragraph, their attempt to subdue the Squash experts of Langley proved fruitless, for they only won two of the nine matches.

The following are the scores of the individual matches:

Washington	Score	Langley Field	Score
Major Spatz	3	Captain House	1
Major Jonett	3	Captain Oldys	1
Major Milling	2	Lieut. Bonnet	3
Captain Feed	0	Major Curry	3
General Foullois	1	Major Walsh	3
Captain Eaker	1	Lieut. Melville	3
Captain Hunter	1	Captain Brady	3
Captain Kraus	1	Captain Hale	3
Captain McClelland	0	Major Cunningham	3

Rumor has it that, in order to satisfy the Washington officers' thirst for revenge, the Langley Field Squash team will come to Washington sometime before the end of March to participate in another contest. In all probability the Racquet Club will be chosen as the battleground.

While the results of the above matches may be comparatively unimportant (except to the officers of Langley Field and to those of Washington), Langley Field is to be commended most highly on its construction of two excellent squash courts, which provide a ready and most interesting means of giving the officers of that station systematic exercise which is so important to all officers of the Army, and especially to flying officers who must, above all others, keep in first rate physical condition.

For the benefit of those who do not play squash, it may be stated that the same courts are suitable for the game of handball which can be played by any individual having the usual supply of two arms and two legs. The game of Squash is somewhat faster than handball, and is preferred to handball by practically all persons who have had any experience with both games. An officer desiring to exercise cannot always gather around him the proper number of individuals for games such as basketball, baseball, etc. In the case of Squash or handball, however, all he needs to do is to get one other officer who is similarly bent on getting some good, interesting exercise.

Langley Field's initiative in constructing Squash and handball courts is offered as food for serious thought to the Air Corps officers at all other stations. Athletic officers at Air Corps stations desiring to obtain information on the construction of Squash courts are advised to communicate with Captain Walter J. Reed, Office Chief of Air Corps, Washington, D.C.

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CONNECTICUT EXECUTIVE QUALIFIES AS PILOT ✓

Governor John H. Trumbull of Connecticut is a real aviation enthusiast. He not only backs the 43rd Division Air Service, Connecticut National Guard, strongly with words, but shows plenty of real action. For some time he has been taking flying instruction under Major Wm. F. Ladd, and recently he was sent solo by Lieut. Harry D. Copland on a private plane. The Governor qualified for both his State and Federal license, and has been visiting Brainard Field, Hartford, Conn., on an average of twice a week to take up a ship solo and fly over the territory which he rules so wisely and well.

FLIGHT ACROSS THE CONTINENT IN AMPHIBIAN AIRPLANE

To Lieut. Bernie R. Dallas, Army Air Corps, belongs the distinction of being the first airplane pilot to fly an amphibian airplane across the American continent. Lieut. Dallas, who is on duty at the Rockwell Air Depot, Coronado, Calif., arrived at his home station on the afternoon of March 9th, accompanied by Mr. Beckwith Havens, Sales Manager of the Loening Corporation, after traversing a distance of 3,300 miles from his starting point, New York City.

The total flying time for the trip was 32 hours and 45 minutes, the amphibian averaging a speed of slightly over 100 miles an hour. Stops en route were made at Dayton, Ohio; Fort Riley, Kansas; Amarillo and El Paso, Texas, and Tucson, Arizona.

The plane piloted by Lieut. Dallas on this epoch-making trip was the standard service Loening Amphibian, powered with an inverted Liberty engine, and it functioned perfectly all along the way. The arrival of the amphibian at the various stopping points created considerable interest, particularly in Texas and Arizona, as the feat of a flying boat traversing over desert country was in itself somewhat of a novelty.

No special preparations were made for this transcontinental flight, and the successful termination of same once more demonstrated the efficiency and general utility of the amphibian as a standard service type of observation plane. This is the same type of plane which was used in the flight of Army Air Corps pilots around South America. Two of these planes are now utilized in the flight from Washington to the Panama Canal Zone being made by Assistant Secretary of War F. Trubee Davison and Major-General James E. Fechet, Chief of the Air Corps, recorded elsewhere in this issue of the News Letter.

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ARMY AVIATORS TO MAP FLORIDA COAST

An aerial photographic detachment is about to leave Bolling Field for the purpose of making an aerial map of the eastern and southern coast of Florida for the Coast and Geodetic Survey.

The detachment consists of Lieut. Julian S. Dexter, pilot and photographic officer, Master Sergeant Matos, photographer, and Private Irving Kallmyer, mechanic. The airplane to be used is a Loening Amphibian similar to those used on the recent Pan-American Flight. It is capable of operating from either land or water, which makes it particularly adaptable to this type of work.

The detachment will photograph a strip approximately ten miles wide along the East coast from Flagler Beach to Jupiter Inlet, a distance of nearly 200 miles, which contains the widest portion of the Indian River, and from Miami to the town of Everglades. The total area to be photographed is approximately 2500 square miles. This will be accomplished in about six weeks. The new Army Air Corps four-lens mapping camera will be given its first extensive service test in the accomplishment of this project. Operating from an altitude of about two miles, the scale of the photographs will be 1 to 20,000. Because of the inaccessibility of these areas, accurate data is not obtainable by terrestrial survey.

This is another example of the value of aerial photography in mapping projects. In addition to furnishing more detailed and accurate data than is obtainable by other means, aerial surveys are accomplished in a much shorter time and usually at less expense. For the survey of such regions as the Everglades of Florida, aerial photography has proved invaluable in providing information regarding sections the nature of which has rendered them entirely inaccessible to human beings. In this, as in other demonstrations of the commercial value of the airplane, the Army is the pioneer.

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BILL PASSED APPROPRIATING FUNDS TO COMPLETE TRANSFER OF MC COOK FIELD

There was transmitted to the President for his approval, on March 8th, H.R. 7008, authorizing an appropriation of not to exceed \$900,000 to be expended for the completion of the transfer of the experimental and testing plant of the Air Corps to a permanent site at Wright Field, Dayton, Ohio, and the construction and installation thereon of the technical buildings and utilities and appurtenances as may be necessary.

THE SEARCH FOR THE PATHE-BRAY COLORADO RIVER EXPEDITION

Lieut. W.K. Burgess, Air Corps, recently submitted the following official report of a flight to the Grand Canyon for the purpose of searching for the personnel of the Pathe-Bray Colorado River Expedition:

"On or about November 22nd, 1927, telephone message was received from the Air Officer, Ninth Corps Area, Presidio of San Francisco, notifying the undersigned of an expedition then en route through the Colorado River canyons and stating that this expedition was then overdue and that probably it would be necessary to send a searching party for the expedition. I was notified to hold myself in readiness for this duty.

"Request was made for the use of a Douglas C-1 transport, the country to be covered being too high and with no suitable landing fields for the operation of a Douglas O2 plane.

"First Lieutenant Dean Farran, Air Corps Reserve, then on cross-country mission to Clover Field was designated as radio officer in case transport plane would be provided. Mention in this and later telephone conversations with the Air Officer, Ninth Corps Area, gave further information of this duty, including the fact that an advance camp called Camp Pearson, was situated on the Painted Desert and that the personnel and manager of this advance camp for this expedition had agreed to provide an emergency landing field and properly mark the same with salt or flour. A general knowledge of this region convinced me that only a plane similar to a transport would be suitable for operating at that high altitude and especially so from such emergency fields as might be built by personnel other than Air Corps. This opinion and the fact that the country was not O2 country was held by the Air Officer, Ninth Corps Area also. Later experiences proved this view to be correct.

"On or about Saturday, November 26, orders were received by telephone from the Ninth Corps Area to proceed in Douglas C-1 transport which would be flown to Clover Field by Air Corps pilot from Rockwell Field for this purpose, to Las Vegas, Nevada, there to communicate by telephone or telegraph with the office of the Air Officer, Ninth Corps Area before proceeding further. Work on a radio set which had to be built completely was pushed throughout the evening and night of November 26th and into the forenoon of Sunday, November 27th, when same was completed. Take off was made from Clover Field, Sunday, November 27th at 10:40 A.M. The personnel consisted of First Lieutenant Walter K. Burgess, A.C. (DOL), pilot, First Lieutenant Dean Farran, A.C. *Res. (on one year's active duty at Crissy Field) radio operator, and Mr. Fred Brown, civilian mechanic at Clover Field, as mechanic. Landing was made at Las Vegas, Nevada, at 1:25 P.M. where radio message via Western Air Express line to Los Angeles, thence to Presidio was dispatched to the Office, Air Officer, Ninth Corps Area. Reply was received at 1:55 authorizing procedure to Grand Canyon.

"Information had been secured through officials of the Pathe-Bray Expedition to the effect that a municipal landing field existed eighteen miles south of the El Tovar Hotel, situated on the southern bank of the Grand Canyon. Take off was made at 2:30 o'clock, Pacific Time and a compass course flown towards destination. At approximately 3:30 Pacific Time or 4:30 local time, a dense cloud bank overcasting the sky was encountered. It was realized this would bring darkness from a half to three quarters of an hour earlier than would otherwise be the case. The expedition had then covered approximately 100 miles in an easterly direction from Las Vegas and was about fifty or sixty miles from destination, provided information concerning such destination was accurate and it would be possible to find such civilian field. This uncertainty caused a close scrutiny of the country with the idea of landing and waiting until morning, it not being deemed advisable to arrive at such uncertain destination at dark or even dusk. After proceeding some minutes a small lake, or water hole, approximately five miles south of the course was sighted. The borders of this lake were smooth and dry and practically level. Landing was made at 4:10 Pacific Time on the margin of this lake at an altitude of just under 6000 feet. Personnel of the expedition obtained food in a cattle branding camp cabin near this lake, sleeping in their flying clothes in this cabin and taking turns in warming up the motor of the plane at one and one-half hour intervals throughout the night, it being well below freezing temperature. It would have been very difficult to have obtained water from this lake, as it was shallow and the water area was surrounded by a wide margin of deep soft mud.

"Take off was made at 9:30 Pacific Time or 8:30 local time the following morning. The region in a vicinity of ten miles of the El Tovar Hotel was noted carefully for a possible landing place. Information had been received from civilian sources before leaving Los Angeles that areas affording landing places did exist. None were found. It was ascertained, however, that eighteen or twenty miles south of this hotel there were open fields in which a landing could be made. The commercial field of the Scenic Airways, Inc., was not identified definitely at this time. A circle of the El Tovar Hotel was made at 2000 feet above the same to notify any personnel of the Pathe-Bray Colorado River Expedition that might be present there that the plane had arrived and further to draw their attention to the fact that the plane was proceeding on to the advance camp on the Painted Desert designated as Camp Pearson. All information received stated that this camp was located on the Painted Desert beyond the junction of the Colorado and Little Colorado Rivers, approximately nine miles southeast of a flat topped butte known as Shinumou Altar.

"At approximately 11:30 the vicinity of this camp was reached, in accordance with the meagre details of its location at hand. A very careful lookout was kept and the camp was located in amongst the pinon and juniper timber on the southwest side of a butte at 11:35. Landing was made at 11:40. The first request made of Mr. Gable, who was in charge of the advance camp, was in regard to the aviation gasoline and oil which had been requested forwarded by train to Grand Canyon, thence by truck to the advance camp, two days before plane left Los Angeles, on November 25, Mr. Gable informed me that the gasoline had not yet arrived. He sent on request a radiogram immediately to Grand Canyon, ordering its dispatch by truck to Camp Pearson. Mr. Gable suggested that the municipal field eighteen miles south of El Tovar Hotel be used as a base. He was informed that the type of plane used was comparatively slow and of limited gas capacity and that such a base was more than one hundred miles from the point where search was to begin, over extremely rough, uninhabited, desert country, and further that from a view of the terrain in the vicinity of El Tovar Hotel while there, it was believed advisable to operate from the emergency field provided at Camp Pearson. This field was under six hundred feet in length and about one hundred feet in width. It had one good feature, namely, that the approach in one direction could be made at zero altitude and the region immediately beyond the cleared space was not so rough as to cause a crack up provided the plane in landing rolled beyond the cleared area for a few yards at a slow rate of speed.

"On Tuesday, Mr. Bray arrived by automobile from Grand Canyon. He was immediately questioned about the gas supply. Information was obtained from him that the gas was still at the Scenic Airways Field and that he had not received Mr. Gable's radiogram dispatched on Monday, the day of our arrival at Camp Pearson. Another radio was immediately dispatched urging that the gasoline be sent by truck. In the afternoon of this day, namely Tuesday, November 29th, it was decided to go to the commercial field at Scenic and obtain a full tank supply. There remained in the tanks a little over one hour's gas which would have carried the plane to Scenic Airways Field. While preparations were being made to take off a very heavy wind and snow squall struck the camp, the wind reaching a velocity of over seventy miles per hour. Snow squalls had been intermittent throughout the morning on the canyon rims in that vicinity and north into Utah over the region where search was to be made. It was with the greatest difficulty that the plane was saved from being wrecked in this wind which almost completely demolished the camp. Had it not been for the fact that such storms had been anticipated and the plane kept well staked and roped to the ground it would in all probability have been wrecked. This wind storm prevented the trip being made to Scenic Airways Field Tuesday afternoon. Tuesday night a radio was received stating the gasoline was then under way, having been dispatched from Scenic Airways Field at noon of that day.

"Wednesday morning the gasoline had not yet arrived at Camp Pearson. It was momentarily expected, however. At 10 o'clock an automobile was obtained and start was made out over the desert road to see what had become of the truck bringing in the gas. It was encountered after a few miles and reached the emergency field at Camp Pearson at 11:15.

"The plane was immediately gassed and without waiting for lunch take off was made at 1:15. Flight was made direct to the Colorado River which was encountered a short distance below Lee's Ferry. Flight proceeded up the river

to Lee's Ferry where a number of boats and piles of duffle resembling hogans (Navajo Indian houses) were noticed on the river bank. Circles were made and signals by throttle and by zooming were made above this location. No response was given by smoke, by white pieces of cloth or other signals. It was strongly believed, however, that these boats and piles of baggage belonged to the river expedition. The wind currents at this point are very treacherous in the canyon. A little more than four hours of daylight yet remained. Failing to get a response from this prospect, it was decided to proceed up the river, searching as carefully as possible, knowing that if the objects noted and signaled to at Lee's Ferry were the expedition that the same were safe and if they were not the expedition, it would be inadvisable to proceed down into the canyon or waste further time in signaling. The delay in obtaining the gasoline from the Grand Canyon or Scenic Airways Field rendered it doubly imperative that the search should not be further delayed.

"The river was carefully flown to a point just under the junction of the Colorado and Green Rivers in Utah, a distance of approximately two hundred miles by river. Every bend, canyon and elbow of the river of this entire distance was carefully scanned. At a point just below the junction of the Green River it was decided that return should be started if camp was to be reached before dark. On the return the river was again searched. Opposite Navajo Mountain on the border of southern Utah, in the region of the Rainbow Bridge, the terrain is exceptionally broken and rough. A very heavy head wind and wind squall was encountered at this point which lasted twenty minutes and during this time the plane was severely buffeted and made very little headway. From the time of leaving Lee's Ferry until reaching the northern edge of the Painted Desert on the return, a round trip distance of approximately four hundred miles by river, not one single emergency landing place was encountered. Landing was made at Camp Pearson again just at dusk, to learn that the boats and piles of duffle seen on the sand at Lee's Ferry did belong to the river party and that the same had seen the plane and had landed there approximately five minutes before the plane circled above the ferry.

"Wednesday night or Thursday morning I was informed that Mr. Bray had radioed for the plane to stand by during the remainder of the expedition's trip through the river to Las Vegas, Nevada.

"A short flight was made Thursday afternoon with Mr. Smith, a missionary to the Navajo Indians, to a point on the reservation where a ceremonial dance was to occur. The Navajos, a comparatively primitive Indian tribe, did not believe in the existence of airplanes, with the exception of the few who had been at the camp assisting in making the emergency field, in carrying for the plane during the wind storm, etc. Next to none had seen a plane and it was believed it might be of future value to the Air Corps and aviation in general if as large a number as possible saw the plane, in case of some future forced landing in their reservation which is large, being more than two hundred miles across and covering a large part of the northern part of the state of Arizona, this in a region remote from any other human assistance. The following day, Friday, a flight was made to Scenic Airways Field, eighteen miles south of Grand Canyon to leave Lieutenant Farran in order that he might check over the possible radio supplies available there and at Grand Canyon. These supplies were required in order to remedy defects that had been noted in the radio equipment built at Clover Field before starting. On this trip Mr. Bray was carried from Camp Pearson to the Scenic Airways Field, also a Navajo Indian, a brother to the chief of all the Navajos. This Indian, a man of great influence among his people volunteered and requested, through Mr. Smith, the missionary referred to before, that he be permitted to go in order that he might be able to prove to his people that airplanes were all right and convince them that should one land in the desert on their reservation they should go to it rather than avoid it.

"Return was made to Camp Pearson at about 4:45 P.M. Lieutenant Farran and Mr. Bray stayed at Scenic Airways Field. Upon arrival at the camp the radio directing the return of the flight to Clover Field the following Sunday was received. Preparations for a departure the following morning was immediately begun. The expedition left Camp Pearson with all the emergency supplies and equipment on board, Saturday afternoon. Landing was made at Scenic Airways Field at approximately 11 o'clock. Mr. Bray had kindly offered to take the personnel of the expedition on a short trip down one of the canyon trails from El Tovar Hotel. This was done Saturday afternoon. A second radio directing

return of the expedition by Sunday was received that evening. (Saturday).

"Sunday morning, upon reaching the Scenic Airways Field, a twenty to thirty mile northwesterly wind was found to be blowing. This wind would have been favorable for the return trip and normally have been of no hazard. When flying over the region north and northeast of Scenic Airways Field which is a slope approximately seven hundred feet on its north and eastern edges above the area on which Camp Pearson is located, it had been noted that there was a distinct downward draft in the atmosphere over this slope. It is believed this was caused because of the following conditions. The northern rim of the canyon at this point is over 8000 feet altitude, the south rim approximately 7000 feet. The Scenic Airways Field is a little above 6000 feet. The south rim turns to the east along the southern border of the Little Colorado River, forming a funnel or "Y" shaped area leading into the Grand Canyon, itself. In this "Y" shaped area is located the Painted Desert at an elevation of about 6000 feet. The wind was directly out of the northeast over this area. It struck the bottle neck of the canyon and was forced up over the south rim, being deflected upwards by the south rim and then settling downward over the slope referred to in the vicinity of the Scenic Airways Field, this in much the same manner as smoke may be noted settling down a house roof. As stated before, on days of less wind this condition had been noted. For this reason the plane was taxied well back to the southern portion of the field. Take off was made in approximately four hundred feet run. A distance of approximately three miles was covered and an altitude of between five and six hundred feet had been obtained. At this point a turn to the west away from the rapidly approaching south canyon rim slope was attempted. Apparently the edge of the downward wind area was encountered at the same time as the plane began to lose altitude very rapidly. The turn which was not yet completed, was not finished, the plane being immediately kicked around square into the wind. Over a mile was flown from this point, the plane continually losing altitude although being climbed directly into the wind as much as it would stand.

"After flying above the pine forest for approximately three miles after leaving the airdrome the plane settled finally into the tree tops. The motor was turning up 1450 but would have turned up 1500 had the plane not been climbing. At no time did the motor turn more than 1500. This, while not being as much as desired, is not unusual with the large propellers used on a C-1 transport. The maximum R.P.M. should be between 1550 and 1600 with this propeller. Had the motor delivered this amount and had the plane not been so heavily loaded with spares, radio batteries, etc., it might have been possible to have pushed through this downward current to the edge of the canyon rim where a rapidly ascending strata of air would have been encountered. It was impossible in any event to turn around in it without flying directly into the ground.

"All four wings were damaged beyond repair. The landing gear was pushed aside but was little damaged. The plane did not strike the ground. The propeller was chewed off on the top of a pine tree carried away by one wing and which settled beneath the nose of the plane. The ailerons and tail surfaces, with the exception of one flipper were undamaged. The shearing away of the wings on three pine trees took up the forward speed of the plane. No injury was sustained by any member of the personnel. All members of the personnel walked back to the Scenic Airways Field where cars carried them to the hangars. Arrangements were made the following morning with ex-lieutenant Van Zandt, manager of the Scenic Airways Field, for the use of two of his men and various parts of his equipment for bringing out the plane. One of his workmen was posted as a guard on the plane through the evening and night. This workman during the daytime felled trees with which to make a skid. Large bolts were obtained at Grand Canyon with which to spike the skid together. A tractor belonging to the County and on road work nearby was also obtained. A skid of green pine logs was completed, the tail raised by placing a snatch block and tackle on a pine tree nearby, the skid pushed under and the fuselage lowered directly onto the skid after the wings and tail surfaces were removed. A great deal of difficulty was encountered in dragging the fuselage out of the timber, it being necessary to prepare a roadway over a good portion of the way. The fuselage and all parts of value were gotten down to the hangar at the Scenic Airways Field Tuesday night. Wednesday morning the fuselage was raised, placed upon a large truck trailer and then, with the other parts, hauled eighteen miles north to Grand Canyon Railroad depot where an end door freight car had been obtained by wiring for the same the previous Sunday. The fuselage was loaded and

carefully secured in place Wednesday afternoon. Departure was made by rail from Grand Canyon to Los Angeles Wednesday night.

"Due to the isolated locality and the lack of any other possible equipment a great deal of thanks are due to the Scenic Airways, Inc., for the use of their entire facilities and several of their men in getting this heavy plane dismantled and out through three miles of dense forest over rough, rocky and boulder-strewn terrain, loaded onto a trailer and hauled over eighteen miles of mountain roads and loaded and packed in a freight car in three days.

"After leaving Clover Field the members of the flight spent one night sleeping in their flying equipment at Laguna on the open desert between Las Vegas and Grand Canyon, one night in flying clothes in a Navajo hogan near Camp Pearson after the same had been wrecked by windstorm Tuesday afternoon, and the two nights immediately following the Joe Lee's trading post fifteen miles across the desert from Camp Pearson.

"A great deal of care was required in husbanding the starting battery, completely draining the motor after each flight, and keeping the motor and controls reasonably free from sand and dirt kicked up by the wind squalls. Mr. Fred Brown, a civil service employee at Clover Field, rendered the most loyal and valuable service in this connection. Too much credit cannot be given First Lieutenant Dean Ferran, AC-Res., now on one year active duty at Crissy Field, for his work in building and operating the emergency radio equipment carried."

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station:

Major Ralph P. Cousins from Office Chief of Air Corps to the Philippines, sailing about May 16th from New York.

Captain Harrison W. Flickinger from Middletown Air Depot to Hasbrouck Heights, N.J., for duty as Air Corps representative at Atlantic Aircraft Factory.

Captain Frank W. Wright, upon completion of course at Army Industrial College, to Philadelphia, Pa., to take course of instruction at Quartermasters' School, commencing September 1, 1928.

1st Lieut. John M. McCulloch from Middletown Air Depot to Mitchel Field, N.Y.

1st Lieut. Thad V. Foster, Kelly Field, to 8th Corps Area Headquarters for duty as Control Officer, Southwestern Airways.

1st Lieut. James D. Givens to March Field, Calif., instead of Langley Field, Va., upon completion of foreign service tour.

1st Lieut. Charles H. Dowman, Kelly Field, to March Field, Calif.

1st Lieuts. Wm. C. Goldsborough, Isaac J. Williams and 2nd Lieut. Wilfrid H. Hardy from Kelly Field to March Field.

1st Lieut. Floyd A. Lundell from Advanced Flying School, Kelly Field, to Bolling Field, D.C.

Captain Ralph H. Wooten from Office, Chief of Air Corps to Fort Crockett, Texas, effective June 14th.

Major Henry C. Pratt from Office, Chief of Air Corps to Mitchel Field, N.Y., effective June 1.

2nd Lieut. Archibald Y. Smith from Chanute Field to Scott Field.

1st Lieut. Willis R. Taylor from Crissy Field to Ft. Sam Houston, Texas.

1st Lieut. Edwin B. Bobzien, upon completion of tour of foreign service, to Crissy Field, Calif.

2nd Lieut. Wilfred J. Paul, Crissy Field, to the Philippines, sailing about March 29th.

Orders re. 1st Lieut. Donald F. Fritch, Brooks Field, to Philippines, revoked

1st Lieut. Neal Creighton, Scott Field, to Walter Reed General Hospital for observation and treatment.

1st Lieut. Clyde A. Kuntz, Kelly Field, to Hawaiian Department, sailing on or about June 9th.

2nd Lieut. Reginald R. Gillespie, Langley Field, to Hawaiian Department, sailing about June 30th.

1st Lieut. Howard G. Davidson, Scott Field, to Philippines, sailing about May 16th.

2nd Lieut. Arthur L. Bump, Jr., Fort Crockett, Texas, to Philippines, sailing about June 8th.

Detailed to Air Corps, and to Brooks Field, Texas, for primary flying training:

1st Lieut. Wm.D. Schas, Infantry.
2nd Lieut. Theodore Kalakuka, Cavalry.
2nd Lieuts. Harold H. Hunt and Ronald I. Pride, Field Artillery.

Relieved from Detail in the Air Corps:

2nd Lieut. James W. Smyly, Jr., to Infantry, 2nd Div., Ft. Sam Houston, Texas.
2nd Lieut. Charles Cavelli, Jr., to Field Artillery, duty in Hawaiian Depot.
2nd Lieut. Matthew K. Deitchelman to Coast Artillery, Fort Monroe, Va.
1st Lieut. Charles S. Ward, to 8th Engineers, Mtd., Fort Bliss, Texas.
2nd Lieut. Marvin J. McKinney relieved from duty Primary Flying School and attached for duty with 2nd Division, Fort Sam Houston, Texas.

Promotions:

Captain Howard J. Houghland to Major, rank from December 15, 1927.
Captain Charles B. Oldfield to Major, rank from December 20, 1927.
Captain William H. Crom to Major, rank from February 11, 1928.
2nd Lieut. Wallace E. Whitson to 1st Lieut., rank from February 1, 1928.
2nd Lieut. Russell J. Minty to 1st Lieut., rank from February 4, 1928.
2nd Lieut. Will W. White to 1st Lieut., rank from December 13, 1927.
2nd Lieut. Clyde K. Rich to 1st Lieut., rank from December 18, 1927.
2nd Lieut. Paul W. Wolf to 1st Lieut., rank from December 29, 1927.
2nd Lieut. Lawrence G. Craigie to 1st Lieut., rank from December 20, 1927.
2nd Lieut. James F. J. Early to 1st Lieut., rank from February 14, 1928.

Resignation: 2nd Lieut. Lawrence Clifton Elliott.

Transfer: 2nd Lieut. Marvin J. McKinney to Coast Artillery and duty with 62nd Coast Artillery, Fort Totten, N.Y.

NOTES FROM AIR CORPS FIELDS

Kelly Field, San Antonio, Texas, February 16th.

Thirteen recently graduated Flying Cadets remained on cadet status at this station while awaiting the examination for commission in the Regular Army. The examination took place on February 27th, the cadets being discharged immediately thereafter.

The flying instructors at this station enjoyed a short vacation during the month of February, due to the lack of student material on which to occupy their time. Work is scheduled to start again when the new class arrives about March 3rd. The more ambitious of the instructors set about to accumulate enough sleep to carry them through the next four months.

The Secretary of the Air Corps Advanced Flying School, in delving through the old 1917 and 1918 flying records, discovered many interesting "Cadet Progress Cards" of pilots in the service. He has segregated them alphabetically and if any of the Air Corps pilots who were trained here at Kelly Field during the War want to know how "hot" they were as students, the Secretary will be glad to let them see their cards upon visiting Kelly Field.

The Kelly Field aspirants for a trip to Langley Field next summer for the annual gunnery matches are busy every afternoon piling up scores on the machine gun targets. Lieut. E.E. Partridge is high man at this time, with Lieut. L.S. Smith a close second.

43rd Squadron Notes: The AT-4s are coming into use quite extensively for cross-country work. Some pilots prefer them to the larger and more cumbersome two-place planes. With the addition of the auxiliary "belly" tanks, these planes are suitable for almost any kind of cross-country trips.

The following is a list of cross-countryes in AT-4s for the past week;

Lieut. Prudhomme to Lake Charles, La.

Lieut. Y.H. Taylor to Temple, Texas.

Other cross-country flights were --

Lieut. E.S. Thompson to New Orleans, La. Lieut. Thompson escorted the French Flyers, Joseph LeBrix and Dieudonne Costes from Galveston, Texas, to New Orleans, La.

Lieut. J.B. Burwell to Lake Charles, La.

Personnel: Private 1st Cl. M.E. Hay returned from 90-day furlough.

Private M.I. Smith reenlisted on the 16th. Private E.A. Elrod is being discharged by purchase.

San Antonio Air Depot, Duncan Field, Texas, February 15th.

Rear Admiral Masataka Ando, accompanied by Commanders Toshio Matsunaga and Kishichi Magoshi and Lieut.-Commander Wataru Kamase, of the Imperial Japanese Navy, on a visit to various military activities in this section, paid a visit to this Depot on February 13th.

Major Jacob E. Fickel, Executive of the Office of the Chief of the Materiel Division, afforded this Depot the pleasure of a visit and several helpful conferences on Depot matters, on January 31st and February 1st, on his return to Wright Field from a trip to the West Coast.

Captain Vernon L. Burge, of Mitchel Field, recently on temporary duty at the Air Corps Advanced Flying School, Kelly Field, was detailed for a short period of temporary duty at this Depot to study Depot work and problems. He joined us on February 7th.

Lieut. Stanton T. Smith, of the Little Rock Air Depot, was a visitor at this depot, ferrying a P1-A from the Depot on February 9th to the Fairfield Air Depot via Dallas and Little Rock.

Lieut. Harry A. Halverson of this Depot has been quite ill since February 9th, entering the Station Hospital at Fort Sam Houston on the 14th.

Mr. Horace C. Rodgers, Inspector of the Headquarters of the Materiel Division, Wright Field, arrived at this Depot February 15th for temporary duty for the purpose of inspection of steel tubing in stock.

A very successful event in civilian social circles at this Depot was the Valentine Party held by the Duncan Field Civilian Club on the night of February 14th at the Duncan Field Recreational Hall. A great variety of entertainment was arranged, suiting everyone's taste. A minstrel show was given and "went over big"; also there were many games of Bridge, bunco and five hundred, with

attractive prizes for the winners of each. A "Valentine Post Office", of course was established, with a heavy delivery of appropriate comic valentines for each guest. Dancing was also indulged in, with excellent music. Some 150 persons were present and enjoyed this occasion to the fullest extent.

France Field, Panama Canal Zone, February 14th.

France Field chalked up another errand of mercy to its credit. On January 17th a call was received from President Chiari to bring down a Mr. Gratis, who was very sick at Las Lajas. Lieut. Howard in a DH and Sgt. Besoit in an accompanying ship left France Field immediately, landed at Las Lajas and proceeded to a Zone hospital to deliver the ill man.

The month of January was, indeed, a busy month on the air lines of Panama. On the 6th Lieut. Gaffney with Major Prescott and Major Berry as passengers flew a Martin Bomber to inspect the building of a new landing field at Chame. On the same date Captain Connel and Lieut. Cronau in Martin Bombers, with Mr. Arias, Mr. Norton, Sgt. Kelly and Corporal Wright as passengers, flew to David and rested a few days at the mountain resort of Boquette. On January 11th Lieut. Larson and Lieut. Howard, in Martin Bombers, flew to David with the Jurado brothers to prepare for the coming of Lindbergh and his party. Two days later Lieut. Davidson in a Martin, with Sgt. Meeks, Sgt. Bracks and Corp. Hawkins as passengers, and Captain Harold in the Transport with Sgts. Kelly and Raymond, ferried the supplies to David for the week's outing.

On January 13th the first echelon of Colonel Lindbergh's following left France Field for David. This was composed of Lieuts. Parker, Merrick, LeBrou, Cumberpatch, Percy and King in PW-9s. The next day Colonel Lindbergh, Capt. Simonin and Lieut. Douglass in PW-9s and Lieut. McDonald and Major Prescott in a DH, arrived in David. They were joined by Colonel Fisher, Lieuts. Gaffney and Williams on the 16th. Lieuts. Martin and Bailey brought a Martin and the Transport up on the 21st to ferry back the passengers and unused groceries. The whole party returned on this date.

On the 24th of January Colonel Lindbergh, Colonel Fisher, Capt. Skemp, Lieuts. Gaffney, McDonald and Douglass, in three Amphibians, flew to the Pearl Islands to enjoy a day's fishing. They returned the following day with no fish.

Major Kennedy, from the Office of the Chief of the Air Corps, spent the first two weeks of February as a guest at France Field. He was here to confer and make recommendations as to the building of the new airdrome at Albrook Field, on the Pacific side of the Isthmus. No doubt as soon as he returns to Washington, we will see work started at our new field.

Lieut. and Mrs. Kellogg Sloane, former members of the Panama garrison, now stationed at Bolling Field, spent a month's leave on the Isthmus.

During the first week in February we lost three very valuable members of the Sixth Composite Group. Lieut. Evans left France Field for Mitchel Field. Lieuts. Larson and Gaffney departed on the 7th for San Antonio. They carried with them the best wishes of the officers at France Field.

Major Bock, Lieuts. Zane, Downey and Propst returned from their leaves in the States and seem satisfied to continue their duties at France Field. It is very strange that four bachelors returned sans femmes.

The U.S.S. SARATOGA arrived in Panama on the 4th of February and departed on the 14th for the west coast. While the ship was in dock many interested visitors inspected it, but none were more interested than the officers from France Field. Everyone was very much interested in the work that is carried on and the construction of the ship itself. While in port the flying officers of the Saratoga used Albrook Field as a flying base.

Lieut. E.D. Jones was unsuccessful in trying to sell the hunting breeches that Colonel Lindbergh borrowed from him on his trip up country. We understand that since E.D. has been unable to get his price from them he will send the aforementioned breeches to the Smithsonian Institute.

The Boxing Championships for the Panama Canal Department were held at Fort Davis, C.Z., on the evening of December 23, 1927. Contestants in each of the eight classes were selected by a series of elimination bouts, held at various posts of the Atlantic and Pacific side of the Isthmus.

The finals were evenly divided each side winning four of the gold medals, awarded by the Department. Of the four medals won by the Atlantic side team, two were awarded to men from France Field. Private Cole won the lightweight

championship while Private Felix was crowned king of the walters when he defeated the highly rated Bobby Ray, of the Pacific side team. Most of the interest centered upon the walterweight class, as Bobby Ray was touted to take anything his weight in the Army and had quite a bit of professional experience, prior to his arrival in this Department. But Felix, a clever boxer, outpointed his more experienced rival and was awarded the decision of the judges and the gold medal. Both Felix and Cole are members of the 24th Pursuit Squadron.

In addition to the two gold medals, won in the finals, three bronze medals were awarded men from France Field in the elimination contests on the Atlantic side. Palangan of the 24th Pursuit Squadron taking his bout in the 147 lb. class while Hill of the 25th Bombardment Squadron came through in the lightweight class. Felix fought through the elimination contests as a middleweight and had an easy time in walking off with his bout.

In the semi-finals two silver medals were won by the France Field Team. Hill, of the 25th Bombardment Squadron, due to injuries sustained in training, was eliminated, but his place was ably taken by Cole who defeated his opponent, thereby securing one of the silver medals and the honor to represent the Atlantic side in the finals. Felix also fought through the semi-finals as a middleweight and was declared the winner without a dissenting vote.

After the semi-finals Felix was trained down to fight in the walter class, as it was believed he was the only man who had a chance to take the Pacific representative, Bobby Ray, in camp. The wisdom of this move was proven when Felix came through and defeated Ray, and sent the Pacific side rooters back home wiser, sadder and empty of pocket.

Scott Field, Belleville, Ill., January 21st.

Scott Field will soon be recognized as the rival of St. Moritz and White Plains if present plans and anticipations materialize. The tornado of last September which suddenly swooped down on Scott Field, after its terrific onslaught on St. Louis, carried away with it the greater part of Hangar No. 4. Permission to remove the ruined structure was obtained late in December, and the idea was conceived of placing a curb around the cement floor and flooding it with water during the next cold spell. On the strength of a prediction for plenty of cold weather, Santa Claus was persuaded to be generous with ice skates to the personnel and they were sharpened and shined for a strenuous campaign. Quartermaster pillows, too, have, for some reason unknown become unusually popular.

Orders were received by Captain Charles M. Savage, Lieuts. Orvil A. Anderson and Lester M. Rouch, sending them to the Philippines for a two-year sojourn. As was spoken by a foremost soldier of ancient days, "The old order changeth, etc." So it is at Scott Field. Old faces are gradually disappearing and new ones take their places.

Preparations for the annual bombing competitions are under way and excellent results are being secured. Bombs are being dropped from TC-type ships upon the bombing range just east of the airship hangar. A canvas 20 feet in diameter is beginning to look like a piece of cheese cloth from the effects of the well placed bombs. Captain Kepner, a member of the winning team in last year's competition, has charge of the preparations and is expected to pick the teams to represent Scott Field.

Langley Field, Hampton, Va., March 2nd.

19th Airship Company: On February 21st the Company held its annual organization day celebration. The program began at noon with a special chicken dinner. At 1:30 P.M. the entire company assembled on the parade grounds, where an athletic program was staged. Lieut. L.F. Young, the Company E. & R. Officer, ably assisted by Lieut. R.R. Gillespie and Warrant Officer R.E. Lassiter, officiated as field judges.

The first event was a tug of war between the hangar detail and the company detail, better known as the bull gang. The bull gang won this event in an easy manner by sheer weight, main strength and awkwardness. The fifty yard sack race was won by Corporal Benecick, while Private Spiatto devoured the potato race. The next event was the fifty yard three-legged race, which was captured by Corporals Hetrick and Kowaleski in easy fashion. These two men ran like one and

showed signs of much practice. The time was 6½ seconds. The final event on the program for the afternoon was an indoor baseball game played outside between two selected teams from the company at large, the "Heliums" and "Hydrogens". The "Hydrogens" being lighter and therefore much faster, managed to eke out a victory by the score of 15 to 14 in seven innings. In the evening, beginning at eight o'clock, the remainder of the program, consisting of boxing, wrestling, tumbling and a few novelties suggested by Lieut. Young, were staged in the company recreation room. This was preceded by a reading of the company history with comments by Lieut. A.I. Puryear, the Company Commander. The first event was a battle royal, and was won by Private Friend. The next fight, brought together Privates Hill and Nethkin for the "Helium" weight championship of the company. These men fought so courageously and bitterly that an extra round was ordered to determine the winner, but at the end of the extra round the fight was called a draw and both men were given a first prize. In the light weight division Private Hartsough outpointed Private Jennings by a shade, and Private Abrams had the best of his argument with Private Rose in the heavy class. The last scheduled contest of the evening was a wrestling match between Privates Frank and Eckret. Each man was credited with a fall by the referee, Lieut. U.G. Ent. After the regular program the company acrobats Privates Kelly, Frank and Russler, gave a demonstration of tumbling, which proved to be one of the best events on the card. There was also an egg rolling contest which was won by Corporal Kowaleski and the pie eating contest, in which Private Biggs was declared the winner. Throughout the program cigars, cigarettes, sandwiches and drinks were passed around.

Captain Charles P. Clark, commanding the 19th Airship Company, was ordered to Edgewood, Maryland, Chemical Warfare School on temporary duty for the purpose of taking the Line and Staff Officers Course of instruction for approximately ten weeks. Captain Clark left on February 12th. 1st Lieut. William J. Flood assumed command.

On February 13th Captain E.S. Schofield, pilot, with Corporal L. Hunter, recorder made a free balloon flight of twelve hours and forty-seven minutes, landing at Bacon Castle, Virginia.

Lieut. William J. Flood was ordered to the Air Corps Advanced Flying School, Kelly Field, Texas, for the Special Observers course beginning March 1st. Upon the departure of Lieut. Flood, 1st Lieut. A.I. Puryear assumed command of the organization.

On February 17th, at about eight o'clock the airships TC-5-251 and TC-10-254 left Langley Field for Bolling Field in formation flight for the purpose of training officers who are stationed at Washington, D.C., and who are attached to this organization for flying duty.

The 19th Airship Company, representing Langley Field in the Virginia Soccer League, finished the season just closed in first place. The company team, playing against teams representing Newport News, Norfolk, and Ocean View, ran rough shod over all opponents in the latter part of the season. In the last game the team, playing against Ocean View, established a season's record score of 7 to 0.

96th Bombardment Squadron: During the past week this organization had a total of 51 hours, 40 minutes aircraft time, consisting of 75 flights. Missions participated in during this period were bombing, cross-country, night flying and miscellaneous flights.

On February 20th, this organization made a night raid on Byrd Field, Richmond, Virginia. The first plane left the ground at 6:00 P.M. and the remaining planes cleared at five minute intervals. The object of this was to launch a large number of individual attacks upon an objective during the hours of darkness. All of the attacks were simulated, but actual conditions were paralleled as closely as possible. After reaching the objective and simulating the raid all planes returned to Langley Field, landing at five minute intervals.

Four planes of this organization with a crew of four officers and twelve enlisted men, made a cross-country flight to Middletown, Pa., on February 21st. Each plane was loaded with one spare Liberty 12-A motor and, all with the exception of one plane which to date has not cleared Middletown, Pa., returned to this station on the same date.

Lieut. O.P. Hebert, of this organization and three passengers returned from a cross-country flight from Mitchel Field, Long Island, New York, February 12th. En route to Mitchel Field Lieut. Hebert stopped over at Phillips Field, Aberdeen Proving Ground.

Six planes, on February 13th, participated in a formation flight to Richmond, Va. (Byrd Field). The object of this flight was to maneuver from a small field.

Rockwell Air Depot, Coronado, Calif., February 17th.

A little jaunt to San Francisco and back between breakfast and dinner is a mere trifle in the life of Lieut. B.R. Dallas, Rockwell Field flyer. He made the round trip in 7 hours and 19 minutes flying time, but spent a little more than two hours in the Bay City. His trip actually took him ten hours. Leaving here at 6:10 A.M., he reached San Francisco at 10:10 A.M.; took off on the return trip at 12:51 P.M., and glided to the North Island field shortly after 4 o'clock. In his flight he averaged more than 100 miles an hour, as the distance he covered is in excess of 1000 miles.

Brigadier-General Ralph H. Van Deman, 6th U.S. Infantry Brigade, and Staff, recently arrived for station at Fort Rosecrans. The military commands in the vicinity of San Diego, i.e., Rockwell Field, Fort Rosecrans and Camp L.J. Hearn, pooled their resources, and on February 16th gave a reception at the Officers' Club at Rockwell Field, in honor of General and Mrs. Van Deman, the officers on General Van Deman's staff and their wives. The Club was attractively decorated with greens and plants borrowed from the Naval Air Station. The U.S. Grant Hotel orchestra was hired for the occasion. Increased ferry service was provided by the San Diego-Coronado Ferry Co., to enable visitors to return to San Diego until 1:30 A.M. Approximately 500 people attended. The Commandant, 11th Naval District, Rear Admiral J.S. McKean and Staff, Commanding Officers of Naval and Marine Corps units, and representatives of other governmental activities attended, as well as representative citizens in San Diego. This is the first function of its kind attempted at Rockwell Field, and was a marked success.

Lieut. F.J. Koenig, with Sgt. Van Sickel, from the office of the Air Officer 9th Corps Area, arrived at the Rockwell Air Depot in the interest of reserve activities on Feb. 16th and returned the following day.

The following officers from March Field visited this Depot during the past 15 days: Captains Edwards, Peters, Boland, Lieuts. Pitts, Robinson, Kenney, Allison, Taylor, Plummer, Owens, Glasscock, Post, Schramm, McCullough, Bassett and Harper.

Major A.L. Sneed, Captain L.M. Field and Lieuts. O.P. Gothlin, Jr. and R.M. Robbins made trips to March Field within the last 15 days.

On February 9th Major J.H. Houghton, with Captain E.E. Giffin, made a cross-country flight to Clover Field, intending to return the same day. They were compelled to stay over until the next day, however, on account of high winds, which at times reached a velocity of 65 miles an hour.

Lieut. Ray Clark, with passenger, made a cross-country trip to the Western Air Express at Los Angeles, returning same afternoon.

Lieut. George A. Jones, Reserve, and Lieut. Dean Ferran, Reserve, arrived Feb. 13th from Crissy Field in a Douglas O-2. The latter returned the following morning. Lieut. Jones was called to his home in San Diego on account of the death of his father.

Lieut. W.R. Taylor, with Sgt. W.L. Klutz, arrived here Feb. 14th from the 15th Photo Section, Crissy Field, for the purpose of taking aerial photographs of the Rockwell Air Depot, required by the Chief of Air Corps for historical record purposes.

Fort Crockett, Galveston, Texas, February 29th.

On the evening of Feb. 13th, on the occasion of the visit of the British Cruiser CAIRO to Galveston H.M. Consul, Mr. F.W. Paris, and Mrs. Paris, held a ball for the visiting officers at Hotel Galvez, which was largely attended by officers and ladies of Fort Crockett.

On the following morning official calls were exchanged by Captain Troupe of the CAIRO and Major Frank D. Lackland, Commanding Fort Crockett and the Third Attack Group.

On February 15th, 150 enlisted men of the Royal Navy and the Royal Marines were entertained at a holiday dinner at the squadron messes by the 8th and 90th Attack Squadrons and the 60th Service Squadrons. This was followed by a soccer game on the Fort Crockett parade ground between the British team from the cruiser and the 3rd Attack Group team, in which the Britishers took the

honors. In the evening the officers of the 3rd Attack Group received and entertained at a Military Stag Dinner the Captain and officers of the CAIRO at the Air Corps Club, Fort Crockett. The evening, after dinner, was spent lounging in the Club, during which the seagoing gentlemen and the Attack Group officers became thoroughly acquainted to the accompaniment of violin solos by Lieut. Earl C. Robbins, with Lieut. Reginald Heber at the piano, and Lieut. Wm.R. Sweeley with his inimitable exhibition of black magic. A three-piece Southern colored orchestra throughout the evening added to the entertainment and amusement of the guests. The bright spot of the evening occurred when the Executive Officer of the CAIRO, upon looking up at a decorated fifty pound bomb, suspended from the ceiling, exclaimed, "I say, what would happen if one of those Aerial What-nots fell in one's soup?"

On the evening of February 17th, the Enlisted Personnel of Fort Crockett and the Attack Group gave a dance at the Crystal Palace Ballroom for the Sailors and Marines of the CAIRO, about 300 couples attending.

At the same time the officers and ladies of the Air Corps Club entertained at dancing in honor of the British Naval Officers. About two hundred officers and ladies and civilian guests were present. The ballroom of the Club was decorated with a combination of United States and British flags and colors.

In retaliation, the officers of the Cruiser gave several formal and informal teas and dances on board for officers and ladies of the post and for bachelor officers. These occasions were all marked with the extremely cordial courtesy of the British sailor gentleman.

A daily, informal, Eleven A.M. "At Home" in the wardroom of the CAIRO was attended by Attack Group officers, when duties allowed, resulting in many close and valued friendships being formed.

In spite of pressing invitations to lengthen the visit at Galveston, the CAIRO concluded its stay at this port February 20th, by sailing for New Orleans to keep to its schedule on the "Good Will Cruise", leaving behind many pleasant memories, coupled with the hope that she may soon return to renew the happy acquaintances and friendships formed between the British Naval and Army Air Corps personnel while here.

Operations: During this period the Attack Group operations are being concentrated on formation flying and attack missions, coupled with usual cross-country training flights which include various avigational problems such as time scales, various methods of course computation, etc.

A new Magnetic Orientation Table was installed on the airdrome, constructed of concrete with wheel depressions, arranged for quick efficient operation in "swinging ship".

On February 28th, fifteen student pilots in DHs visited the Attack Group Airdrome on a training flight from Brooks Field.

Athletics: On February 29th, the monthly Athletic Field Meet of the Fort Crockett and Third Attack Group, was held on the Fort Crockett parade under the supervision of Lieut. Howard M. Turner, Athletic Officer, all members of the command attending.

Results of the meet were as follows:

60th Service Squadron	27 Points.
Hdqr. Det. Third Attack Group	17 "
90th Attack Squadron	15 "
8th Attack Squadron	13 "
Special Troops	0 "

18th Pursuit Group, Schofield Barracks, T.H., February 2nd.

An airways flight was made to the Island of Hawaii and return in the Fokker C-2 on January 30th. Captain Lowell H. Smith and Lieut. Griffith were the pilots and the following passengers were carried: Lieut.-Col. John H. Howard, Air Officer, Hawaiian Department; Major Henry J.F. Miller, C.O., 18th Pursuit Group; Mr. A.W. Van Valkenburg, President Honolulu Chapter, N.A.A.; Lieut. N.D. Frost, Radio Operator; Lieut. Rivers, Photographic Officer, and Tech. Sgt. Schmidt, Mechanic. The flight was made for the purpose of photographing landing fields on the various islands of the Hawaiian Group.

Ex-Senator Wadsworth, accompanied by Major General Fox Conner, our new Department Commander, made an informal inspection of Wheeler Field on January 23rd, and both expressed themselves as well pleased.

Major-General William B. Smith, until recently the Department Commander, departed for the mainland on January 25th Transport. The Group gave him a good send off with an Aloha Flight of twelve PW-9s, accompanied by the Trans-Pacific Fokker.

Friday, January 20th, being the first anniversary of the 18th Pursuit Group, all duties were suspended, and appropriate sports, arranged by Lieut. Alkire, Group Athletic Officer, were indulged in.

The first event of the day was a 15-mile relay race between the 6th and 19th Squadrons, the first named organization winning by a hair with the fast time of one hour and 20 minutes. Five officers and 55 enlisted men from each squadron took part in the event, each running a quarter mile. The race was replete with thrills, honors being about even during most of the gruelling grind, until the last lap, when the Sixth pushed into the lead, holding it to the tape.

Odds were freely offered that Lieut. Griffith, who has not exactly lost any weight during his tour in the Paradise of the Pacific, would not be able to finish the quarter mile; he fooled the wise ones, however, and stepped the distance in fast time.

Next on the program was a fast volley ball game between the officers of the 6th and 19th Squadrons, the latter outfit coming out on the long end of the score after a hard fought contest.

Private Evans of the 19th Squadron then challenged Staff Sgt. Catling of the 6th Squadron to a mile and three-quarter run, Evans winning handily.

The best event of the day was the chicken dinner served by the Sixth Squadron. Lieut. Weikert, the distinguished Mess Officer of this outfit, outdid himself.

In the afternoon a baseball game was played, Wheeler Field against the Luke Field veterans, Island champions for the last two years. We will pass over the sad event lightly -- Wheeler Field being on the wrong end of an 8 to 1 score. The visitors showed a classy brand of baseball.

On January 17th the Group participated in a Divisional Review with a fifteen ship PW-9 formation, with the Fokker Transport in the lead.

Brooks Field, San Antonio, Texas, February 28th.

The class graduating from the Primary Flying School on March 3rd, consisting of four regular officers, seven reserve officers, two National Guard officers, two foreign (Peruvian) officers, 29 Cadets and one non-commissioned officer, were guests at a graduating dance given in their honor by the officers and ladies of Brooks Field on the evening of February 21st. Many other guests from Fort Sam Houston and Kelly Field were also present, and a delightful party was enjoyed by all.

Lieut. Signa A. Gilkey piloted the DT-1 transport to Marfa, Texas, for the purpose of ferrying to this station Colonel C.S. Babcock, Cavalry, and his staff consisting of Lieuts. B.W. Justice, C.K. Darling and W.L. Fisher, all of the Cavalry.

Major C.B. Oldfield, Lieuts. Ramsey and Bryte, of this station, flew cross-country February 18th to New Orleans, La., and while there witnessed the annual Madri Gras.

Lieut. Howard Engler flew to Oklahoma City February 18th, while Lieut. Glenn also piloted Lieut. J.J. Williams, of Selfridge Field, to the same destination.

All student officers of the graduating class at Brooks Field were scheduled to fly to Houston on March 3rd to be present at the opening of the new Municipal Airport at that place.

Chanute Field, Rantoul, Ill., February 23rd.

Despite adverse weather conditions, Lieut. McCune flew an O-2 from Wright Field, Ohio, on February 14th, with Major W.C. McChord as passenger. They successfully completed their trip at about 1:00 P.M., when Lieut. McCune returned to Wright Field.

On February 13th Lieut. Redman, flying a CO#4, with one passenger, made the trip to Chanute from Dayton, Ohio, and returned the same day. Captain Tillinghast made a short stay at this post, returning to Wright Field early on the 13th.

Capt. Duncan, Air Officer, 6th Corps Area, with headquarters at Chicago, flew to Chanute on Feb. 17th for the purpose of obtaining a parachute left here.

Capt. Duncan was notified of the poor landing conditions at the Municipal Airport, so he decided to stay over for a little while at Chanute. He was forced to return to this post after a non-successful attempt to push his way through the snow flurries that beset his path between here and Chicago.

Lieut. Palmer, flying a Curtiss O-11, arrived at Chanute on the 20th, a day after he had taken off from Wright Field. He was forced down at Schoen Field, Ind., the night of the 19th due to the ever-prevalent bad weather.

Lieut. Carson, piloting a Douglas O-2, flew to Wright Field, Sunday afternoon in the face of the stiff wind that was blowing. He arrived safely at his destination at 5:20 P M.

Lieut. K. Matsumara, Japanese Army, is taking a course of instruction in photography at the Technical School.

The parachute class completed their course of instruction under Technical Sgt. "Tug" Wilson on Feb. 16th. The four men who comprised the class made very satisfactory jumps from an altitude of 2,000 feet. They were brought to this height in a Douglas O-2 piloted by Lieut. Hobert R. Yeager. The jumpers were Donald Hildesheim, 94th Pursuit Sqdn. and Martin Tedball, 57th Service Sqdn., of Selfridge Field, and Donald Parks and Edward Ballash, Air Corps, unassigned.

The Parachute Department at Chanute Field folds, drop-tests and delivers all parachutes belonging to Corps Area Headquarters and all National Guard outfits that are adjacent. Of all activities on the field, the Parachute Department is one where absolute accuracy is required. One little misplacement of the fabrics and working parts may mean death to the flyer who trusts the chute enough to jump with it.

Chanute Field, Rantoul, Ill., March 1st.

There were a few cross-country trips the past week, although the weather as a whole seemed favorable for a greater number. Major W.C. McChord and Capt. J.J. Devery flew to and from Bowman Field, Louisville, Ky. in an O-2. Major McChord left soon after by rail for Kelly Field, Texas, where he will be a student in the Special Observation Class commencing March 1st. Major D.G. Hefferman assumed command of the Post.

Lieut. Bartron, flying a T-4, went to Wright Field at 9:05 A.M., Saturday, arriving there around noon.

Lieut. Barcus arrived here from Selfridge Field at 12:30 P.M., Sunday, and took off an hour later for his home station.

Lieut. Roberson flew a PW-9 to Scott Field on the 27th, and Lieut. Wolfe arrived from the east with his Douglas Transport, carrying six passengers. He was delayed a few days by inclement weather, but finally got to Chanute with the load of prospective students.

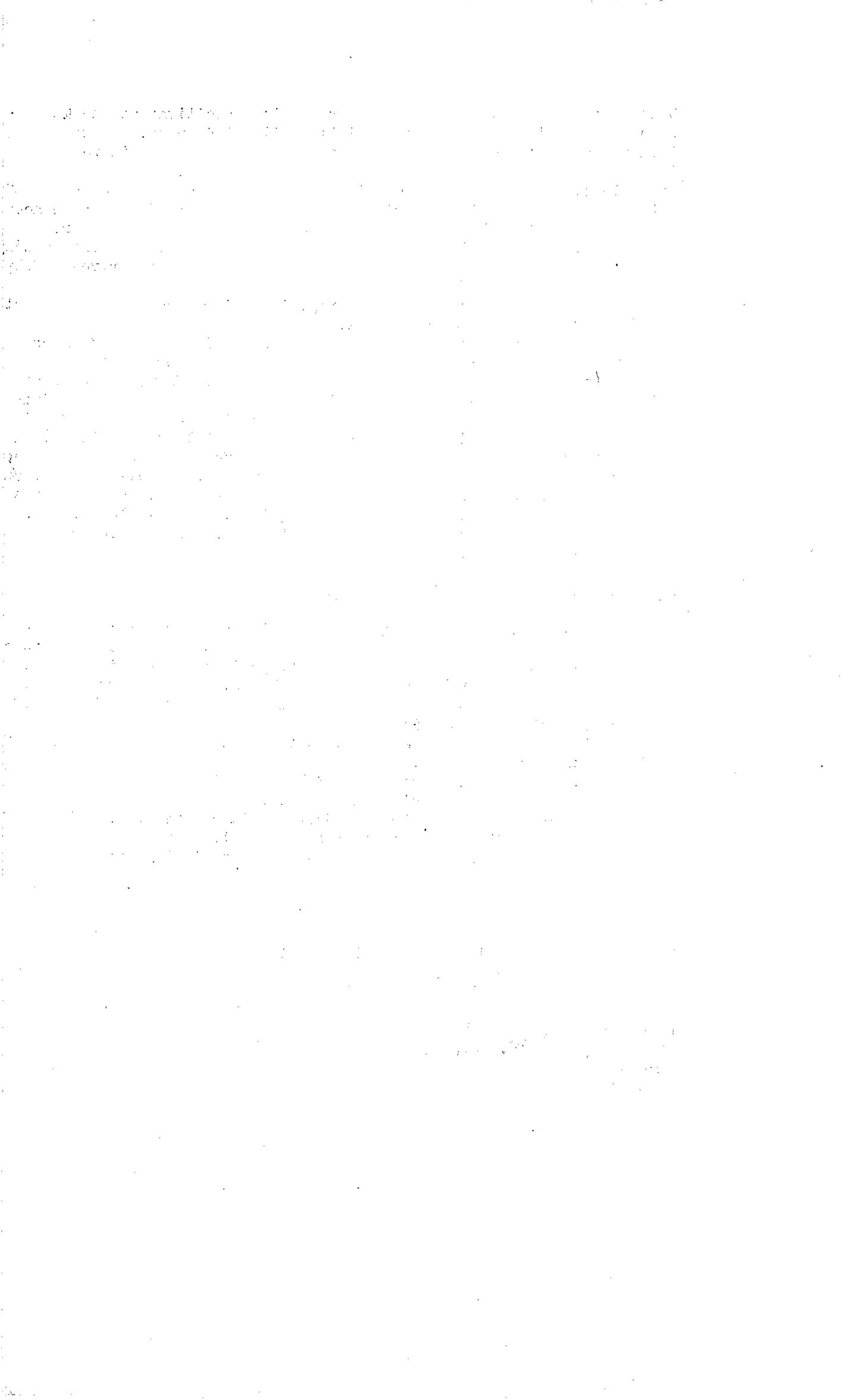
March Field, Riverside, Calif. ???????????

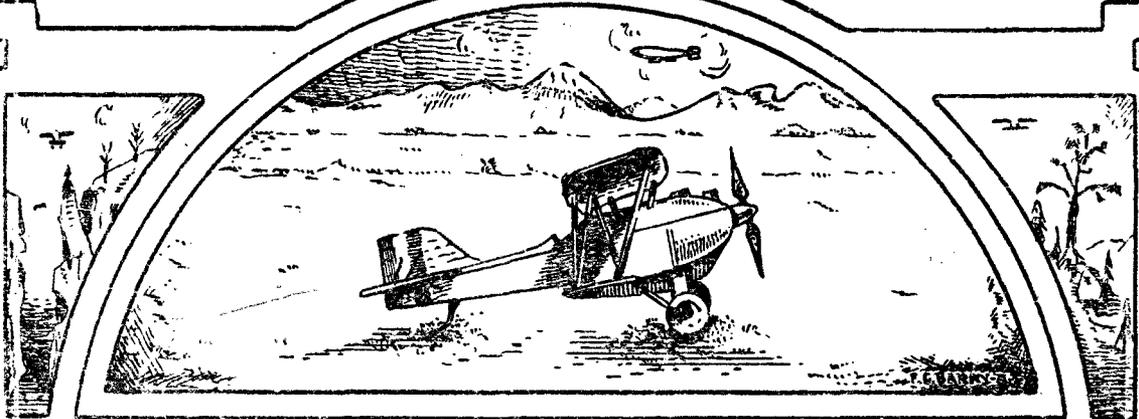
Marshall Field, Ft. Riley, Kansas ???????????

Fairfield Air Depot, Fairfield, Ohio ???????????

Pope Field, Fort Bragg, N.C. ???????????

Middletown Air Depot, Middletown, Pa. ???????????





Air Corps
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News = =
= = **Letter**



— ISSUED BY —
OFFICE CHIEF OF AIR CORPS
WAR DEPARTMENT
WASHINGTON, D. C.

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Information Division
Air Corps

March 31, 1938

Munitions Building
Washington, D. C.

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

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SEPARATE PROMOTION LIST FOR AIR CORPS

Three bills were introduced in this session of Congress for the purpose of creating a separate promotion list for officers of the Army Air Corps.

S. 2595, introduced in the Senate on January 16th by Senator Robinson, of Arkansas, provides for the establishment of an Air Corps promotion list upon which all Air Corps officers below the grade of brigadier general shall be arranged among themselves in the following manner:

1. All officers of the Air Corps as of July 1, 1927, shall be placed on the Air Corps promotion list in the same relative positions which they occupy on the single promotion list.
2. All officers commissioned in the Air Corps after July 1, 1927, shall be placed on the Air Corps promotion list according to length of commissioned service.

Promotion to the grade of 1st Lieutenant shall be made after three years of commissioned service; to the grade of Captain after seven years' commissioned service; to the grade of Major after twelve years' commissioned service; to the grade of Lieutenant-Colonel after eighteen years' commissioned service; and to the grade of Colonel after twenty-five years' commissioned service.

The number of Air Corps officers in the grade of Colonel shall be not less than 4 nor more than 6 percentum and the number in the grade of Lieutenant-Colonel shall be not less than 5 nor more than 7 per centum of the total number of Air Corps officers on the Air Corps promotion list. The aggregate number of Air Corps officers in the grades of Colonel, Lieutenant-Colonel and Major shall be not less than 26 nor more than 40 per centum of the said total number of Air Corps officers. In so far as necessary to maintain said minimum, Air Corps officers of less than required years of commissioned service shall be promoted to the grades of Colonel, Lieutenant-Colonel and Major, and only in so far as their promotion will not cause said maximum of 40 per centum to be exceeded shall officers who have completed twelve years' service be promoted to the grade of Major.

The bill further provides that Air Corps officers may, upon their own request or at the discretion of the President, be transferred in grade to the retired list after thirty years' commissioned service. Each year of flying service shall be computed as two years of commissioned service, and such officers shall be retired in grade upon reaching the age of 54 years unless service in the grade of general officer by detail, in which case he shall be retired upon expiration of such detail. The pay and allowances of such retired officers shall be 75 percentum of all their pay immediately prior to retirement.

It is explained in the bill that the words "flying service" shall be considered as meaning commissioned service during which participation in regular and frequent aerial flights has been, is, or may be required by competent orders, and shall include any period of illness or hospitalization, or leave of absence which is both preceded and followed by actual flying service.

H.R. 9366, introduced in the House of Representatives on January 16th by Representative Dickstein, of New York, is a similar bill to S. 2595.

H.R. 12199, introduced in the House of Representatives March 19th by Representative Furlow, is in most respects similar to Senator Robinson's bill, viz: the number of years' service required for promotion to the respective grades; the limitation upon the percentage of officers in the grades of Colonel, Lieutenant-Colonel and Major; the computation of each year of flying service as two years of active service, and the retirement age.

The bill differs from S. 2595 in the following respects:

1. That the Secretary of War shall cause to be prepared an Air Corps promotion list upon which shall be placed the names of all Air Corps officers of the Regular Army below the grade of Colonel.
2. When an officer of the Air Corps has served 30 years either as an

officer or soldier he shall, if he make application therefor to the President, be retired from active service and placed upon the retired list.

3. Officers of the Air Corps who become physically disqualified for all types of flying shall be eligible for retirement.

Colonel Charles A. Lindbergh, who at this writing is in Washington and who is having a busy time taking up various members of Congress for sight-seeing trips over the Capital City, was invited by the Senate Military Affairs Committee and the House Military Affairs Committee to appear before each regarding aviation matters, particularly conditions affecting the flying personnel.

Colonel Lindbergh's statement on March 21st before the Military Affairs Committees of both the Senate and the House was as follows:

"Upon your invitation I am appearing before this committee to make some general observations with regard to Army Air Corps personnel. It is my understanding that there are under consideration in Congress legislative proposals intended to increase the efficiency of the Army Air Corps and directly affecting the commissioned personnel of that important branch.

In a letter to Congressman Furlow I stated, 'I am earnestly in favor of any legislation that will give to the officers of the Army Air Corps rank and pay that are just compensation for the service rendered and the risk connected with the service. It is clear that this condition does not now exist.'

It is obvious that rank should be an emblem of command and responsibility as well as a reward for service. It has been my observation that officers of the Army Air Corps in many cases have rank quite junior to that expected in the positions they hold. Active military flying is today essentially a young man's occupation and this means that special considerations enter the problem of securing the maximum benefit from the limited years of active flying service. The rate of promotion is thus influenced.

Military flying will always be hazardous. Many of the safety factors that apply to commercial aviation must, in war planes, give way to speed, greater fire power, larger bomb loads and other desirable military characteristics. Combat will require decidedly different maneuvers from commercial flying. Casualties among military flying personnel are consequently relatively high. This great rate of attrition requires special consideration in providing replacements. If a flying officer meets his death the vacancy should be filled by an Air Corps officer of equal experience.

Military missions require skill and entail danger that call for pilots of unusual qualities. Adequate reward is necessary to attract and hold the type of officer needed. Especially is this true in the present stage of the rapid growth of the aeronautic industry which doubtless will offer attractive connections to experienced pilots and administrators. It is discouraging for an officer to remain too long in a junior grade - several have already sought civil positions. Undoubtedly morale would be greatly enhanced if officers could see a brighter future in the service.

I believe our Air Forces should constitute a first line of defense - they must be ready to take the initiative when danger threatens our nation - there may be no time permitted for preparation. Efficiency will be gained by proper peace time provisions to care for the personnel. The expectancy of life for the flying officer is far less than in other occupations, the rate of attrition is high, the strain on the physical resistance from combat flying is excessive, the period of greatest flying efficiency is limited, responsibilities of air officers are heavy, promotion for a large proportion appears to have stagnated, these observations have led me to believe the problem of the air officers is special and requires consideration by itself."

It is understood that hearings before the Congressional Military Affairs Committees on legislation affecting the Air Corps will be held at a later date this session.

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IMPROVEMENTS AT MAXWELL FIELD, ALABAMA

Many changes have been noted at Maxwell Field for the first two months of this year. The new barracks building is about two-thirds completed; the new noncommissioned officers' quarters will be ready for occupancy in a short time; the main road has been widened and proper drainage provided. The State of

Alabama has furnished young trees for planting on the Post.

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CLAIMS RECORD TIME FOR SINGLE SEATERS

Lieut. Thomas D. White, Air Corps, at the present time on duty in Peking, China, studying the ways of the inhabitants of the Celestial Empire, particularly their language, claims that he has the most time for single seaters for the year in the Air Corps. No one will care to dispute Lieut. White's claim, since the single seaters he refers to are ginrikishas.

Seriously, however, Lieut. White manages to secure his flying time regularly, going to Hsin Ho, where the Marines under General Butler are stationed, for that purpose. The Marines have a composite squadron of about 20 ships at this base, comprising Amphibians, DH's and PW-9's. Lieut. White speaks in glowing terms of his treatment by the Marines and characterizes them as a fine bunch who are much in sympathy with the Air Corps.

In addition to Chinese, Lieut. White is also studying the Russian language.

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LANGLEY FIELD AIRMEN FLY TO SOUTHERN CITIES

A squadron formation of five LB-5 airplanes of the 20th Bombardment Squadron, with ten officers and 14 enlisted men, departed February 25th from Langley Field, Va., to Atlanta, Ga., on a cross-country navigation and training mission. At the intermediate stop, Pope Field, the formation was refueled within one and one-half hours after landing.

When a flying wire snapped, the second to break on the same side of the fuselage within an hour, 2nd Lieut. Ward J. Davies selected a field and landed, which happened to be near Starr, S.C. The engineering airplane also landed. The flying wires were taken to Anderson, S.C., where they were welded. Lieut. Davies, followed by the engineering plane, departed for Atlanta at 5:10 p.m., and upon arrival there they rejoined the formation about 15 minutes after dark.

That night parachute flares were dropped by a three-plane formation engaged in a night bombing mission. According to report, these flares created considerable interest on the part of the spectators, and this probably accounted for the crowds that swarmed on the field the following day. That the interest was favorable to aviation is evidenced by the fact that local commercial aviators stated that they had a record day carrying passengers on sightseeing flights.

On the return flight from Atlanta to Langley Field, 2nd Lieut. F.F. Fair was forced to land at Rock Hill, S.C., because of motor trouble. Lieut. Fair, accompanied by the Engineering airplane, arrived at Langley Field the following day.

A four-ship cross-country mission, led by the Commanding Officer of the 49th Bombardment Squadron, departed from Langley Field for Augusta, Ga., on February 25th. The flight going and returning was made without incident except for one forced landing, due to motor trouble, at Williamston, N.C.

The pilot of the incapacitated airplane telephoned Langley Field that a new motor was required. The following day at 12:00 o'clock, an NBS-1 arrived at Williamston with three mechanics and with a new motor swung in the bomb bay of the airplane. The old motor was removed and crated, the new motor was uncrated and installed, and the incapacitated airplane was ready to resume its flight at 2:15 p.m. on the following day.

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AT-4 AIRPLANE MAKES GOOD SHOWING AT ADVANCED SCHOOL.

The 43rd Squadron at the Advanced Flying School, Kelly Field, San Antonio, Texas, was very busy of late putting planes in condition for the next class of cadets coming from the Primary Flying School, Brooks Field. The last class at Kelly Field did some remarkable flying in the pursuit planes, not having a serious accident. The AT-4's have stood the strain of a very severe test in the schooling of a class of student flyers. Most of the planes have been flown 200 hours or more and are good for another 100 hours before being ready for major overhaul.

FLYING TRAINING ACTIVITIES AT MARCH FIELD

February ended the first four months of training for the November, 1927, Flying Cadet Class at March Field, Riverside, Calif. Academic instruction covering the four months was completed well within the time allotted by the schedule. Flying instruction is within the maximum and minimum time limits as set by schedule. The majority of the Flying Cadet class have advanced to that stage of flying where they are ready to start transition flying on the DH type airplane, thereby making the PT's available for the instruction of the March, 1928, class of Flying Cadets.

Enrolled in the March class are 104 Flying Cadets, of which 97 are from civil life and 7 from enlisted status, Regular Army. The old class of cadets are enjoying themselves very much these days with their air of superiority and are rapidly making soldiers out of the new class.

The new Cadet class is housed in pyramid tents, as no barrack room is available. Our Correspondent states that the Flying Cadet uniform has been issued to the new class with the exception of the pants, which the Quartermaster claims will be received sometime in the near future after airplane engines and hangar construction material are unloaded off of them in the transport which is now docked at San Francisco. With that part of the uniform which the new class possesses they present the appearance of a band of Igorotes on dress parade.

The Flight Surgeons and Orientator Board have been enjoying themselves very much since the arrival of the new class. The results of their tests have not been compiled yet, but it is probable that a few of the would-be military pilots will fall by the wayside before ever starting on their flying training.

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ARMY AIRMEN ATTEND OPENING OF AIRPORT AT HOUSTON, TEXAS

As the guests of the Houston Chamber of Commerce, 36 officers and 20 enlisted men flew to Houston, Texas, March 2nd to attend the opening of the new Municipal Airport at that city. The group, in flights of three planes, took off from Kelly Field, Texas, at 9:00 a.m., and arrived at Houston at 1:00 p.m.

The formal opening of the Airport consumed the remainder of the afternoon. Lieuts. Luther Smith, Earl Partridge and Y.H. Taylor put on an exhibition of acrobatics in the Curtiss AT-4's. Following that they demonstrated to the assembled crowd the method of attacking a low flying "Attack" flight. The students of Brooks Field took off for home during the afternoon, having flown to Houston as a final training cross-country before completing the Primary School course. Kelly Field was thus left alone to open the airport.

The evening was marked by a dinner at the Warwick and an informal dance. Speech making was strangely absent during the dinner hour, and this fact contributed to the enjoyment of the affair.

On Saturday morning a number of the more ambitious pilots crawled out of bed and hailed a bus to the airdrome. Low clouds, which at times became fog, prevented everyone but Major Tinker, Lieuts. Partridge and Taylor from taking off, and of these Major Tinker and Lieut. Taylor turned back a short distance from the flying field. Later in the day a number of pilots took off under low clouds and succeeded in reaching Kelly Field just before dark.

On Sunday morning the weather had cleared sufficiently to allow everyone to leave, and the entire group reached San Antonio about noon.

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DEATH OF CAPTAIN WILLIAM M. RANDOLPH

Friends of Captain William M. Randolph will be grieved to learn of his death recently in an airplane crash. Captain Randolph flew to Gorman, Texas, in an AT-4 on February 15th. Late on the 17th he took off for the return trip, and in turning down wind the ship fell off and dived into the ground. He died on the way to a local hospital.

Captain Randolph reported to Kelly Field on July 11, 1927, and was appointed Adjutant the month following. He had been an active pilot up until the time of his death, going on numerous cross-country trips as well as performing a great amount of miscellaneous flying.

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ENLISTED FLYERS IN THE AIR CORPS

Among the enlisted personnel of the Army Air Corps there are 42 men who hold flying ratings, 23 being qualified Airplane Pilots, 11 Junior Airplane Pilots, 6 Airship Pilots and 2 Junior Airship Pilots. All but one of these enlisted flyers are noncommissioned officers, 15 being Master Sergeants, 8 Technical Sergeants, 10 Staff Sergeants, 5 Sergeants and 3 Corporals. The lone exception is a Flying Cadet who, while holding a commission as 2nd Lieutenant in the Air Corps Reserve by virtue of graduating from the Advanced Flying School, Kelly Field, Texas, is being retained on active duty on Cadet status.

Of interest is the fact that all these men hold commissions in the Air Corps Reserve; 3 as Captains, 7 as First Lieutenants and 32 as Second Lieutenants. With respect to pay, these men are accorded the same privileges as commissioned pilots, receiving in addition to their regular pay and allowances, an additional 50% of their base pay for performing duty involving flying.

The 42 enlisted flyers of the Army Air Corps are listed below, as follows:

<u>Name</u>	<u>Rank</u>	<u>Rating</u>	<u>Reserve Rank</u>
Bennett, Wm. J.	Master Sergeant	Jr. Airship Pilot	2nd Lieutenant
Biesiot, Peter	Master Sergeant	Airplane Pilot	2nd Lieutenant
Bishop, Joseph H.	Master Sergeant	Jr. Airship Pilot	2nd Lieutenant
Brown, Olin	Master Sergeant	Airship Pilot	2nd Lieutenant
Fowler, Thomas J.	Master Sergeant	Airplane Pilot	1st Lieutenant
Gamble, Albert C.	Master Sergeant	Airship Pilot	2nd Lieutenant
Grant, Joe	Master Sergeant	Jr. Airplane Pilot	2nd Lieutenant
Johnston, Douglas	Master Sergeant	Jr. Airplane Pilot	2nd Lieutenant
Kelly, Fred	Master Sergeant	Airplane Pilot	1st Lieutenant
Kolinski, Chester W.	Master Sergeant	Airplane Pilot	2nd Lieutenant
McConnell, Wm. H.	Master Sergeant	Airplane Pilot	2nd Lieutenant
Nendell, Ezra F.	Master Sergeant	Airplane Pilot	Captain
O'Briant, Conrad L.	Master Sergeant	Jr. Airplane Pilot	2nd Lieutenant
Smink, Stewart C.	Master Sergeant	Airplane Pilot	2nd Lieutenant
Wallace, Bernard	Master Sergeant	Airplane Pilot	2nd Lieutenant
Colby, Chester F.	Tech. Sergeant	Airplane Pilot	2nd Lieutenant
Davis, Samuel J.	Tech. Sergeant	Airplane Pilot	2nd Lieutenant
Ertwine, Boyd R.	Tech. Sgt.	Airplane Pilot	2nd Lieutenant
Lee, James A.	Tech. Sergeant	Airplane Pilot	Captain
Miller, Arvin E.	Tech. Sergeant	Airship Pilot	2nd Lieutenant
Newcomb, Byron K.	Staff Sergeant	Airplane Pilot	2nd Lieutenant
Short, Ronald H.	Tech. Sergeant	Airship Pilot & JAP	2nd Lieutenant
Smith, Carlton P.	Tech. Sergeant	Jr. Airplane Pilot	2nd Lieutenant
Wells, Leslie L.	Tech. Sergeant	Jr. Airplane Pilot	2nd Lieutenant
Craine, James H.	Staff Sergeant	Jr. Airplane Pilot	2nd Lieutenant
Guile, Cecil B.	Staff Sergeant	Airplane Pilot	2nd Lieutenant
Haynes, Orvil W.	Staff Sergeant	Jr. Airplane Pilot	1st Lieutenant
Pierce, Fred I.	Staff Sergeant	Jr. Airplane Pilot	2nd Lieutenant
Rosenberger, W.S.	Staff Sergeant	Airplane Pilot	2nd Lieutenant
Samson, Samuel J.	Staff Sergeant	Airplane Pilot	2nd Lieutenant
Turner, Samuel H.	Staff Sergeant	Airplane Pilot	1st Lieutenant
Tyler, Fred O.	Staff Sergeant	Jr. Airplane Pilot	2nd Lieutenant
Wiggs, George A.	Staff Sergeant	Airplane Pilot	1st Lieutenant
Brown, Edward A.	Sergeant	Airplane Pilot	1st Lieutenant
DeWald, Robert M.	Sergeant	Airplane Pilot	2nd Lieutenant
Ellis, Lyman R.	Sergeant	Jr. Airplane Pilot	1st Lieutenant
Gibson, Harry P.	Sergeant	Airplane Pilot	Captain
Murray, Joseph F.	Sergeant	Airship Pilot	2nd Lieutenant
Fisher, Harold B.	Corporal	Airplane Pilot	2nd Lieutenant
Lewis, Harry C.	Corporal	Airplane Pilot	2nd Lieutenant
Riherd, Maurice B.	Corporal	Jr. Airplane Pilot	2nd Lieutenant
Richardson, James C.	Cadet	Airship Pilot	2nd Lieutenant

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AIRCRAFT EXPOSITION AT SAN FRANCISCO

The first annual Western Aircraft Show will be staged at Mills Field, San Francisco's municipal airport, April 11-15, under the auspices of the Junior

Chamber of Commerce. There will be no charge for exhibit space and the public will be admitted free of charge to all the program events.

The show program will include day and night aircraft exhibits and flights at Mills Field, airport conferences, an aviation ball at the Palace Hotel, band concerts, and the projection of the motion picture "History of Aviation", showing the progress of aviation during the past 25 years.

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SECRETARY DAVISON AND GENERAL FECHET VISIT FORT CROCKETT

En route to the Panama Canal Zone by air, Assistant Secretary of War F. Trubee Davison, and Major-General James E. Fechet, Chief of Air Corps, visited at Fort Crockett, Galveston, Texas, for two days. They arrived in two Amphibian planes, piloted by Captain Ira C. Eaker and 1st Lieut. M.S. Fairchild. Engine trouble and bad weather necessitated this two days' delay at Fort Crockett. During the visit at Galveston they were entertained by the officers of the Third Attack Group and by representatives of the Galveston Chamber of Commerce.

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YOUNG AMERICA ANXIOUS TO LEARN TO FLY

Abundant testimony to substantiate the fact that interest in aviation among the young men of this country is growing by leaps and bounds lies in the fact that thus far a total of over 1100 applications have been received by the Air Corps for permission to take the examination on April 10th for appointment as Flying Cadet in the Army Air Corps. Examinations will be held at the various fields and stations throughout the United States as well as in the Insular possessions.

Applications continue to come in at such a rate that it is not unlikely that the number of young men who will take the examination on April 10th will reach approximately 1400. The existing facilities at the two Air Corps Primary Flying Schools (Brooks Field, Texas, and March Field, Calif.) are such that not more than 110 new students can be accommodated at each one. This wealth in the number of applications should insure the Air Corps receiving a high class of young men as student material.

Applications have been received from every State in the Union, also from Panama, Hawaii and the Philippines. The State of California leads in the number of applicants.

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NAVY PRAISES AIR CORPS COOPERATION

In a recent issue of the News Letter issued by the Bureau of Aeronautics, Navy Department, there appears an item concerning the activities of the Aircraft Squadrons, Asiatic Fleet, as follows:

"All pilots have been making night flights. The Squadron's parachutes were taken to Camp Nichols and given drop tests and functioned perfectly. Another example of the fine cooperation which is received from the Army Air Corps is shown here. In this instance they furnished transportation both ways between the dock and the flying field for the chutes, and furnished planes and personnel to do the testing. Six hours time was required for an otherwise three day undertaking."

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NAMES OF AIR CORPS BANDS DESIGNATED

In connection with the organization of Air Corps bands at Kelly Field, Texas; Chamute Field, Ill., and France Field, Panama Canal Zone, under authority of the five-year Air Corps expansion program, the War Department recently announced the designation of these three bands, as follows:

The band at Kelly Field will be known as the "Air Corps Training Center Band"; the one at Chamute Field as the "Air Corps Technical School Band"; and the one at France Field as the "6th Composite Group Band, Air Corps." These units may be administered, messed and supplied as provided for regimental bands.

THE SECOND OBSERVATION SQUADRON GOES TO WAR ✓

By the News Letter Correspondent

"Sixteen hours on a coal men's barge,
Yo, ho, ho, and a battle with crumbs."

With all due apologies to John Silver, we have to rearrange his famous song. But why apologize at this late date when, right at the time, we were all so thoroughly in accord with Sherman's version of war that the mere mention of an apology would have brought forth a burst of oaths and expletives hardly up to present day censorship standards and only too reminiscent of the "40 and 8" days.

But we did survive those 16 long hours on the barge and finally chugged our way through the mud to a landing at Orani, Bataan, thirty miles from home (note the famous Q. M. gait $\frac{1}{2}$ MPH). Prior to this trip, not so many of us had ever ventured quite so far from our tropical island retreat, and we can't see yet just why we had to leave this time, unless it was on account of that mimic war over there that we had heard so much about.

Anyway, there we were, bag and baggage; located ourselves in the foot-high stubble of an unworked rice paddy and in two hours' time had a complete camp in operation, wires strung for electric lights, fire in the field range and the aroma of coffee, slum and stewed prunes assailing the nostrils with just enough strength to tantalize and disorganize the mental faculties into one jumble of questions which could all be summed up in "when do we eat?"

Following five full days of work, fun, and getting acquainted with the home guard, preparations were started for the trip homeward. The work during these five days consisted of putting the Amphibians through their paces for a total of 37 hours; servicing and keeping them in condition; hauling supplies, and performing the usual camp police. The fun, of course, resolved itself into an endless round of carrying in casualties - oh, yes, we suffered a few, such as sunstroke, seasickness, homesickness, headaches, and the sad drowning of the Grande twins. For lack of water, the picturesque September Morn acts, in a bucket, could be frequently observed behind the tents.

Came the end of the fifth day and with it the news that the Red Army had had its hide so thoroughly tanned by the Blues that it was hightailing it at high speed for points north. Of course, we don't know who the Reds were or why the Blues wanted to lick 'em and, further, just how badly they got licked. But if the Philippine Division administered a wallop to those Reds of the same caliber as that which their Rear Echelon (yes, that's us) gave to Gen. Nebra and his henchmen at Orani, we're sorry for those Reds, twice over.

With the war over, we were routed out at four o'clock the morning of the sixth day and, not unlike the Arab, folded our tents, but here we put one over on the Arab, for we noisily stole away - didn't have to sneak out. By 7:00 a.m. we were aboard our good ship, the coal barge, and we were steaming toward the Rock with that hard to describe feeling of mingled sadness and gladness. The camp as a whole proved a real, wholesome relief and diversion from the usual humdrum routine of garrison life and there were few, indeed, who would not have gladly remained for another month.

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WE HEAR FROM THE BOSTON, MASS. AIRPORT ✓

An enlisted man of the Air Corps, on duty at the Boston Airport, addressed the following letter to the Editor:

"This station heretofore has not contributed news or information of any kind to the News Letter. We like to read it, and through it keep posted on activities and as to what is going on at other air stations, and we have come to the conclusion that some news and information from here may be of interest to other readers.

For those who have never been in this part of the country, and others who perhaps have never heard of Boston Airport, it may be good for them to know that the government does maintain a flying field at Boston, with Regular Army Air Corps personnel, 'tho not many.' The principal reason for this station is the training of the Reserves, this comprising 75% of the work here.

The Airport is located east of Boston inner harbor at Jeffries Point, East

Boston, about two miles southeast of Boston Navy Yard, and on the opposite side of the harbor from the 1st Corps Area Headquarters.

The field, that is the landing area, is Tee shaped with stem running Northwest by Southeast, and cross of the Tee or cross bar running Northeast by Southwest. Both runways are about 1600 feet long and about 300 feet wide. The entire landing surface is covered with black cinders and very good for landing most any ship. The field is surrounded by water on three sides. The other (west side) is connected with the mainland. Approaches are excellent from all sides, as toward the City no buildings are nearer than one-half mile.

There is no question but that this Air Station is the most ideally located air field in the country. The center of Boston can be reached within fifteen minutes by street car or subway, and the only thing needed to make this the best flying field in the country is to spend some money to enlarge the field and to move hangars and buildings from the center of the field to one side of it.

The Regular Army has two hangars, office and operations building, with an extension made into quarters for enlisted men. Another smaller building is used for washing and bathing purposes. These buildings, aside from the hangars, were built by Army personnel on duty here from salvaged material obtained from various Army posts near here. The buildings so erected are not elaborate, but they are fairly good and comfortable.

The personnel on duty here consist of two officers and eleven enlisted men, the latter being members of the 1st Observation Squadron, Mitchel Field, on detached service here. The equipment at the present time consists of one old wooden DH4B, one O2 Mail plane, one Vought (which is being repaired), three PT-1's and one Curtiss A-3. The A-3 is assigned for use of the Commanding General, 1st Corps Area, who since and during the flood period in New England has flown over 50 hours and, from the General's idea of traveling, he no doubt will pile up some flying time during the spring and summer months, as he emphasizes the fact that his future travel will be by the air route, hence the A-3. This plane was ferried from Wright Field to Boston by our new commanding officer, 1st Lieut. Donald G. Duke, who took command of the post on March 14th, relieving Captain Horace N. Heisen, transferred to Fort Crockett. Lieut. Duke has been on duty here since February 25th, when he reported from leave. Of course, we hated to see Captain Heisen leave, and we will miss him for a while, which is always the case when one of our officers packs up. Hi, being a Californian and not a Polar Bear, we just cannot blame him for seeking the sunshine of Texas. However, Duke is with us and, from all indications, will park here for some time to come, as he will like Boston and will like the work incident to the progress and upbuilding of the Airport, providing he obtains the necessary assistance. He is a fine officer, and if the change had to occur we are certainly fortunate to get Lieut. Duke as our C.O. Here is hoping he is allotted some money to work on, then bring on your trans-Atlantic cruisers and send them out from here.

Lieut. Cobb, our Supply and Engineering Officer, made a trip to Mitchel yesterday in the O2, bringing Ambassador Alexander P. Moore of Peru back to Boston in the front seat (not the mail compartment). He made the return trip in 100 minutes, which is not such bad time for an old O2. Anyhow the Spanish gentleman, Mr. Moore - at least he was Ambassador to Spain at one time - was so pleased with the trip that he insisted on addressing Lieut. Cobb as Colonel. Rapid promotion, Dick, and when you ferry the next official we hope it is the President.

Our Air Officer, Captain Ford, returned from Fairfield last Monday, bringing us a PT-1. It was badly needed, and we are hoping for more and better ships, as there are, in addition to our two assigned officers, five other Air Corps officers attached for flying, and from 20 to 30 Reserve officers are flying from the Airport. This station during the winter months averaged 95 hours flying per month. During the summer months we will average 210 hours flying per month. On this basis we need ships, and plenty of them.

Now that the S-4 is in dry-dock, and they are still hunting for the English flyers, there is not much more to say at the present time, excepting that it is noted that W.R. Hearst is planning a flight from Boston to Honolulu in a dirigible."

AIR CORPS PARTICIPATION IN PHILIPPINE DIVISIONAL MANEUVERS

By the News Letter Correspondent

The Philippine Divisional Maneuvers are finished for this year, and Flight "B", 2nd Observation Squadron, Camp Nichols, is no longer at war. We started out auspiciously on Friday the 13th of January with five pilots (Captain Wilson, Lieuts. Wells, Chauncey, Webster and Perrin) and two observers (Captains Howard and Wheeler), together with 25 enlisted men, all making the trip from Camp Nichols to Clark Field, Camp Stotsenburg, by means of five DH's, one Garford truck, and three trips of the newly acquired Douglas Transport.

Soon we learned that the white hat bands designated the umpires for the war game about to start, and were apparently for the purpose of giving them immunity to the imaginary ammunition of the troops forming the blue army, as well as that of the hypothetical forces of our noble red (not Bolshevik) army to whose service we were assigned. Eight of these umpires were given flights in DH's over the expected battle area, pointing out to them the positions of the blue army camps and the advantages of aerial observation, and then in the afternoon distributed to the armies in the field 200 copies of the morning papers donated by "Manila Bulletin".

Our real observation work started at daybreak Saturday morning, a few minutes before six o'clock. The regular schedule from then on until the blue army pursued our valiant, but outnumbered, imaginary red forces back to the very gates of Camp Stotsenburg, was to keep an observation plane constantly on duty from daybreak to noon each day. One very good feature of this was that it was required to stop at noon every day, and on Sunday it actually stopped at about ten o'clock, so that there were very few missions in the afternoon, except to peddle our newspapers.

Captain Usher, Air Officer on the Red General's (General Holbrook) Staff, with his efficient management of the ground pickups and liaison work, etc., and the exceptionally good observation work of our aerial observers, seemed to make a very favorable impression. We made very little use of radio communication, since the dropped messages were so much more satisfactory in practically all respects, being completely secret and not liable to errors in transmission or transcribing. Some of the pickup positions were not any too easy, but the dropping was very satisfactory. When we came to deliver our last message we found the radio truck of our Red Headquarters already on the move, so we circled low, and as the truck stopped, swooped down and Captain Howard tossed the message bag right into the hands of the man who had alighted from the truck.

The war was mostly rapid procession, as it was impossible for the troops to deploy without damage to the young rice crops, which we all know become very valuable indeed when destroyed by any governmental agency. The Cavalry, due to its superior mobility and to its efforts to camouflage itself whenever our airplanes approached, provided the most interesting and uncertain element of the maneuvers. All in all, it was a very enjoyable war, though no objections were heard when we were released on Wednesday morning, and moved our headquarters back to Camp Nichols. All the officers returned for the "critique" which was held at Camp Stotsenburg on Friday the 20th, and several went up again for the division review and inspection the following day.

We are now hard at work getting ready for aerial gunnery, bombing, etc.

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MARCH FIELD A POPULAR STATION

Approximately 100 applicants for enlistment at March Field, Riverside, Calif., were turned away disappointed during the months of December, January and February last, not because they were unable to pass the required examination, but for the sole reason that every organization on the Post was over authorized strength and recruiting for this station had been suspended.

The reason for this condition is obvious to anyone who is familiar with southern California. They can understand why March Field, immediately upon its re-opening as a Flying School, became one of the most popular Army posts in the United States. There are several factors which account for this popularity. The famous southern California climate should be considered as one, and not the least in importance. Bright sunshiny days in the summer months, with cool invigorating nights. In the winter months occasional rainy spells of short

duration, followed by several weeks of balmy sunshine which cause all vegetables to grow remarkably fast.

A graphic illustration of the difference in temperature between noon and midnight in the summer months is found in the fact that the wearing of either the cotton or woolen uniform is authorized. For, while during the day the lightest type of clothing is sufficient, before the sun sets in the evening a cool west breeze springs up from off the ocean, and the thermometer drops so rapidly that by the time darkness falls a coat is needed.

March Field is located in a valley surrounded by mountains. These mountains are capped with snow during the winter months which greatly enhances their scenic beauty. In and around these mountains are splendid locations for camping, hunting and fishing.

It is possible to drive in two or three hours from the green verdure covered valley with a springlike temperature, up into the winterish atmosphere and snow covered terrain of the mountain peaks. Most of the main traveled mountain roads are kept open all winter, snow plows being used when necessary.

Situated within a few hours' ride by automobile of a half dozen cities of over thirty thousand population, there is ample opportunity for recreation. Less than seventy miles distant are several Pacific Beach Resorts, ideal places to spend week ends and holidays. Los Angeles, the third largest city, in the United States, is only 65 miles away.

Probably no other Army Post in the world offers so many or such varied opportunities for recreation as March Field. No wonder the announcement of its re-opening was met with an avalanche of applications for transfer and for special assignment to this new California post.

- R. N. Peckham in "The Service News".

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ANOTHER MEMBER OF THE ONE-WHEEL LANDING CLUB

Lieut. Charles T. Myers, Air Corps, caused a flurry of excitement at Brooks Field, Texas, on the morning of March 15th, when he appeared over the field with a DH4-M2-T ship with half of the landing gear folded up due to a faulty fitting. Ambulances were rushed to his aid when he landed, but the landing was executed so neatly that the ship was practically undamaged, even though one wheel was completely gone.

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PROGRESS OF NEW FLYING CLASS AT BROOKS FIELD

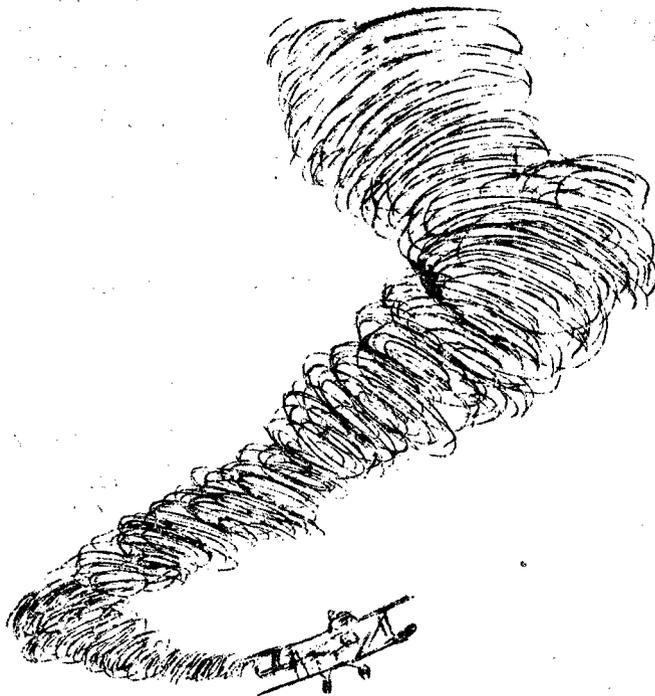
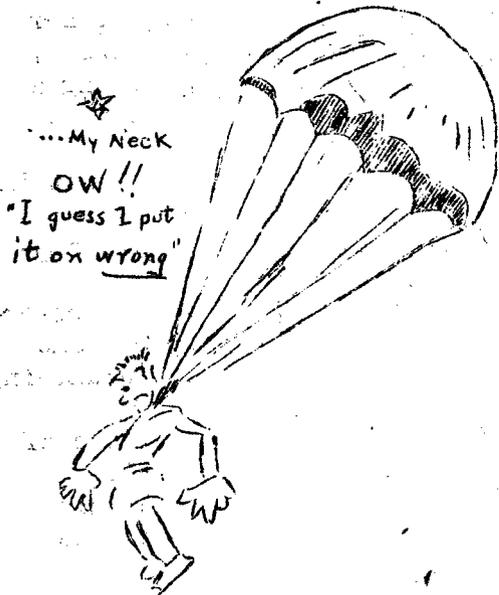
The new class of flying students which reported at the Primary Flying School at Brooks Field, Texas, March 1st last, is now in the preliminary stages of training. The class consists of 19 officers of the Regular Army, 1 Mexican Army officer, 103 Flying Cadets, 1 Staff Sergeant, and one Sergeant of the Peruvian Army.

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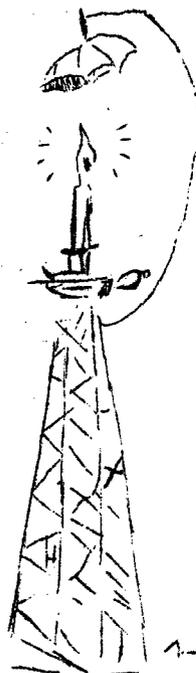
QUICK PHOTOGRAPHIC WORK BY AIR CORPS PERSONNEL

The 6th Photographic Section, Air Corps, stationed at Camp Nichols, Rizal, P.I., recently gave a demonstration of the speed at which photographic work is capable of being performed. During the Philippine Division Maneuvers a photographic plane took off from Camp Nichols at 11:00 a.m., in charge of Lieut. George W. Goddard, Air Corps. The plane was flown to the locality where the maneuvers took place and pictures were taken covering an area of 40 square miles. This necessitated the taking of several hundred photographs.

After mapping this scene from the air, the plane returned to Camp Nichols where the individual photographs were developed and printed during the balance of the afternoon. The enlisted men of the 6th Photo Section sacrificed pleasures and sleep in order to minutely fit the different pictures into one complete mosaic. As a result of their efforts, a large composite map was delivered to the Philippine Department Air Officer before 10:00 a.m. the next day. The entire operation from the time of leaving the air field until delivery was made totalled less than 24 hours. The men of the 6th Photo Section call it a feather in their collective and individual hats.



"HEY! LOOK!
AT BABY'S
ON FIRE!"



Lt. Stafford L. Lambert
Mo. National Guards

A DAY AT the Field

NATIONAL GUARD AIR ACTIVITIES

28th Division Air Service, Phila., Pa.

The building of permanent quarters is about to be started at the Philadelphia Airport. Through the efforts of Major Owens about \$20,000 has been appropriated, and he has the assurance of another \$100,000 to complete the work. Philadelphia should have one of the finest National Guard fields and buildings in this country when it is completed.

31st Division, Air Service, Birmingham, Ala.

The 106th Observation Squadron, Alabama National Guard, is located at Roberts Field, Birmingham, Alabama. The field is established on a 25-year lease basis, owning its own hangars, shops, and an administration and complete photographic building.

At present, and for the past two years, the enlisted personnel maintained its full strength enlistment, and it has had at all times a continual waiting list. Ideal weather in this section permits flying practically every day in the year. Between July 1st and February 1st last, the Squadron accumulated a total flying time of 1067 hours, this despite the fact that since September the equipment consisted of only two PT-1's. Two O-11's were recently received, and a third one is due shortly.

32nd Division Air Service, Detroit, Michigan.

The 107th Observation Squadron, Michigan National Guard, is planning an exhibit for the All-American Aircraft Show, to be held in Detroit, April 14th to 21st. The Squadron also plans to take part in a huge aerial parade over the city, to be staged by approximately 40 planes on the opening day of the show.

The airport situation in Detroit is no less serious today than it was five years ago, and no nearer any practical solution. Detroit, the so-called center of the aircraft industry, has no airport facilities other than the Ford Airport and a small corner of a city park, which is generously reserved for the Guard squadron until such time as the long-talked of airport becomes a reality.

The 107th Squadron is, however, very fortunate in having a first class field and accommodations at Camp Grayling, where the Division goes into camp for 14 days in August.

36th Division Air Service, Houston, Texas.

Looking over the Airport on March 2nd one would have supposed that here was located the Air Corps Flying Schools. Some 125 airplanes, of which 106 were Air Corps DH's, O2's, O-6's, P-1's, AT-4's and Martin Bombers were assembled here to assist in the formal opening of the Houston Airport. These planes came from Kelly Field, Brooks Field, Fort Sam Houston and Fort Crockett. It is estimated that nearly 10,000 people visited the Airport during the day to watch the maneuvers and to inspect the aircraft.

41st Division Air Service, Spokane, Wash.

August 6th next will mark the fourth anniversary of the Federal recognition of Spokane's air unit. The progress of the squadron in its 3½ years of life is, indeed, satisfactory.

The Spokane airdrome is one of the best natural airdromes in the country. It is approximately 1-1/8 miles long, three-quarters of a mile wide at its widest points and 800 feet at its narrowest point, providing ample landing facilities from all quarters of the compass. It has an exceptional sub-soil, with natural drainage that makes landing practical under the most adverse weather conditions. Since the squadron's organization there has not been a month in which it has not been possible to make the required flights.

Lieut. C.V. Haynes, Regular Army Instructor, has been directly responsible for the Squadron's record in the matter of training. His enthusiasm, intimate knowledge of training requirements, and unfeigned interest in the progress of the Squadron has made training for officers and enlisted men alike a live interest and not a matter of routine. This has been in turn of immense benefit to the spirit of the organization as a whole, and every man takes pride in being a member of the outfit. Among the activities of the enlisted men may be mentioned the project of a Squadron band, an idea of their own which they are largely working out themselves.

The recent graduation of Staff Sgt. R.B. Williams and 2nd Lt. Edward Porter from Brooks Field will give the Squadron two more pilots.

43rd Division Air Service, Hartford, Conn.

By flying the Squadron's second O-11 from Buffalo to Hartford in an hour and fifty minutes, Lieut. "Hod" Eller, Regular Army instructor to the 43rd, beat the record, we believe, claimed by Lieut. "Dutch" Shankle, instructor to the 26th Division. "Hod" paid for his fast ride with a frozen tip of his nose and a couple of nipped cheeks.

The 43rd Division Air Service plans to go "on its own" at camp this summer instead of going to some of the Regular Army fields. A field near Niantic, Conn. has been selected as the 'drome, and from this field the outfit will cooperate with the land forces of the C.N.G.

45th Division Air Service, Denver, Colorado.

On February 26th Colorado celebrated the passing of the first railroad train through the Moffat tunnel, piercing the continental divide under James Peak. It is not too much to say that the two pilots who flew PT's over East portal were particularly daring. Captain Goss and Lieut. Kearns with a newspaper reporter and a photographer as passengers fought the orange winged ships to an altitude of 12,000 feet above sea level and over peaks and canyons that made flying anything but pleasant. It was the wildest two hours that both pilots have spent for a long time.

38th Division Air Service, Indianapolis, Ind.

The new lighting system recently installed at Stout Field, which consists of one 18 million candle power rotating beacon and three 4 million candle power flood lights, was given a tryout on the night of March 8th. Governor Jackson of Indiana and General Wm. H. Kershner, Adjutant General of the State, were present for this initial test. The lights proved to be adequate for night flying.

Two new O-11's have been received and they have been put to good use when weather conditions permitted.

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AIR CORPS OFFICERS DESIGNATED AS STUDENTS AT GENERAL SERVICE SCHOOLS

The following-named officers of the Army Air Corps were designated by the War Department recently as students at the Command and General Staff School, Fort Leavenworth, Kansas, for the 1928-1929 two-year course:

Major George H. Brett Major Harrison H.C. Richards
Major Arnold N. Krogstad Major Roy S. Brown
1st Lieut. Charles B. Austin

All of these officers are at present stationed at Langley Field, Va., Majors Brett, Krogstad and Richards being students at the Air Corps Tactical School and Lieut. Austin an instructor thereat.

The following-named officers of the Army Air Corps were designated as students at the Command and General Staff School for the 1928-1929 one-year course:

Major Frank M. Andrews Major Junius W. Jones
Major John F. Curry Major Martin F. Scanlon
Major Robert L. Walsh

These officers are also stationed at Langley Field, Va., and are students at the Air Corps Tactical School. Their orders require them to report to the Commandant of the General Service Schools, Fort Leavenworth, Kansas, between August 22 and September 5, 1928.

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DROWNED MAN LOCATED BY AIRPLANE ✓

The assistance rendered by two airmen from Aberdeen Proving Ground, Md., enabled a quick recovery to be made of the body of a man who was drowned in Chesapeake Bay. The search via airplane was made by Master Sergeant Stewart C. Smink, Air Corps, pilot, and Captain Willis R. Slaughter, Ordnance Department (flying status). After locating the body from the air, prompt report was made to the authorities of the United States Veterans Bureau hospital at Perry Point, Md. The medical officer in charge of this institution addressed the following communication to the Commanding Officer of Aberdeen Proving Ground, Md.:

"I wish to express my sincere appreciation of the excellent services rendered by your aviators in locating the body of Mr. William M. Lauharn on the afternoon of March 7th, 1928.

While our men had searched diligently for a number of hours, it was only after the receipt of the report of your officers that our men were successful."

AIRSHIPS SEARCH FOR MISSING NAVY FLYERS

Both of the airships at Langley Field, Hampton, Va., were recently flown daily on special order missions, cooperating with Army and Navy heavier-than-aircraft in searching for three Naval flyers (Commander T.E. Ellyson, Lieut.-Commander Hugh Schmidt and Lieut. Rogers Ranshausen) and an amphibian plane, believed to have fallen into Chesapeake Bay while en route to Annapolis, Md., from the Naval Air Station at Hampton Roads, Va. The plane had left the Naval Air Station at 2:00 a.m. on February 27th, but failed to reach its destination. An immediate alarm was broadcasted and the various air units at Langley Field responded, conducting an extensive aerial search for the missing flyers.

This project was undertaken despite the most adverse weather conditions for airships, very high winds prevailing most of the week, which necessitated the use of every available man in the 19th Airship Company for the handling of the ships on the ground. The two ships, up to March 9th, made 14 flights for a total aircraft time of over 50 hours. Each ship carried from six to nine observers. The total number of observers' hours was over 360. No trace of the flyers or their plane was found, and practically all hope for their safety has been abandoned.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: Colonel Chalmers G. Hall, upon completion of course of instruction at Army War College, to Chamute Field, Ill. for duty.

2nd Lieut. Archibald Y. Smith from Scott Field, Ill. to Fort Sam Houston, Texas.

1st Lieut. Alfred W. Marriner, Crissy Field, to Fort Sam Houston, Texas.

Major John C. McDonnell, Hqrs. 3rd Corps Area, Baltimore, Md., to duty in Office Chief of Air Corps, Washington, about June 1, 1928.

Captain Arthur W. Brock, now at Advanced School, Kelly Field, to Crissy Field, Calif. for temporary duty to about Sept. 28th, then to Philippines.

1st Lieut. Barney McK. Giles from Wright Field to March Field.

Major Jenner Y. Chisum, Air Corps Procurement District, San Francisco, Calif., to Materiel Division, Wright Field, Dayton, Ohio.

Major Archie W. Barry, Scott Field, to San Francisco, Calif., for duty as Air Corps Procurement Planning Representative, San Francisco District.

1st Lieut. James G. Taylor, March Field, to Wright Field, Ohio, not later than June 30th.

Following officers to Office Chief of Air Corps, Washington, for duty, reporting between August 20th and 30th:

Captain Ray A. Dunn from Fairfield, Ohio, Air Depot.

Captain Romeyn B. Hough, Hqrs. 6th Corps Area, Chicago, Ill.

1st Lieut. Edward H. Wood, Fort Crockett, Texas.

Upon relief from duty in Hawaiian Department, 1st Lieut. Harold A. McGinnis to Office Chief of Air Corps, Washington.

1st Lieut. Harvey H. Holland, Advanced Flying School, Kelly Field, to Brooks Field for duty.

2nd Lieut. Charles H. Caldwell, Mitchel Field, to Wright Field, Ohio, June 25th for duty as student Air Corps Engineering School.

2nd Lieut. Herbert K. Baisley from temporary duty New York University and from duty at Scott Field, Ill., to Wright Field for duty as student at the Air Corps Engineering School.

2nd Lieuts. Sheldon B. Edwards, Scott Field, and Leslie P. Holcomb, Langley Field, to sail from New York about June 30th for Hawaiian Department.

Captain Calvin E. Giffin from Air Depot, Rockwell Field, to sail from San Francisco about July 21st for Hawaiian Department.

Upon completion of tour of duty in Hawaiian Department, 1st Lieut. Cecil E. Archer to Wright Field; 1st Lieut. Robert D. Moor to Selfridge Field, Mich.; and 2nd Lieut. Walter L. Wheeler to March Field, Calif.

Major Leo A. Walton to March Field upon completion of tour of duty in the Philippines.

1st Lieut. Gerald E. Ballard to Middletown Air Depot upon relief from duty in Panama Canal Zone.

1st Lieut. Wm. H. Bleakley, Aberdeen Proving Ground, Md., and 1st Lieut. Ernest E. Harmon, Office Chief of Air Corps, to Panama Canal Zone, sailing about July 12th.

Brig. General Frank P. Lahm to Army and Navy General Hospital, Hot Springs, Ark., for observation and treatment.

1st Lieut. Robert T. Zane to Selfridge Field, Mich., upon completion of tour of service in Panama Canal Zone.

1st Lieut. Guy Kirksey from Langley Field, Va., to Office Chief of Air Corps, June 30th.

1st Lieut. Cornelius E. O'Connor, Marshall Field, Kansas, to March Field.

Major Thomas J. Hanley from duty in Office, Assistant Secretary of War, to Fort Leavenworth, Kansas, between Aug. 22nd and September 5th, for duty as student for 1928-1929 two-year course at General Service Schools.

Promotions: 1st Lieut. Edwin E. Aldrin to Captain, March 6, 1928.

2nd Lieut. Alden R. Crawford to 1st Lt., Feb. 24, 1928.

2nd Lieut. Thomas M. Lowe to 1st Lieut., Feb. 26, 1928.

2nd Lieut. David M. Schlatter to 1st Lieut., March 6, 1928.

2nd Lieut. Charles T. Myers, Jr. to 1st Lieut. March 6, 1928.

Details to the Air Corps, and to Primary Flying School, Brooks Field, for training, commencing July 1, 1928:

Captain Hugh D. Adair, Infantry.

2nd Lieut. Mark K. Lewis, F.A.

2nd Lieut. Joseph B. Daugherty, Infantry

2nd Lieut. Douglas B. Smith, Inf.

2nd Lieut. Guy B. Henderson, Infantry

2nd Lieut. Roscoe G. MacDonald, Inf.

Major Leo G. Heffernan designated Asst. Commandant, Air Corps Technical School, Chanute Field, Ill., vice Capt. Floyd E. Galloway, relieved.

Orders assigning 1st Lieut. Willis R. Taylor from Crissy Field to Fort Sam Houston, Texas, revoked.

1st Lieut. LeRoy M. Wolfe detailed with Organized Reserves, 5th Corps Area, and assigned with 336th Service Squadron in addition to his other duties.

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AERIAL DEMONSTRATIONS IN WASHINGTON, D.C.

Residents of Washington will soon have an opportunity of witnessing several Air Corps demonstrations in the heart of the city, thus making it unnecessary to go to Bolling Field for that purpose. On April 16th, 23rd and 30th the Army Air Corps will stage aerial demonstrations late in the afternoon over the White House Ellipse. Army Air Corps flying personnel on duty at Bolling Field will participate in the demonstrations on April 16th and 23rd.

On April 30th the demonstration will consist of a formation flight of the 1st Pursuit Group, which is stationed at Selfridge Field, Mt. Clemens, Mich. The Group, which will then be en route from Langley Field, Va., to Bolling Field, for the purpose of later participating in the Air Corps demonstrations to be given at the various Army Service Schools in this country, will take off from Bolling Field at 4:35 p.m., and maneuver over the Ellipse for a period of twenty minutes.

These three demonstrations will form part of the tentative schedule for a number of public military exhibitions arranged by the War Department between the dates of April 13th and June 15th, to be held at the Monument Grounds and the Polo Grounds, and in which the various branches of the military service in the vicinity of Washington will participate.

NOTES FROM AIR CORPS FIELDS

March Field, Riverside, Calif., March 10th.

Weather conditions continue to be monotonous for sunshine but ideal for flying. The usual cross-country flights within the 500-mile radius are made over the week ends.

Last week the Director of Flying Instruction, Captain Orlo H. Quimm, had a very serious automobile accident when he collided with a street car. Captain Quinn's condition was very serious for several days but is now thought to be on the road to recovery.

On March 10th a formation of DH's, commanded by Major Harmon, with Lieut.-Governor Fitts of California, who represented the Governor, as passenger, flew to Blythe, California, for the official opening of the bridge across the Colorado River.

A total of eight PT-3's were received at the field and assembled. These airplanes arrived without engines, wheels, priming pumps, and a few other incidental items necessary for their proper functioning. Nine JP-A engines were received at the field and 15 more are on the U.S.A. Transport KENOWIS and will be received about the end of the month. Practically all DH4M-1 airplanes on the Field have been changed to dual control. The second phase of flying training for the old class commenced March 12th, this requiring the use of the DH airplanes.

Marshall Field, Fort Riley, Kansas.

The course in "Aerial Experience" being given to officers of the Cavalry School has been resumed. Things were unusually dull after this work was discontinued due to the cold weather, but now they are with us again and, in spite of the new tables of organization and other changes which we have undergone, we can enjoy the experiences of "The Rough Riders" in the air. We are proud to say that we have caused the Cavalryman to add a necessary article to his First Aid Equipment, especially when he rides in the Transport. This convenient article is nothing more than an ordinary water bucket.

Lieut. James Daniels, Air Reserve, who for the past six months has been in the Fitzsimons General Hospital suffering from injuries sustained in a crash while carrying the President's mail, returned to Marshall Field to take the examination for a commission in the Regular Army. He was granted thirty days sick leave and will spend the remainder of his leave visiting friends and relatives in New Mexico. Lieut. Daniels expects to be discharged from the hospital within a month after he returns from his leave.

The Air Corps enlisted men's bowling team of this field won first place in the Post enlisted men's league. Thirty-four games were won and eleven were lost during the season, with an average of 152 pins per man for each game. The high individual average for the season was 171, which was made by Master Sgt. Abe Ruef of the 16th Obs. Squadron. Two Air Corps men were chosen for the post team.

Four reconditioned Douglas O2's were recently sent to this field from Fairfield and two new Douglas O2's were brought in from Santa Monica Feb. 25th and 27th, Lieut. Dallas and Captain Giffen ferrying the two last named ships.

Lieut. Harvey F. Dyer, Air Corps, recently visited friends in and around Fort Riley recently. Lieut. Dyer was transferred from this field to Brooks Field last June. I guess that's "Nuf Ced" about Harvey. A more detailed account of his visit may be found elsewhere in the News Letter. Lieut. Harvey keeps his correspondents pretty busy.

Lieut. Charles T. Skow returned to this station February 10th from Kelly Field, where he completed the training in Observation.

Rockwell Air Depot, Coronado, Calif., March 9th.

The Engineering and Cost Offices have been moved from the Headquarters Building to new quarters in a small office building between the Motor Repair and Hangar "J". The officers who have been stationed at Rockwell Field no doubt remember the "Canteen". This is the building which was converted into the Engineering and Cost Office Building. The "Canteen" restaurant has moved fur-

ther down the field to the old Post Exchange building. The offices formerly occupied by the Information Officer, Engineering and Cost Officer have been re-decorated, laid with new linoleum, and are now occupied by the Commanding Officer, Adjutant and Chief Clerk.

Lieut. B.R. Dallas, Air Corps, was taken via airplane on February 24th to the Douglas plant at Santa Monica where he obtained a Douglas O2-H, delivering same to Marshall Field, Fort Riley, Kansas. From that point he proceeded via rail to Mitchel Field, New York, for the purpose of receiving a Loening amphibian for the Rockwell Air Depot. He returned March 9th.

Captain C.E. Giffin was taken via airplane to the Douglas plant at Santa Monica where he took delivery on a Douglas O2-H plane, ferrying same to Marshall Field, Fort Riley, Kansas, returning to Rockwell Field via rail.

At the present writing Lieut.-Colonel F. J. Behr, Inspector General, 9th Corps Area, is at this Depot making the annual inspection.

18th Pursuit Group, Schofield Barracks, T.H., March 5th.

During the month of February, Wheeler Field was blessed with very good weather, resulting in an increase in aerial activities.

Staff Sgts. King and Simms of the 70th Service Squadron, March Field, Calif., were temporarily attached to the 18th Pursuit Group in February for the purpose of installing the Visual Inspection System.

Major Clarence L. Young, of the Department of Commerce, arrived in Honolulu on February 9th for the purpose of making a survey of the airport facilities in the Hawaiian Islands. On the following day the Fokker C-2 made an airways trip to Hilo, carrying Major Young and members of the Territorial Aeronautical Commission. While at Hilo the new airport was dedicated with appropriate ceremonies. The above airport has a hard coral surface and is 250 feet by 1,000 feet in area. The new brakes recently installed on the Fokker came in handy. On February 11th and 13th the landing fields on the Island of Molokai and Lanai were visited by the same party.

On February 23rd the Fokker C-2, with Lieut. Griffith as pilot, made a trip to the Island of Kauai for the purpose of enabling the Department Commander of the American Legion and four members to attend a meeting of that organization at Lihue, Kauai. The return trip was made the next day. A short wave set was installed in the Fokker by Lieut. Frost, our radio expert, and is functioning perfectly.

On March 8th the 18th Pursuit Group lost two of its most popular officers, when Captain C. V. Finter and Lieut. Don F. Stace departed for their new stations on the mainland. We sincerely hope we will receive some officer replacements soon as the O.D. roster is getting mighty slim.

San Antonio Air Depot, Duncan Field, Texas, March 3rd.

Major Millard F. Harmon, Commanding Officer of March Field, California, was a recent visitor at this Depot, arriving here February 23rd in an O2-C from Post Field, Oklahoma, and leaving here on the 25th in a DH, returning to his station.

Several of the officers of this Depot made a cross-country to Houston, Texas, March 2nd, to attend the dedication ceremonies at the Houston airport on the invitation of the City of Houston, the Houston Chamber of Commerce, the 36th Division Air Corps (Texas National Guard) and the Houston Airport Corp.

Second Lieut. P.C. Wright, Air Corps Reserve, of San Antonio, is availing himself of a month's instructioning and training at this Depot on inactive duty status, beginning February 20th.

Lieut. Harry A. Halverson returned to duty February 21st from a period of illness since February 9th, having been in the Station Hospital at Fort Sam Houston since the 14th.

Maxwell Field, Montgomery, Ala., February 29th.

During January and February the field was visited by flyers from all parts of the country. The following ships were serviced: 8 Waco's, 2 Stinson-Detroiters, 2 Eagle Rocks, 1 Travel-Air and Sikorsky S-29. The Sikorsky was piloted by Lieut. Roscoe Turner (Reserve) and had as passengers Mrs. Turner and

two mechanics. Lieut. Cushman, in a Marine Corps Curtiss Pursuit Ship, stopped off enroute San Diego to Quantico.

On February 17th, 18th and 19th Maxwell Field was visited by Colonel W.H. Noble, Major Henry C. Pratt, Major John M. Brooks and 1st Lieut. George A. McHenry, who composed the Board charged with the selection of a suitable site for the Attack Wing. This location is being considered along with several other places. The Chamber of Commerce entertained the Board and officers of this post at luncheon on the 17th, and Major and Mrs. Weaver had luncheon at their quarters for them on the 18th.

During the past two months the Squadron furnished ships for tow-target work and maneuvers with the Infantry School at Fort Benning, Ga. Two O-2's were flown to Dayton for major overhaul and replaced by new ones. An O-2, piloted by Lieut. M.E. Gross, A.C., went to Jacksonville, Fla., to ferry the Hon. James J. Davis, Secretary of Agriculture, on an inspection trip to Lakeland and Clearwater, Florida.

Lieuts. N L. Cote and Reuben Kyle, Jr. were sent to Fort Bragg, N.C. for a course in observation of Artillery fire.

Three ships were sent to Macon, Ga., to participate in the opening of the airport there, and later five ships from the Squadron were present at the opening of the Airport at Tampa, Florida. One of the pilots on the return trip reported on the phone as having a "bang up" time. Three ships were also sent to St. Petersburg, Fla., to attend the dedication of the Municipal Field at that city. Other cross-country trips were made to Monroe, La.; Jackson, Miss.; Chattanooga, Tenn.; Holly Hill, S.C. and Birmingham, Ala.

The 4th Photo Section completed a mosaic of the machine gun range at Fort Benning, Ga., and also mosaics of sites near Montgomery and Shreveport, La., to be used in connection with the Attack Wing location. The Photo Section has also carried on several high altitude tests of cameras and equipment. Technical Sgt. Fischer joined the Section from the Photo School at Chanute, where he has been an instructor.

Captain Robt. J. Platt, Medical Corps, reported here from Brooks Field for duty.

Our new Corps Area Commander, Major-General Richmond P. Davis, paid us a short visit February 23rd and made an informal inspection of the Post. The officers of the post entertained at a dinner at the Montgomery Country Club honoring General Davis.

Examination was held the latter part of February for commission in the Air Corps, Regular Army, and the following applicants appeared before the Board: Lieuts. D.D. Arnold, R.C. Ashley, H.H. Hunter, L.P. Turner, W.S. Doxey and F.W. Ott, all Air Corps Reserve officers, and Technical Sergeant R.E.L. Choate, 22d Observation Squadron, also Mr. W.A. McArthur of New Orleans.

The weather, as per usual, has been very mild, so much so that the officers of the post enjoyed tennis and golf almost the entire winter.

It was just learned that Lieut. R.C. McDonald, of the Philippines, who was formerly stationed here, is to return in the Spring.

Langley Field, Hampton, Va., March 9th.

49th Bombardment Squadron: The training carried out by this organization during February resulted in 140 hours and 35 minutes flying time on cross-country night flying, navigation, formation, bombing, transporting supplies, ferrying and gunnery missions. The total number of missions was 188.

Lack of tools, supplies and equipment handicapped the engineering department of this squadron which has six NBS-1 airplanes to keep in commission. In spite of this, however, the six NBS-1's are kept in commission the greater portion of the time. During the month eight new motors were installed.

During February 278 forty-pound bombs were dropped. Excellent work was done by gunners using camera guns from Martin Bombers against attacking pursuit aircraft.

96th Bombardment Squadron: During the past week this organization had a total of 87 hours and 50 minutes in 77 flights. Missions accomplished were cross-country, navigation, test and patrol.

On February 25th a formation of five airplanes departed for Hartford, Conn. on a cross-country navigation and training flight.

A total of 248 hours and 25 minutes was flown by this organization during

February.

Sergeant Davies, recently from the Islands, relieved Sergeant Mendel as 1st Sergeant of the Squadron. The latter will leave for foreign duty in the near future.

19th Airship Company: Off to a good start during the first week of February, this organization finished the month with a total of about 122 ship hours and 875 man hours.

With the coming of the first month of Spring, the topic of conversation around the barracks has turned to baseball and the prospects of the company on the diamond this year. 2nd Lieut. U.G. Ent, former West Point first sacker, will coach the team, and with a wealth of new material and the veterans of last year's team still in the fold, we will not be content with anything but a clean sweep of the schedule. New uniforms and equipment arrived and the uniforms are without doubt the niftiest that can be obtained.

Langley Field, Hampton, Va., March 15th.

96th Bombardment Squadron: The 96th Bombardment Squadron had a total of 37 hours aircraft time on 102 flights. Patrol, test, day formation bombing, night bombing and miscellaneous missions were performed.

On March 6th four airplanes participated in night bombing. A large bon fire was used successfully as a target.

Instruction and record bombing, which was delayed due to the intervention of the Pee Dee River bridge bombing project, will start March 12th and continue until completed.

Supply Sergeant Wilbur R. Browning, who in addition to his other qualifications ranks as a star on the baseball team, was discharged March 7th but re-enlisted. Sergeant Browning will spend two months with his parents in North Carolina. It is hoped he will return in time to start the baseball season with the rest of the team.

19th Airship Company: There were no special missions scheduled for the past week except on March 6th when the TC-10-254, piloted by Lieut.-Colonel Ira F. Fravel, Commanding Officer, Middletown Air Depot, made a training patrol flight.

On Tuesday afternoon the Company had as guests the soccer team and a number of the crew of the ROMA, pride of the Italian Merchant Fleet. After an inspection of the hangar and ships, the Company and the visitors were entertained by perhaps the prettiest game of soccer ever seen on the Peninsula. The game was fast and hard fought throughout, as the final score 3 to 3 indicates. The 19th started the scoring after about five minutes of play, but the visitors came right back and evened the count, booting a fast one through the clever defense of Steets, Langley's goal tender. The scoring alternated throughout the remainder of the game. Preceding the game, members of the 19th Team were accorded the honors paid to a victorious team in Italy when a bouquet of flowers was presented. Following the game the 19th Team were the guests of the ROMA team at a banquet aboard the ROMA.

Sergeant Hastings recently graduated from the Radio Mechanics Course of the Air Corps Technical School, Chamute Field, Ill., returning to the Company on March 4th. Sergeant Hastings has much praise for the school and its instructors but says he is glad to be back "home". "They may wander away, but they always come back."

Headquarters Philippine Department, Manila, P.I., February 8th.

Department Air Office: Major W.B. Duty, Department Air Officer, was slated to depart on the Transport sailing February 15th for three months' temporary duty in Japan with a Japanese Pursuit Group. Mrs. Duty and daughter are also leaving on same transport for a vacation in the United States with the parents of Mrs. Duty.

Major W.G. Kilner, in addition to his duties as Commanding Officer of Camp Nichols and the 4th Composite Group, will act as Department Air Officer during the temporary absence of Major Duty.

Headquarters 4th Composite Group: On the 18th of the month Captain Dudley B. Howard assumed command of this organization, Captain Wm. D. Wheeler being relieved. Some of the members of the organization have taken advantage of 15

day's detached service at Baguio this last month. Judging from their expressions and by what we have heard, their trip was worth while. The "short timers" are figuring their days of tropical service and seem quite pleased with the results, as the Transport THOMAS is scheduled to sail for the home land on or about February 15th.

66th Service Squadron: Capt. George L. Usher, Squadron Commander, returned on the 19th from detached service as Division Air Corps Commander, Red Forces, at the Division Maneuvers held at Camp Stotsenburg Jan. 11th to 19th. Lieut. Harold R. Wells, Squadron Mess Officer, also participated in the Division Maneuvers from January 13th to 19th.

Lieut. Donald L. Bruner, Squadron Adjutant, was on detached service at Camp John Hay, Baguio, P.I., since Jan. 14th. During the absence of the Squadron officers, Lieut. David G. Lingle assumed command of the Squadron. True to form, Friday, the 13th, proved to be an unlucky day for Lieut. Lingle and salvage day for Flight "B", 2nd Obs. Squadron. Sgt. Lyman L. Littlejohn happened to be a passenger in plane No. 7 that particular morning. The motor quit just after the take-off for a reconnaissance, and Lieut. Lingle stuck a wing in the ground rather than tunnel through the hospital building, and got down without injury to himself or passenger.

A well is being dug in the squadron area for use in watering the lawns during the dry season.

Private Thomas Blans passed the required examination and was rated 2nd Class Air Mechanic, Rigger.

Thirteen short timers are due to return to the States on the last trip of the THOMAS. We wish them luck at their new stations.

A number of men on special duty with the Philippine Air Depot were replaced by civilian employees.

6th Photo Section: Work on remodeling the interior of the Photographic Section building was completed and the Section is ready to start its training program, which is as follows:

General photographic work necessary in a base photographic laboratory.

General photographic work necessary in a portable field laboratory, working under tropical conditions. This portable field laboratory will be set up several miles from Camp Nichols. The exposed aerial films will be delivered to the field laboratory in parachutes.

Instructions in speed work, quantity production, and mosaic-making will be given to the men of the Section.

Philippine Air Depot, Rizal, P.I.: The work of the Chinese skilled labor in the Engineering Department of the Depot has received most favorable comment; especially in the woodworking, metal working and fabric departments and in the dope and paint shops. Work of this nature among the Canton Chinese is hereditary, and it is a matter of pride to maintain the high standards established by family tradition.

Colonel Herron, Chief of Staff of the Department Commander, accompanied by Mrs. Herron, Mrs. Herron's mother and several other ladies, visited the Depot recently. Particular interest was expressed in the work of the Parachute Department. The effective landscape gardening and floral display surrounding the Depot was also greatly admired.

General Dumont, French Military Attache at Washington, visited the Depot recently during his short stay in Manila. The amount and variety of stock in the Depot warehouses always seems to impress military men who are not entirely conversant with duties required of Air Corps troops in addition to shelter tent pitching and close order drill.

Captain Whitesides, the Depot Commander, returned from a recent overnight trip to Mindoro, where he inspected the aviation gasoline and oil storage facilities at San Jose. Apparently everything was found satisfactory, including the Mindoro venison and sea food.

The Depot Engineering Department is speeding up work on reconditioning 12 engines with a view to maximum production in the next four months. A new inverted Liberty 12 test block is also being installed.

Clark Field, Camp Stotsenburg, Pampanga, P.I.

The main topic of interest, discussion and effort during January was the annual record machine gun firing held during February. With all the sights

checked and re-checked and the guns working more or less smoothly, there has been a consistent improvement in the average score of all pilots during January. The scores for the squadron for one morning's firing ranged from 38 hits out of 50 rounds to 47 out of 50 rounds on the ground targets, which indicates that the 3rd Pursuit Squadron should turn out a high percentage of machine gun experts. Bombing scores and scores on the tow target have averaged fair with considerable room for improvement, especially on the tow target which continues to be somewhat elusive.

Three more of our officers received orders for stations in the United States; Lieuts. McMullen and Schulgen going to the Engineering School at Wright Field and Lieut. Crawford to Selfridge Field.

An interesting cross-country week end trip was made by Lieuts. McMullen, Wolfe, Carr and Schulgen, and Sgts. Hukill and Pryor to San Jose, Mindoro. A sugar central is located at San Jose, and the pilots were given an opportunity to see it in full operation. The officers brought back as souvenirs of the trip two monkeys and several dozen hermit crabs. Lieuts. McMullen and K.B. Wolfe assume the responsibility for the monkeys, which have behaved themselves to date. Knowing monkeys, however, we are skeptical.

Clark Field lost one of its 2nd Lieutenants last week when Lieut. P.W. Wolf received his promotion to the grade of 1st Lieut. The event was made the occasion for a squadron party and much rejoicing.

The new PW-9C's arrived on the last boat and will be in the air next week. The additional planes will permit us to put all of our ten pilots in the air at one time in squadron formation and to carry out squadron tactical training using three flights of three planes each.

The Group Maneuvers are scheduled to start February 6th, and we anticipate some interesting problems with the 28th Bombardment Squadron.

Mrs. Finn is returning to the United States on the February Transport to make her home in Washington, D.C. The entire squadron wishes her good luck and happiness wherever she may be.

Kindley Field, Fort Mills, Corregidor Island.

Kindley Field and the 2nd Observation Squadron were heavy losers in the personnel game this month. The 20th saw the departure of Captain E.E. Adler, our Commanding Officer, whose tour in these parts expired on February 14th. Captain and Mrs. Adler at this writing are enjoying a few days at Baguio, trying for the elusive hole in one and limbering up in general for the three or four months tour of Europe, with Washington, D.C., as their ultimate destination, he having been assigned to duty in the Office of the Chief of Air Corps. The warmest regards and best wishes of the entire command for his continued health and success go with him.

It was with no little regret that we reluctantly said farewell to Lieut. James A. Mollison, who was transferred to Camp Nichols on the 6th. Twenty months' service at this station has tended to make this popular officer a seemingly permanent fixture, with the result that his departure leaves a gap in the ranks very difficult to fill.

With the departure of Captain Adler, the Field and Squadron came under the capable wing of 1st Lieut. Vincent J. Meloy, who for the past few months has been functioning as organization supply officer, Agent Quartermaster, Mess Officer and Athletic Officer. Though his position is difficult, due to a very depleted officer personnel, he is assured of the wholehearted support and loyalty of commissioned and enlisted personnel alike.

Lolling back in a swivel chair, and behind a sign which proclaims him to the world as Organization Supply Officer, Agent Quartermaster and Mess Officer, Lt. F.I. Patrick is wearing a smile of perpetual contentment in the thoughts of nothing to do from now on, he having inherited these duties when Lieut. Meloy assumed command.

Other changes in Post and Squadron duties during the month included another move from nothing to do to still less, with a helper to do it. Witness another smile of contentment from Lieut. J.P. Hodges, our Station Supply Officer, who is now boasting a multitude of titles, in addition to the aforementioned soft snap, viz: Operations Officer, Communications Officer, Information Officer, Intelligence Officer, Librarian and Schools Officer.

Week end guests during the month included Major and Mrs. ~~W. G.~~ Duty, Department Air Officer; Captain and Mrs. L.P. Hickey, Lieut. and Mrs. Martenstein of Camp Nichols; Lieut. and Mrs. E.E. Bobzien of Clark Field, and Commander Lloyd Lewis, U.S. Navy.

Supported by a crutch and with one foot gingerly suspended in mid-air, Capt. Lyle C. White, our erstwhile Flight Surgeon, is again on the job smearing iodine, administering salts, etc., after a month's confinement to hospital and quarters with a well busted ankle. "Doc" has long been notorious for his ability to dangle a bum 609 before the eyes of a pilot as a penalty for refusing a hop, and getting all he wanted, but it seems that he has become so accustomed to having a pilot on said hops that he cannot even hop across a ditch himself. In other words, he took off on a non-stop across a ditch at Camp Nichols, in an expert manner, but made a bad landing - in the bottom of it - with the result that his landing gear was so badly shattered that he had to be placed in the hands of his colleagues at Sternberg General Hospital, Manila, for the aforesaid major repairs.

Brooks Field, San Antonio, Texas, March 20th.

The Class of November 1, 1927, started advanced training on service type ships. It consists of 52 graduates of the Primary Flying Course.

A new Standard B.F. fire truck arrived from Camp Holabird, Md., and will be put to immediate use to supplant the former equipment which was inadequate.

The ladies of the San Antonio Air Corps Training Center Women's Club were hostesses at a dance given in the Officers' Club at Brooks Field on the evening of March 16th. Many guests were present from local military stations, and Mr. Don Galvan, the orchestra leader in a local theatre, delighted the company with syncopated banjo variations.

San Antonio Air Depot, Duncan Field, Texas, March 23rd.

The following airplanes and engines were overhauled and repaired at the San Antonio Air Depot during February: Airplanes - 3 DH-4M-1, 1 DH-4M-1T, 1 DH-4M-2, 4 DH-4M-2&, 4 PT-1, 1 NBS-1, 1 P1-A, 1 P1-B, 2 O2-C, 1 O2-M4, total 19; Engines - 75 Liberty, 46 Wright-E, total 121.

Lieut. H.A. Halverson is availing himself of a month's leave of absence from this Depot, starting March 12th.

Captain Vernon L. Burge, of Mitchel Field, completed a tour of temporary duty at this Depot March 12th, having been engaged in a study of Depot work and problems since February 7th. He left here on 15 days' leave of absence prior to returning to his home station.

2nd Lieut. P.C. Wright, Air Corps Reserve, of San Antonio, completed on March 19th a month's tour of instruction and training at this Depot on inactive status.

Mr. Robert J. Neff, Junior Electrical Engineer, of the Air Corps Materiel Division, Wright Field, has been on temporary duty at this Depot in connection with Ruggles Orientator work since March 13th.

Mr. Horace C. Rodgers, Inspector, of the Air Corps Materiel Division, Wright Field, who was on temporary duty at this Depot, beginning February 15th, inspecting steel tubing here, left this station March 14th for similar temporary duty at the Rockwell Air Depot.

On the evening of March 17th, the Duncan Field Civilian Club gave a Saint Patrick's Day Dance, which proved a most enjoyable occasion for a large number of the civilians of this Post and their guests. Notwithstanding the near availability of a wheelbarrow full of "Irish confetti", no casualties were reported.

Third Attack Group, Fort Crockett, Texas, March 23rd.

The care-taking detachment of the Coast Artillery establishment of Fort Crockett, consisting of a detachment of Battery "G", 13th Coast Artillery, under the command of 1st Lieut. T.W. Mumford, C.A.C., fired five rounds from No. 1 ten-inch gun of Battery Wade Hampden, Fort Crockett, on March 13th. Several officers and civilian representatives of the 8th Corps Area Ordnance Office witnessed the firing. Inasmuch as there is only one Coast Artillery officer on duty at this station, it was necessary to loan to the Coast Artillery one Air Corps

Officer to act as safety officer for the firing. As a result an officer pilot was assigned to the mission and acted as safety officer from the air, using the Loening Amphibian assigned to this station. By means of the safety officer acting in dual capacity, the range was kept clear, two boats were hurried off the range and report from the officer in charge of firing showed that the practice was carried out successfully and that the firing personnel depended entirely upon the safety officer in the air for signals to fire.

The first of the Curtiss A-3 airplanes was delivered to the Attack Group on March 20th by Lieut. Howard M. Turner. Two more A-3 Attack airplanes are enroute to Galveston, piloted by Major Frank D. Lackland and Lieut. G.C. McGinley. Three more A-3's are expected to be delivered by the end of March.

On March 2nd, nine pilots of the 3rd Attack Group, flying in a 9-plane formation, held a rendezvous near Houston, Texas, and participated in the formal dedication of the Houston Municipal Airport. Several of the pilots remained over night to attend a dinner dance and other entertainments given by civic organizations of Houston for visiting Air Corps officers.

1st Lieut. J.F. McBlain reported for duty March 7th and was assigned to the 8th Attack Squadron.

Captain Horace N. Heisen reported for duty on March 17th.

1st Lieut. J.J. O'Connell reported for duty on March 20th and was assigned to the 90th Attack Squadron.

Ground training for commissioned personnel during the past 15 days consisted of the following lectures:

Pilots Combined Air Tactics by Lieut. S.R. Harris, Jr.

Use of Federal Troops in Civil Disturbances, by Lt. George H. MacNair.

Powers, Limitations and Technique of Infantry, by Lieut. W.W. Gross.

Powers, Limitations and Technique of Field Artillery, by Lt. E.C. Robbins.

Powers Limitations and Technique of Coast Artillery and Anti-Aircraft Defense, by Lieut. T.W. Minford.

Officers Courts Martial, by Lieut. E.H. Wood.

Ground instruction for both commissioned and enlisted personnel consisted of Infantry Drill for a period of thirty minutes each Wednesday morning, with the exception of March 7th, at which time, on account of rain, a school on Military Courtesy was held at the respective organizations, conducted by the officer personnel for the benefit of all. Instructions for both commissioned and enlisted personnel, as required in the performance of their duties in the unit, was given, special attention being paid to the preparation of the unit for field service.

Aerial training consisted of formation flying training, Cross-country flying training, attack missions, and record firing.

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Wright Field, Dayton, Ohio. ??????????	Fort Sam Houston, Texas. ????????
Pope Field, Fort Bragg, N.C. ??????????	Chamute Field, Rantoul, Ill.?????
Fairfield Air Depot, Fairfield, O.?????	France Field, Canal Zone. ???????
Middletown Air Depot, Middletown, Pa. ???????	Luke Field, T.H. ????????????????
Mitchel Field, L.I., New York. ????????	
Crissy Field, Presidio of San Francisco, Calif. ??????	
Scott Field, Belleville, Ill. ??????????	

To be a truly representative Air Corps publication, every Air Corps field and station should send in contributions to the News Letter regarding its activities. Information Officers at all Air Corps stations are requested to cooperate and to send in contributions to the News Letter on the 1st and 15th of each month. This will aid materially in publishing the News Letter with more regularity.

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Serial No. 266

LIST OF NEW MATERIAL ADDED TO INFORMATION DIVISION FILES

March 8 to March 28, 1928.

Available for loan upon request to the Air Corps Library,
Munitions Bldg., Washington, D.C.

DOCUMENTS

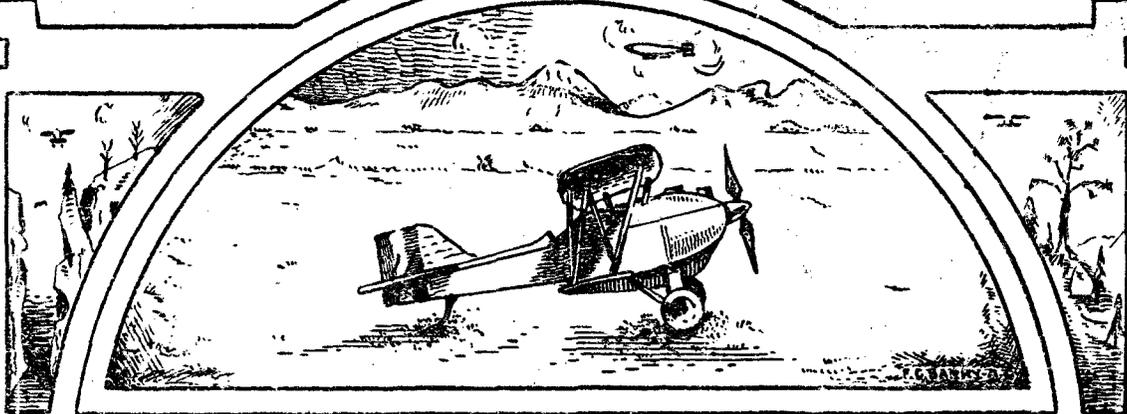
- A 00
27 Foch on Peace and War; a Word for France and a Message to America from the Commander in Chief of the Allied Armies. By George S. Viereck. (From "Liberty", March 10, 1928)
- A 00
England 1 #14 Notes for the Information of Candidates for Commissions in the Reserve of Air Force Officers, Great Britain. Ed. 2, Dec. 1928. (Great Britain Air Ministry. A.M. Pamphlet No. 14)
- A 00
U.S. 19 Nov.
18, '27 Extracts from the Annual Report for the Fiscal Year ending June 30, 1927. (War Dept. Release, Nov. 18, 1927)
- A 00
U.S. 28 All Components of the Army Represented by Flying School Graduates at Brooks Field, San Antonio, Texas. (War Dept. Notes, Feb. 29, 1928)
- A 00
U.S. 28
Mar. 1, 1928 Promotions and Appointments in Air Corps Reserve Resumed. (In War Dept. Note, March 1, 1928)
- A 00 U.S./28
Mar. 10, '28 100 Air Corps Reserve Officers to Receive One Year's Active Duty Training. (In War Dept. Note, March 10, 1928)
- A 00 U.S./28
Mar. 17, '28 Air Corps Inaugurates Study to Prevent Ice-formation on Airplane Wings. (In War Dept. Note, March 17, 1928)
- A 00 U.S. 19
Army Aviation to Map Florida Coast. (War Dept. Release Mar. 12, 1928)
- A 10 90
Chronological Review of the History of Aviation, May 15, 1918 to June 28, 1927. (From Rand-McNally Calendar, March 2, 1928)
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Air Corps
News =
= **Letter**



— ISSUED BY —
OFFICE CHIEF OF AIR CORPS
WAR DEPARTMENT
WASHINGTON, D.C.

4-22-28
1928
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The chief purpose of this publication is to distribute information on aeronautics to the flying personnel of the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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THE NEW TRAINING CENTER

The future training school for Army flyers comprises approximately 2,400 acres and is roughly in the form of an eight-sided polygon, with one side of the tract of land on State Highway No. 3, known as the new Seguin Road, and one side on the Hoeninger Road. This site is near the town of Schertz, approximately 15 miles northeast from the center of San Antonio, Texas.

The above tract of land, secured through the efforts of the enterprising business men of San Antonio, was tendered to the government free of cost and, as appears elsewhere in this issue of the NEWS LETTER, the Bill (H.R. 7009) approved by the President February 15, 1928, authorizes the Secretary of War to accept the land in question as a site for an Army Primary Flying School and flying field.

The Secretary of War, in a recent communication to the Hon. C.M. Chambers, Mayor of the City of San Antonio, stated that the War Department, after careful study, has decided to accept the land and that as soon as the necessary legal steps can be completed, the title passed to the United States and the necessary funds appropriated, it is the intention of the War Department to commence the improvement of this site and to install a flying school thereon. Thanks were extended the citizens of San Antonio for their very generous contribution to the national defense of the United States.

The new site will ultimately house all the heavier-than-air flying training schools of the Army Air Corps. Plans formulated in the Office of the Chief of Air Corps contemplate the construction in the Fiscal Year 1929 of a station for the first unit to house the Primary Flying School now operating at March Field, Riverside, Calif. During the following fiscal year construction will be started with the purpose in view of taking care of the Primary Flying School now at Brooks Field, and either in the Fiscal Year 1931 or 1932 the Advanced Flying School now at Kelly Field will have its fitting.

The school building of the primary schools will be grouped or built together with the advanced school building nearby or connected with the others. The airplane assembly building, machine shops, warehouses, Quartermaster warehouses and maintenance buildings, bakery, garage, and guard house will be assembled in one group, and the fire house will be located so that it will be accessible to the whole post. The location of the other buildings, such as the enlisted men's club, post exchange, theatre and gymnasium, chapel and school, hospital, etc., will be so located that they can best serve the station as a whole.

The idea of locating the buildings in the center of the field has been adopted, and the layout prepared requires the location of all buildings within a circle 4200 feet in diameter, with the 34 hangars required to house the planes of the three schools located around the perimeter of this 4200 foot circle.

All construction will be of Spanish architectural type. A very satisfactory 132 and 163 men barracks, designed by the Construction Division of the Office of the Quartermaster General, will be used as to floor plan, but the outside of the buildings will be finished in Spanish type. A 300-men barracks of this type was developed for use at March Field, and it may be advisable to substitute this type in some cases for a 132 and 163-men barracks to reduce costs and improve housing.

Cadets and bachelor noncommissioned officers will be housed in separate buildings with two to a room, each building having central lavatories, lounging rooms and messes. The building for bachelor officers will be in the form of a hollow square with a center court surrounded by a covered porch supported by large arches. Each officer will have his own living room, bedroom, bath and closet, and there will be one central mess and lounging room. Married officers on permanent duty at the station will have individual one or two-storied houses, and student married officers will be housed in four-family apartments.

The plans for the hospital and Medical School contemplate the necessary flying examination rooms for a flying personnel of approximately 600, the general functions of a hospital such as offices, dispensary, clinic, operating room, X-ray

room, dental offices, storeroom, kitchen and mess, and wards for about 15 beds. Additional funds to bring the hospital up to a 50-bed minimum capacity, plus quarters for Medical Corps personnel, will be included in the estimates for the Kelly Field unit.

A sum of \$5,673,975 is now available with which to start construction work on the new Training Center. This amount, supplemented by an item of \$1,970,950 for barracks, and quarters for officers and noncommissioned officers, included in H.R. 11134 for authorization for the Fiscal Year 1930, now before Congress for action, and another item of \$946,500, included in the Fiscal Year 1930 authorization bill for Air Corps technical construction, will make available \$8,591,425 with which to proceed on construction work for the March Field and Brooks Field units.

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THE VISIT OF SECRETARY DAVISON AND GENERAL FECHET TO PANAMA

The Assistant Secretary of War, Hon. F. Trubee Davison, and the Chief of Air Corps, Major-General James E. Fechet, arrived at France Field, Panama Canal Zone, on March 24th. Their trip down from the States was marred by an accident to one of their amphibians at Minatitlan, Mexico, and it was necessary for the Commanding Officer of France Field to send two planes to their assistance.

Lieuts. McDonald and Williams took off from France Field, and several days later landed at Minatitlan without accident. One of the planes was turned over to Captain Eaker, and Lieuts. McDonald and Williams started back in the other. From the stories that these two pilots tell, they had quite a few interesting experiences on their way back to France Field. At one place it was necessary to take out all of the baggage, the radio, the anchor and to take off the wheels in order to get the amphibian out of a small lake hemmed in by volcanoes.

The officers and ladies of France Field gave a tea in honor of Mr. Davison and General Fechet upon their arrival at this station. The following day they were entertained at the Washington Hotel by Colonel Fisher. On Monday, March 26th, the visitors from Washington spent the day on the Pacific side of the Isthmus, inspecting and talking over plans for Albrook Field. Their stay was cut very short, and business in Washington made it necessary for them to start their return trip to the States early on the morning of the 27th.

Secretary Davison and General Fechet landed at Bolling Field at 5:15 p.m. A 2nd, completing the last leg of their journey from Fort Bragg, N.C. in something less than three hours. The planes circled the field once before landing. Major H.C. Davidson, Post Commander, was the first to greet the Secretary as he stepped from his ship, and afterwards his wife and three small sons embraced him.

Among those who welcomed the airmen on their arrival was Mr. Grover Loening, manufacturer of the Amphibian planes in which the Canal Zone flight was made. Mr. Loening landed at Bolling Field from New York in his new cabin Amphibian a few minutes before the Army fliers arrived. Others at the field included former Assistant Secretary of War Hanford MacNider and Lieut. Lester J. Maitland, California to Honolulu flier.

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BOLLING FIELD PLANES PERFORM ACROBATICS OVER WHITE HOUSE ELLIPSE

As the first of a series of military displays, to be given to the public of Washington, D.C., throughout the Spring and Summer months, two flights of three planes each from Bolling Field performed a number of intricate maneuvers over the White House Ellipse on the afternoon of Friday, April 13th.

Starting with formation flying, which lasted a few minutes, they soon broke up and demonstrated the latest methods of pursuit attack, finishing up with a short period of acrobatic flying. Those participating in the demonstration were Major H.C. Davidson, Post Commander; Captain D. P. Muse, Lieuts. D.M. Myers, F.A. Schauss, E. R. Quesada and R.I. Hazen.

---oOo---

First Dark Boy: Say, dark boy, why is it ah never sees you all ridin' in a airypplane, huh?

Second D.B: What foh you all ask me sech silly a question, niggah, when you knows I'se born on Friday 13th in a leap year and thet makes me magnetic to de earth!

AN ENTHUSIASTIC AIR PASSENGER

Major-General Preston Brown, commanding the First Corps Area, with headquarters at Boston, Mass., is practically sold on the idea of using the airplane as a means of transportation. Recently, when inspecting the Coast Artillery fortifications at Fort Adams, R.I. and Portland, Maine, he was flown to these places by Lieut. Richard E. Cobb, Air Corps, Supply and Transportation Officer at the Boston Airport. Upon his return from Portland, General Brown remarked: "This reminds me of the war in Vermont," meaning the flood period. He made a number of flights over the flooded area at that time in an amphibian plane, and appears to like the "Duck", as this type of observation plane is often alluded to.

General Brown at this writing is in Washington on official business, and was flown from Boston in an Amphibian airplane piloted by Lieut. Donald G. Duke, Air Corps, who is in command of the Boston Airport. This plane was temporarily assigned to the Boston Airport from Mitchel Field for the General's use, pending some alterations to a Curtiss Attack airplane, regularly assigned to him. The rear cockpit of this plane is being modified to make it more comfortable in long air journeys. General Brown contemplates making a flight to the Materiel Division, Wright Field, Dayton, Ohio, in the near future to make an inspection of the large Experimental Engineering plant of the Air Corps, and is also looking forward to a flight to Langley Field, Va., next month to witness the aerial maneuvers to take place at that field.

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EXTENSIVE AIR DEMONSTRATION AT LANGLEY FIELD

Demonstrations of the effectiveness of Pursuit and Attack planes operating against Infantry, Artillery and Cavalry under simulated war conditions are to be staged by the Army Air Corps during the month of May at the various Army service and tactical schools.

The first of these demonstrations will take place at the Army Air Corps tactical School at Langley Field, Va., on May 4th, when Army aircraft will direct their fire against some 2,000 targets representing Infantry and Artillery, and also engage in aerial combat. These demonstrations will be attended by members of the Senate and House Military Affairs Committees, high government officials and other observers.

One of the outstanding features of the demonstrations will be the initial appearance in large scale army air operations of the new Attack plane which is equipped with six machine guns and can carry 250 pounds of bombs in addition to 2,600 rounds of machine gun ammunition.

When engaged in battle these Attack planes skim about 100 feet above the surface of the ground at better than 125 miles per hour. They rely for their safety solely on their speed and the suddenness of their attack. Two guns are installed in the wings, two fire through the propeller, these four guns being operated by the pilot. The two remaining guns are handled by the gunner in the rear cockpit.

Because Langley Field is the home of the Second Bombardment Group, a squadron of 12 bombardment planes will participate in the May 4th demonstration but in none of the others. A Pursuit Squadron of 25 planes will also participate, and in double roles. Several of these planes, in addition to machine guns and bombs, will carry apparatus for the laying of smoke screens.

The demonstrations will be under the command of Brigadier-General Benjamin D. Foulis, Assistant Chief of Air Corps. His staff will be headed by Major Carl Spatz, who will be in charge of operations. Following the demonstrations at Langley, similar exhibits will be given as follows:

- May 5 - 8, Artillery School, Fort Bragg, North Carolina.
- May 8 - 11, Infantry School, Fort Benning, Ga.
- May 15-17, Artillery School, Fort Sill, Oklahoma.
- May 17-20, Cavalry School, Fort Riley, Kansas.
- May 20-23, General Service School, Fort Leavenworth, Kansas.

Assistant Secretary of War F. Trubee Davison, in explaining the purpose of the demonstrations, made the following statement:

"The object is to illustrate to ground troops the war-time tactics of modern military aircraft in order that ground forces may adapt their methods to enemy air attack in time of war and also to give our Army pilots opportunity to

observe methods employed by ground troops threatened by air attack.

The other branches of the Army are accustomed to work with that portion of the Air Corps attached to them for service, such as Observation, but other units of air operation, particularly Pursuit and Attack, operate frequently as independent offensive units and it is vitally important that officers in charge of ground troops and pilots be given full opportunity to study their different tactics from first hand observation.

In order to give realism to the demonstration of attacks upon ground troops, with bombs and machine guns, targets representing Artillery, Cavalry and Infantry will be used. Nearly 100,000 rounds of machine gun ammunition, 1,650 twenty-five pound bombs, 200 thirty-pound bombs and almost ten tons of smoke screen material will be used in course of the demonstrations."

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SLOTTED WING INVENTION EXPLAINED TO AIR CORPS

Mr. Frederick Handley Page, a most prominent figure in the aircraft industry of Great Britain, paid a visit to the Office Chief of Air Corps, Washington, on the morning of April 17th, and delivered a brief but interesting talk on the slotted wing device with which his company has been conducting experiments for the past seven years.

It is claimed that this device when attached to the wings tends to make an airplane laterally stable, and this claim was satisfactorily substantiated in test flights recently conducted in England of several types of planes equipped with same. The normal tendency of a plane when stalled is to start falling into a tail spin. In the flying demonstrations with the slotted wing, however, although the plane was repeatedly brought into a stall, it steadfastly refused to fall into a spin.

The British visitor had with him a moving picture reel depicting these test flights, and in the presence of practically all officers on duty in the Office of the Chief of Air Corps, also the Hon. F. Trubee Davison, Assistant Secretary of War; Brigadier-General Benjamin D. Foulois, Assistant Chief of Air Corps, and Brigadier General Wm. E. Gillmore, Chief of the Materiel Division, Wright Field, Dayton, Ohio, he described the operation of the slotted wing device and touched on the results of these demonstration flights. Due to the fact that, through one of those strange coincidences, an article on the slotted wing appears elsewhere in this issue of the NEWS LETTER, there is no need here to quote the lecture at length.

Mr. Handley Page asserted that the slotted wing has now reached the stage where its action is perfectly automatic. When the airplane reaches a certain angle of incidence, this auxiliary airfoil, hinged to the leading edge of the upper wings, automatically moves away from its point of attachment, thereby opening the slot which then begins to exert its stabilizing function. The slotted wing, he stated, is particularly useful when flying in fogs or clouds, for when the pilot desires to lose altitude in order to bring his plane out of the misty atmosphere and ascertain his location, all he needs to do is to pull the control stick back and throttle his engine. The plane would then start settling downward and continue to do so until the pilot opened the engine throttle and pushed the stick forward - all this with no tendency on the part of the plane to fall into a spin.

It is expected that Mr. Handley Page will visit the Materiel Division of the Air Corps at Wright Field, Dayton, Ohio, where experiments on slotted wing tests have been conducted for some time. It is believed, also, that he will visit the Aircraft Show at Detroit, Michigan, to consult with members of the American aircraft industry.

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LEGIONNAIRES VISIT BOLLING FIELD

Piloted by William Winston, E.H. Connerton and Richard Chandler, in three Fairchild cabin monoplanes, twelve members of the Carle Anderson Post, American Legion, of Harrison, N.Y., made a round trip to Bolling Field on April 1st, so that the Post Commander, Rosseter P. Maurice, could lay a wreath on the tomb of the Unknown Soldier in Arlington Cemetery.

DIVERSIFIED TRAINING OF RESERVE OFFICERS AT BOSTON AIRPORT

The program of training Reserve officers flying from the Boston Airport has been changed from individual flying and playing in the air to regular assigned missions on Saturdays. Two weeks ago the operations orders called for message dropping contests, and last week it was formation flying. These alternating missions were initiated by the Airport Commander, Lieut. Donald G. Duke, and they have proven to be of great interest to the Reserves and, at the same time, much more valuable from a training standpoint.

Last Saturday 14 Reserve pilots, 6 Observers and 4 enlisted Reserves reported at the Airport for flying and work. The enlisted Reserves help the Regular personnel on duty with the ships, and are rewarded by a flight. The biggest problem at the Airport is the lack of ships, only three being available at this time, in consequence of which each pilot's time is limited to about 40 minutes. One PT-1, now at the Fairfield Air Depot, is expected to be delivered to the Airport very shortly, and this will improve the situation somewhat.

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OLD FRIENDS EXCHANGE GREETINGS IN PHILIPPINES VIA RADIO

As the old saying goes, this is a small world after all. Dr. M.G. Buckner, of Nashville, Tenn., had the surprise of his dignified life when recently steaming into Manila Bay on the round-the-world liner CALEDONIA of the Cunard and Anchor Line. Shortly after passing Corregidor he was called to the radio room and putting on a headset heard the mellifluous voice of Lieut. Vince Meloy, whom he knew from Nashville days, welcoming him to the Islands and inviting him to dine that night at the Army and Navy Club. Here's the how of it. Lieuts. Meloy and Hodges were up in the air on a radio test. To make conversation while WYR, the Kindley Field ground station, was tuning in, Lieut. Hodges remarked into the microphone that they were above the CALEDONIA and that Lieut. Meloy was undoubtedly watching for his friend, Dr. Buckner, to appear on deck. The CALEDONIA operator picked up the conversation, tuned in with a "Hello airplane", and called Dr. Buckner to the phone.

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COMBINED AIR FORCE MANEUVERS WITH LANGLEY FIELD

Two flights of three ships each left Bolling Field, D.C. at 1:30 p.m. on Friday, April 13th, to rendezvous with Langley Field ships at Smith Point, Va., for the purpose of carrying out a joint tactical maneuver. This took the form of a simulated air force attack on the bridge across the Rappahannock River at Tappahannock, Va. The Air Force was composed of Attack, Bombardment and Pursuit.

The Attack flight was made up of three O-1's from Bolling Field, piloted by Major H.C. Davidson, Flight Leader, with Lieut. Freeman Albery as gunner; Capt. Donald P. Muse with Warrant Officer Mills; and Lieut. Devereux M. Myers with Pvt. Joseph A. Droter.

The Bombardment consisted of the whole Group from Langley, and the Pursuit was made up of two Squadrons of three flights each from Langley and one flight from Bolling. The Pursuit flight from Bolling acted as the reserve element for the Pursuit group, and was composed of Lieut. Elwood R. Quesada, Flight Leader; Lieut. Henry R. Angell, #1, and Lieut. Frederick A. Schauss, #2.

Both Bolling Field flights returned on the completion of the attack and landed at the field at 3:45 p.m. A critique was held by all officers participating, and Major Davidson then stated that everything had gone off exactly as scheduled.

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VERSATILITY PAR EXCELLENCE

Lieut. Park Holland, Air Corps, claims the record for versatility in Courts-Martial cases - witness the case of an unfortunate recent arrival in the Philippines, a non-com, whose foot slipped. After writing the charges for signature of the accuser, Lt. Holland administered the oath as Summary Court. As Adjutant, he referred them for investigation. As Investigating Officer, he recommended trial. As Individual Counsel, he defended the accused; as Personnel Adjutant he testified for him and, oh yes, as Transportation Officer, he arranged the attendance of witnesses.

THE SLOTTED WING AS A SAFETY DEVICE

Some very interesting flying demonstrations were recently conducted in England with a DeHaviland "Moth" airplane, equipped with slotted wings. Although this plane was repeatedly placed into a stalling position it did not go into a spin, from which it would appear that the auxiliary slotted airfoils tend to make an airplane laterally stable.

The Handley-Page Co. has for years conducted various experiments with slotted wings. The first control slots were mechanically operated, thus adding an extra control to the plane. The latest design, however, is considerably simplified in that the wing tip slots are automatic in their action. They are hinged in such manner that when a certain angle of incidence is reached the auxiliary airfoil automatically moves away from its position close to the leading edge of the main airfoil, thereby opening the slot. The automatic type of slot, therefore, is not in any way under the control of the pilot but goes into operation automatically as and when required.

The DeHaviland Aircraft Co. has been conducting most of the experiments on the automatic type of slot, and the demonstrations with the "Moth" were conducted by Captain Geoffrey de Havilland. An interesting account of this pilot's daring maneuvers with the "Moth" appeared in a recent issue of the British aeronautical publication FLIGHT, and same is quoted below, as follows:

"Realism was carried to a high degree of perfection at the demonstration given by Capt. Geoffrey de Havilland at Stag Lane on Monday of this week, March 19. It has been known for some time that the De Havilland Aircraft Co. has been carrying out experiments with a "Moth" fitted with the Handley Page automatic wing-tip slots. As we recorded in FLIGHT some weeks ago, Capt. Broad had a bit of a crash while carrying out one of these experiments - due, it should be repeated, not to the slots, nor to the "Moth", but to a slight error of judgment on the part of the pilot. (Capt. Broad's reputation is such that it is not likely to suffer from this statement.) At the time, Broad was deliberately imitating one of the worst faults committed by a beginner in flying, i.e., making a climbing turn off the ground, and then cutting out his engine.

At Monday's demonstration Capt. de Havilland himself took the joy stick and gave a demonstration of the kind of liberties which may be taken with a machine without serious consequences to the pilot if the machine is fitted with the new Handley Page slots.

The "Moth" had been but slightly altered from the standard machine. Small changes had been made in the control surfaces - since it is, of course, essential, if the best possible use is to be made of the slots, that all the controls should be in harmony. The chief alteration, however, was the substitution of a new undercarriage. The horizontal axle was abandoned, the other alterations being due to this fact. The wheel track was made slightly wider and, most important of all, the stroke of the telescopic leg was considerably increased in order to give better shock-absorbing qualities. The demonstrations proved that this was no unnecessary precaution.

Capt. de Havilland's demonstrations took the form of four separate flights, each made with the object of showing some particular function of the slotted-wing machine. During the first flight Capt. de Havilland took the machine up to a couple of thousand feet, and then demonstrated that the machine cannot be made to spin. Repeatedly he so maneuvered the machine that, had it not been fitted with slots, it would undoubtedly have gone into a spin. All that happened was that the "Moth" made some steep spirals at speeds and attitudes which were quite obviously far removed from the condition of autorotation.

In the second flight Capt. de Havilland repeatedly jerked the stick back violently so as to produce a fairly violent stall. There was not the slightest lateral "wobble" or uncertainty; but, of course, the machine stalled in the usual manner, i.e., dropped its nose suddenly and commenced a dive, as any machine inevitably must which depends for its lift upon speed in some direction or other. The point was that merely a straight dive followed the stall, and not a sign of a spin. In landing from this flight Capt. de Havilland gave a demonstration of what happens when a beginner misjudges his height and lands, as it is called, "10 ft. above the ground," i.e., flattens out to land while his wheels are still about 10 ft. in the air. A beautiful "three-point" landing was made "10 ft. up," but the machine, instead of dropping a wing tip as the normal machine would most likely do, the slotted "Moth" merely pancaked and

bounced a little.

The next demonstration consisted in landing exactly the reverse way, i.e., "10 ft. below the ground"! In other words, a beginner may misjudge his height in two ways - he may think he is on the ground and "flatten out" too soon (as in the previous flight), or he may have the impression that he is not yet low enough, and may glide his machine into the ground. Flight No. 3 imitated the last mentioned case. Capt. de Havilland (deliberately, of course) failed to "flatten out". The machine struck the ground at its gliding angle, its nose jerked upwards, a bounce with the nose in the air followed, and then, at practically no forward speed, the machine sank in a stalled condition, still without a sight of any tendency to drop a wing tip, and came to rest.

The fourth and last flight was a demonstration of stalling the machine from about 200 feet., without any power to flatten out (the height being assumed insufficient to permit of the dive which must precede the "unstalling" of the machine.) During the large number of stalled landings of this nature made during the experiments with the slotted "Moth", it was found that the vertical rate of descent of the machine was in the neighborhood of 9 ft. per second (a parachute drops at 15 to 17 ft. per second). On this occasion, for some reason which is not yet known, the "Moth" appeared to descend in a series of "steps", very slight but unmistakably present, of acceleration and deceleration. As luck would have it, the machine was just in one of its acceleration periods when it struck the ground. The result was that the rate of descent was more than the fuselage could stand. The cross member of the fuselage gave way, the undercarriage "legs" pushed upwards through the body, and the machine sat down flat on its belly. The front portion with the engine dropped forward, the rear portion of the fuselage dropped backward, but Capt. de Havilland was not scratched! Not only so, but he afterwards said he felt no particular shock, the whole proceedings being comparatively gentle. He was carrying no passenger at the time, but even if a passenger had been on board it is extremely doubtful whether he would have been damaged at all. Both seats were intact, the aft cockpit entirely so, and the front cockpit damaged in such a way that a passenger would not be likely to have been hurt.

Very naturally, there was a moment's anxiety among the onlookers, until Captain de Havilland was seen to jump out of the machine and to be perfectly undamaged. The accident did undoubtedly prove that, although nobody would suggest, or try to encourage, careless handling of a machine, the consequences of what is after all a comparatively trivial mistake, are not likely to be very serious in a machine fitted with automatic slots and with a good undercarriage. The next step in the evolution of the "Moth" will probably be a redesigning of the part of the fuselage in the neighborhood of the undercarriage. In this case the undercarriage itself was entirely undamaged, it was the fuselage which gave way. This is not surprising, as it had not been specially designed for shocks such as it received.

The demonstration undoubtedly proved that the automatic slots, properly designed, and with the rest of the machine designed to be in harmony, has greatly reduced the seriousness of the consequences following upon mistakes in piloting. Nobody would claim that the slots make a machine "fool-proof." The four-wheel brakes on a motor car go a long way towards facilitating the handling of a car, in that reasonable errors of judgment in the matter of speed and distance can be corrected by means of the brakes. But the brakes do not make a car "fool-proof". A driver can still, if he is fool enough to do so, drive straight into a brick wall.

So also with the automatic slots. The fitting of these does not, for instance, prevent a machine from stalling. But the slots do prevent the common result of stalling: the spin, from which there is no way of getting out, except by diving. Put in a different way, the ordinary "Moth" (to keep to this machine) can be stalled down, just as ~~is~~ the slotted "Moth", but, and that is the great point, it takes a very skilled pilot to prevent it from dropping a wing tip. It is, so to speak, balanced on a knife's edge laterally. With the slots, however, it is laterally stable in the stalled condition, and consequently the high degree of skill in preventing a wing tip from dropping is no longer necessary.

Hitherto, if one may use the simile, there has been no punishment to fit the crime! The trivial error of getting into a stall has only too frequently resulted in the pilot losing his life. The introduction of the automatic slot will, we firmly believe, in the vast majority of cases, reduce the "penalty" to nothing worse than a damaged machine, and probably very rarely even this.

And, finally, we cannot conclude these notes without paying a tribute to Captain de Havilland for the practical and personal way in which he interests himself in aviation. We know that he habitually flies every new type of machine produced by his firm. That he should have been willing to give a demonstration like that on Monday last is one more proof of his very great keenness and courage, for we maintain that it takes a great deal of courage to make the "mistakes" which "D.H." deliberately made. For a skilled pilot to make up his mind to stall into the ground, a procedure against which all his instincts as a pilot rebel, must take a tremendous amount of will power. When that same pilot is, in addition, a trained engineer and a world-famous aircraft designer, with a full technical knowledge of all that is happening, the performance is even more remarkable.

A spectator asked the writer who the pilot was, and on being told, exclaimed 'Oh, young de Havilland!' In view of the fact that "D.H." has been flying since 1909, the remark is rather significant."

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PROGRESS OF FLYING CADETS AT MARCH FIELD, CALIF.

The March, 1928, class of Flying Cadets at March Field, Riverside, Calif., are well started on their schedule and are making satisfactory progress for the short time they have been receiving instruction. Only two students of the 106 enrolled have been eliminated, and these on account of physical disability.

The average age of the Flying Cadets in the new class is 24 years. Of the 106 students enrolled, 27 are college graduates.

The upper class of November, 1927, are now flying DH's. Of the 83 Cadets who originally started training, only 48 remain.

An Aerial Review was staged as a complement to the Director of Training, Major Carlyle H. Wash, who has been ordered on a tour of foreign service. Before taking off, the equipment and personnel participating in the review were inspected by Major Wash, accompanied by the Headquarters Staff. The formations led by Major Harmon passed in review with Major Wash in the reviewing stand as the reviewing officer. Parachute jumps were made by the following enlisted men from the Douglas Transport, piloted by Lieut. John S. Gullett: Staff Sergeant Utterback, Sgt. Browning, Corporal Wetzorke, Privates Graham, Garjola, Hansen and Sgt. Wehling.

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MITCHEL FIELD AIRMEN PARTICIPATE IN MANEUVERS

The Air Corps at Mitchel Field, L.I., New York, participated in a series of extensive maneuvers on March 14th which were originally planned to entertain the Lions Clubs of Nassau County but also served to interest the immense crowd which maintained a weary vigil awaiting the arrival of Captain Hinchcliffe and Miss Mackay.

The demonstration started at four in the afternoon with combat and formation flying and continued into the evening when the powerful lights of the 62nd Anti-Aircraft Regiment of Fort Totten were brought into play.

Frequent, but what later proved to be erroneous, reports of the whereabouts of the Hinchcliffe-Mackay plane were received and these added to the atmosphere of tension. It was after midnight before the crowd started to dwindle away.

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DEPARTURE OF FRENCH FLYERS FROM MITCHEL FIELD

After several weeks at Mitchel Field, N.Y., during which time their Breguet plane was overhauled and a new Hispano-Suiza engine installed, Captain Dieudonne Costes and Lieut. Joseph Lebriz left early in March for San Francisco and upon arrival there left by steamship for Tokio, Japan. Press reports stated that the airmen, accompanied by Arthur Goebel, winner of the Dole Flight to Honolulu, reached Yokohama on March 31st, and that the Frenchmen planned to assemble their plane as quickly as possible and again take up their around-the-world flight. They are due back in Paris the latter part of April.

At Paris it is hoped they will be accorded a reception which will be commensurate with their achievement, which must take rank with the most important

The News Letter Correspondent states that by their unfailing good humor these gallant French officers made friends at Mitchel Field and every feature of their preparations was an evidence of good taste and sportsmanship.

Had they arrived earlier in the season their reception might have been more spontaneous, but it could not have been more sincere. On their flight across the United States they were forced down twice; once at Sharon, Pa., by a snow storm, and again at Rock Springs, Wyoming, by rain.

Rock Springs is a name which should be familiar to the Air Corps, for it was there that Lieut. Russell L. Maughan was forced down in the summer of 1923 on his second attempt to fly between Mitchel and Crissy Fields between dawn and dusk.

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THE DISCOVERY OF BOLLING FIELD By the News Letter Correspondent

Bolling Field, in the Capital of the greatest country in the world, has at last come into its own. It has always been felt by members of this post that some day some daring pioneer would discover that tucked away in a corner of Washington, within five miles of the Capitol, the Army Air Corps had a landing field that was well worth visiting.

On the 19th of March, the Washington newspapers stated that "Lindy", who lives, talks, and dreams aviation, had decided to prove to the "Powers that be" in politics that airplanes had come to stay and to be of use to mankind, and were not merely playthings for pilots to "crack up". He offered to take for a "hop" any Senator or Representative who wished to be convinced.

And that was how Bolling Field was discovered.

Starting early on the morning of the 20th of March, the prospectors came in swarms - not only the politicians who were invited, but rich and poor alike from every State in the Union.

They came in rattletrap Ford roadsters - vintage 1910 - in snappy new American models, direct from the factory, and in imported limousines that were dazzling to the eyes. They walked, they ran, some even came on crutches, and all to see that modest young man known officially as Colonel Charles A. Lindbergh, Air Reserve.

For five days from early morning until well after Retreat, "Lindy" ran the most popular taxi service there has ever been. Using an Army tri-motor Fokker and a Navy tri-motor Ford, he made in the five days a total of 110 flights.

Eleven hundred passengers made the round trip across the Potomac, over Arlington, then for a swing above the heart of the Nation's Capital, round the Capitol dome and back to the field. The list of those carried on the various trips was certainly an imposing one, including as it did representatives of, Great Britain, France, Germany, Belgium, Jugo-Slavia, Austria, Chile, Cuba, Finland, China, Argentina, Brazil, Colombia, Turkey, Panama, Greece, Guatemala, and Siam, in addition to Senators, Representatives and members of their families.

Immediately after concluding his last day with the society folk of diplomatic Washington, the Colonel joined the Commanding Officer and officers of Bolling Field at the enlisted men's monthly smoker. He seemed to enjoy the relaxation and was very interested in the half dozen bouts put on by members of the post, but laughingly declined the call for a speech.

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COL. LINDBERGH DROPS IN ON THE ROCKWELL AIR DEPOT

Colonel Lindbergh, on April 4th, calmly dropped to earth at Rockwell Field with his party of original backers on the historical record-making trip in the "Spirit of St. Louis". All of San Diego had been looking for the Colonel for a number of days and expected him to land at the airport in San Diego, where a large crowd had congregated to wait for him. However, he chose the Rockwell Field, the starting point of his memorable trip. He not only avoided the crowds, but landing at Rockwell no doubt brought back pleasant memories. The Colonel is always a welcome visitor to Rockwell Field.

DEATH OF LIEUT. IVAN G. MOORMAN, AIR CORPS

By A.M. Jacobs

Lieut. Ivan G. Moorman, Air Corps, died at the Miami Valley Hospital, Dayton, Ohio, on March 1st as the result of pneumonia following an operation. His death was a great shock to his many friends, as he had reported for duty at Wright Field but a short time before and his illness was but of a week's duration.

Lieut. Moorman became associated with aviation during the War, when he joined the Aviation Section of the Signal Corps. In 1923 he participated in one of the earliest "good-will flights" when five planes, commanded by Major Thomas G. Lanphier, flew to Cuba, Haiti, San Domingo, Porto Rico and return. He served two years in Hawaii and was a member of the 1926 class of the Air Corps Engineering School at McCook Field, standing first in his class in general scholarship. It was the excellence of this record that led to his being sent later to the New York University for certain aeronautical courses. Here he again distinguished himself by his initiative as a student and his high scholarship. It may be classed among the ironies of existence that the conferring upon Lieut. Moorman of the degree of Aeronautical Engineer, toward which he had been working, by the University, occurred on the day of his death. With the degree came the University's highest commendation upon him as a scholar and worker. At Wright Field this special training was about to be put to practical use, for Lieut. Moorman had been assigned to the Experimental Engineering Section.

A capable pilot, a man of sterling worth, his is a great loss to his friends and to the service.

Lieut. Moorman was born April 15, 1894, at Greenville, Michigan. He attended the public schools at Edwardsville, Ill., and graduated from the McKendree College, Lebanon, Ill., in 1914. He pursued a post graduate course at the Columbia University, New York City.

Prior to entering the military service he traveled through the West Indies and mastered the Spanish language in an incredibly short space of time. Enlisting in the Aviation Section, Signal Corps, December 6, 1917, he entered the School of Military Aeronautics, Princeton University, February 2, 1918, and graduated April 13, 1918. He received his flying training at Eberts Field, Lonoke, Ark., was rated a Reserve Military Aviator, and commissioned a 2nd Lieut. on October 7, 1918. After a brief period of duty at Langley Field, Va., he was sent to Post Field, Fort Sill, Oklahoma, where he attended the School for Aerial Observers. Upon graduation he was rated an Aerial Observer and shortly afterwards ordered for duty in the Hawaiian Department. Lieut. Moorman served as Advance Agent in connection with the Air Corps "Good-Will Flight" around South America.

---oOo--- WINTER MANEUVERS OF THE FIRST PURSUIT GROUP CRAW

During the early part of February the 1st Pursuit Group, Selfridge Field, Mt. Clemens, Mich., was engaged in winter maneuvers throughout Northern Michigan. The planes were equipped with skis. Twelve Pursuit planes and two Transports participated in this maneuver. Extremely bad flying conditions prevailed throughout the entire maneuver and sub-zero weather was encountered. All landings were made on either ice or snow fields. The Group established advance airdromes at Oscoda, Alpena, Sault Ste Marie, Traverse City, Manistee and Muskegon.

Due to the bad weather encountered it was impossible to carry out the tactical formations as originally planned. The mobility of aircraft in extremely cold weather and in a country which is covered with ice and snow was successfully demonstrated. There were two accidents in this maneuver, one pursuit ship being completely demolished and one transport damaged to the extent that it required a complete overhaul. The skis for pursuit ships seemed adequate, but the run it takes a transport to get in the air with skis is considerable.

---oOo--- MOVING A FIVE-FOOT WIND TUNNEL

Removal of the five-foot wind tunnel tube and straighteners from McCook Field to the new Wright Field, Dayton, Ohio, is in progress. For the past year

various parts have been transported, and more recently the four motors and two fans have been brought over. Finally, only the great tube and straighteners were left.

With the present move in prospect, the five-foot tunnel was built in sections. The longest of these sections as it has been taken apart for moving is 30 feet, the shortest, 12 feet. Special routing had to be made, eliminating all narrow canal and hydraulic bridges, for the mouth of the tube is 18 feet, 6 inches wide. It was also necessary to take trolley wires into consideration, for the highest section of the tunnel is 13 feet, 8 inches, whereas the trolley lines are 14 feet from the ground. According to city ordinance, the moving will have to take place after midnight, and a strange sight these two trucks and five trailers will present to uninitiated passers-by. Wind tunnel work has been held in abeyance pending the setting up of the wind tunnel in the new laboratory, and, although this operation and the calibrating after it is set up is a complex and tedious performance, every effort is being made to expedite it.

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NEW FLYING FIELDS SPRINGING UP

As time goes on more municipalities in Southern California and adjoining States are dedicating new flying fields. The last one was Eagle Field at Selma, California, named in honor of Captain Aubrey I. Eagle, Air Corps. Lieuts. J. Greer and E.M. Robbins were representatives from Rockwell Field, Calif., attending this dedication, which took place on March 31st. Lieut. O.P. Gothlin, Jr., in a PW-9-C, made a cross-country flight to Chandler, Arizona, on March 13th, for the purpose of representing Rockwell Field at the dedication of the new flying field at that place.

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ECHOES OF THE EARLY FLYING DAYS

"A time-piece beginning to be venerable in associations, though it is of the modern very-thin variety came to our hands the other day," says the News Letter Correspondent from Wright Field, Dayton, O. In the yellow-gold case was the following engraving: "Presented to Walter Brookings by the Repository, Canton, Ohio, Sept. 26, 1911, for World's Record for accurate landing with motor stopped from 1000-foot altitude." The owner of the watch, Walter Brookings, was one of the early pupils of the Wright Brothers who flew with them for several years. Mr. Brookings is now engaged in business in Dayton.

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WRIGHT FIELD TO HAVE NEW RADIO BEACON

Work was started on the construction of a new radio beacon station at Wright Field, Dayton, Ohio. The beacon station will be erected on the summit of a low hill just east of the new Materiel Division Laboratories and will be similar in design and power to the stations erected in California and Hawaii for the trans-Pacific flights last summer. The old station at the Fairfield Air Depot will be dismantled.

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AVIATION FIELD AT PINE CAMP, N.Y. TO BE NAMED WHEELER-SACK FIELD

The War Department has approved the recommendation of the National Guard Association of New York to name the aviation field at Pine Camp, New York, hitherto unnamed, in honor of Captain Curtis Wheeler and Lieut. Carl J. Sack. This action is in accordance with the custom during the past few years of naming military flying fields after officers killed in airplane accidents. Captain Wheeler and Lieut. Sack lost their lives when their plane crashed at Pine Camp on July 6, 1927. The aviation field at Pine Camp, Great Bend, N.Y., is used during each field training period of the 27th Division Air Service, of the New York National Guard, to which the two officers belonged, so it is peculiarly appropriate and fitting that the field should be named in their honor.

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CONSTRUCTION PROJECTS AT AIR CORPS POSTS

A Bill (H.R. 12688) introduced in the House of Representatives on April 4, 1928, by Representative James, providing for various construction projects at Air Corps fields and stations, authorizes an appropriation for that purpose of not to exceed \$6,499,500. A hearing on this bill has already been held by the House Military Affairs Committee, in the course of which the Hon. F. Trubee Davison, Assistant Secretary of War, and Major-General James E. Fechet, Chief of Air Corps, gave their testimony on same. The bill was reported out of the Committee on April 11th.

The appropriation above mentioned is itemized below, as follows:

Albrook Field, Canal Zone:

Hangars	\$ 200,000
Air Corps shops and warehouse	126,000
Headquarters and operations building	40,000
Radio, parachute and armament building.....	25,000
Gasoline and oil storage.....	75,000
Paint, oil and dope warehouse.....	5,000
Improvement of landing field.....	600,000

France Field, Canal Zone:

Hangars.....	80,000
Operations Building.....	30,000
Photo, radio, parachute and armament building....	61,000
Air-depot shops.....	160,000
Air-depot warehouse.....	200,000
Improvement of landing field.....	103,000

Hawaiian Department, Wheeler Field:

Hangars.....	240,000
Air Corps field warehouse.....	45,000
Air Corps field shops.....	81,000
Headquarters and operations building.....	40,000
Photo, radio, parachute, and armament building.....	61,000
Gasoline and oil storage.....	15,000
Paint, oil and dope warehouse.....	5,000
Improvement of landing field.....	110,000

Bolling Field, D.C.:

Hangars.....	160,000
Gasoline and oil storage.....	12,000
Paint, oil and dope warehouse.....	5,000
Improvement of landing field.....	100,000

Charute Field, Illinois:

Hangars.....	120,000
Air Corps shops and warehouse.....	126,000
Headquarters and Operations Building.....	40,000
Photo, radio, parachute and armament building.....	61,000
School building.....	80,000
Gasoline and oil storage.....	10,000
Paint, oil and dope warehouse.....	5,000

Crissy Field, California:

Hangar.....	40,000
Photo building.....	36,000
Gasoline and oil storage.....	5,000
Paint, oil, and dope warehouse.....	5,000

Duncan Field, Texas:

Hangars.....	80,000
Air-depot shops.....	243,000

Fairfield Air Depot, Ohio:

Air-depot shops.....	243,000
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Fort Sam Houston, Texas:

Hangar.....	40,000
Air Corps field shops and warehouse.....	60,000
Headquarters building.....	20,000
Photo, radio, parachute and armament building	61,000
Gasoline and oil storage.....	5,000
Improvement landing field.....	20,000

<u>Marshall Field, Kansas:</u>	
Hangar.....	\$ 40,000
Air Corps field shops and warehouse.....	60,000
Headquarters building.....	20,000
Photo, radio, parachute and armament building.....	61,000
Gasoline and oil storage.....	5,000
Paint, oil and dope warehouse.....	5,000
Improvement of landing field.....	15,000
<u>Maxwell Field, Alabama:</u>	
Gasoline and oil storage.....	10,000
Paint, oil and dope warehouse.....	5,000
Improvement of landing field.....	13,000
<u>Mitchel Field, New York:</u>	
Hangars.....	80,000
photo building.....	36,000
Gasoline and oil storage.....	10,000
Paint, oil, and dope warehouse.....	5,000
<u>Post Field, Oklahoma:</u>	
Hangar.....	40,000
Air Corps field shops and warehouse.....	60,000
Headquarters building.....	20,000
Radio, parachute, and armament building.....	25,000
Gasoline and oil storage.....	5,000
Paint, oil and dope warehouse.....	5,000
<u>Rockwell Field, California:</u>	
Hangar.....	160,000
Air Corps warehouse.....	45,000
Headquarters and Operations building.....	40,000
Radio, parachute and armament building.....	25,000
Gasoline and oil storage.....	10,000
Paint, oil and dope warehouse.....	5,000
<u>Rockwell Air Depot, Rockwell Field, California:</u>	
Air-depot shops.....	243,000
Air-depot warehouse.....	500,000
<u>San Antonio Primary Training School, San Antonio, Texas:</u>	
Hangars.....	440,000
Air Corps shops and warehouse.....	126,000
Headquarters and operations building.....	40,000
Wing headquarters building.....	60,000
Photo, radio, parachute, and armament building.....	61,000
School building.....	40,000
Gasoline and oil storage.....	9,500
Paint, oil, and dope warehouse.....	5,000
Improvement of landing field.....	150,000
<u>Selfridge Field, Michigan:</u>	
Air Corps warehouse.....	45,000
Photo building.....	36,000
Gasoline and oil storage.....	10,000
Paint, oil and dope warehouse.....	5,000
Improvement of landing field.....	50,000

H.R. 7009, an Act to authorize appropriations for construction at military posts, and for other purposes, approved February 18, 1928, makes available a sum not to exceed \$6,695,691, out of which Air Corps fields and stations are allotted \$5,800,691; the United States Military Academy \$185,000; Fort Benjamin Harrison, Ind., \$400,000, and Walter Reed General Hospital \$310,000.

The various projects at Air Corps posts covering the allotment, above mentioned, are itemized below, as follows:

<u>Bolling Field, District of Columbia:</u>	
Supply warehouse.....	\$ 38,000
Administration building.....	42,000
<u>Chamute Field, Illinois:</u>	
Heating system in hangars.....	5,629
<u>Fort Crockett, Texas:</u>	
Machine shop and aero repair building.....	19,869
Dope and paint house and lean-to for boiler room.....	10,775

Fort Sam Houston, Texas:

Macadamizing hangar line and construction of storm sewer and surface drainage for hangars.....\$ 3,858

Hawaiian Department (for the Air Corps)

Steel hangar..... 39,500
Addition to radio hut..... 6,979

New Primary Flying Field, San Antonio, Texas:

Hangars..... 440,000
Field shop..... 81,000
Field warehouse..... 45,000
Headquarters and operations buildings..... 40,000
Radio, parachute, and photographic buildings, and armament building..... 61,000
School Building..... 40,000
Gasoline and oil storage..... 16,900
Paint, oil, and dope storage..... 5,000
Night flying lighting system..... 15,000
Improvement of landing field..... 81,000

New Primary Flying School, San Antonio, Texas:

Barracks..... 700,000
Noncommissioned officers' quarters..... 540,000
Officers quarters..... 1,020,000
Hospital..... 150,000
Magazine (for explosive)..... 15,000
Quartermaster warehouse..... 90,000
Garage..... 80,000
Quartermaster maintenance building..... 20,000
Fire house, \$15,000; Guard House, \$30,000..... 45,000
Post Exchange, \$45,000; Theatre and gymnasium, \$60,000..... 105,000
Incinerator, \$5,000; Railroad spur tracks, \$39,700..... 44,700
Telephone and telegraph lines in conduit..... 68,375
Bakery, \$10,000; Chapel and School \$50,000..... 60,000
Enlisted men's club, \$60,000; Officers mess \$60,000..... 120,000

Langley Field, Va.:

Heating plant for hangar..... 6,068

Middletown Air Depot, Middletown, Pa.

Hangars..... 79,000
Concrete floors in warehouse..... 38,597

San Antonio Air Depot, San Antonio, Texas:

Rock asphalt apron for hangars..... 7,316
Instrument house and engine repair and cleaning building..... 6,861

Scott Field, Illinois:

Gas holder..... 49,500

Fairfield Air Depot, Fairfield, Ohio:

Gasoline and oil tanks..... 36,000

March Field, California:

Radio, photographic and school buildings..... 86,000
Night flying lighting system..... 15,000

Maxwell Field, Alabama:

Hangar..... 39,500
Field shop..... 81,000
Headquarters and operations buildings..... 40,000
Radio, parachute and photographic buildings..... 56,000
Night-flying lighting system..... 15,000

Mitchel Field, Long Island, New York:

Hangars..... 79,000
Field shop..... 81,000
Field warehouse..... 38,000
Headquarters and operations buildings..... 40,000
Radio, parachute, and photographic buildings..... 56,000

Selfridge Field, Michigan:

Hangars, \$237,000; Field Shop, \$81,000..... 318,000
Headquarters and Operations buildings..... 40,000
Radio and parachute buildings..... 20,000
Ceiling and walling hangars..... 3,264

Albrook Field, Canal Zone:

Construction of landing field.....\$400,000

Fort Leavenworth, Kansas:

One hangar..... 40,000
Field warehouse and shop..... 45,000
Headquarters building..... 20,000
Gasoline and oil storage..... 5,000
Night-flying lighting system..... 10,000

Under the provisions of this bill the Secretary of War is authorized, when directed by the President, to accept on behalf of the United States, free from encumbrances and without cost to the United States, the title in fee simple to such lands as he may deem necessary or desirable, in the vicinity of San Antonio, Texas, approximately 2,400 acres, as a site for an Army primary flying school and flying field. Upon the acceptance of these lands there is authorized to be made available or appropriated for the construction thereon of barracks and officers' quarters and utilities and appurtenances thereto such amounts as may have been appropriated or authorized for appropriation for barracks and officers' quarters and utilities and appurtenances thereto at Brooks Field and Kelly Field, Texas, pursuant to the authority contained in the Acts approved February 25, 1927, and March 3, 1927. The Secretary of War is further authorized to prepare the grounds and construct the necessary roadways and utilities at said Primary Flying School and flying field and to transfer thereto and reestablish thereon such buildings, utilities and equipment then located at Brooks Field and Kelly Field, Texas, as he may determine to be necessary and desirable.

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FREIGHT TRAIN FORCES AHEAD OF AIRPLANE ✓

The above heading recalls the story of the Hare and the Tortoise. In this particular instance, however, the race was not a pre-arranged affair. Mrs. Evangeline Lindbergh, mother of the noted flyer, who probably has more flying time to her credit than any member of her sex, barring the few who were professional pilots, was recently flown from Detroit, Michigan, to Boston, Mass., in order to attend a convention of the National Educational Association.

According to the Wright Field Correspondent, the return trip was made under the worst possible weather conditions, one of the members of her party reporting having seen a freight train forge ahead of the plane at one stage of their progress.

Lieuts. Albert F. Hegenberger and Harry Johnson, Air Corps, of Wright Field, Dayton, Ohio, were the pilots of the Atlantic tri-motor transport C-2, which made the trip from Dayton to Detroit, thence to Boston and return. Good weather attended the flight from Detroit to Boston, and it was accomplished in a little over six hours. The party remained in Boston some days, Lieut. Hegenberger giving several addresses while Mrs. Lindbergh received honors and attended the convention. Miss Maud Dawson, a fellow-teacher of Mrs. Lindbergh's was also a member of the flight, and Major Cooper, O.R.C., of Boston, accompanied the party on the return trip.

After detouring in an effort to get around storms and fog areas, the plane finally landed at Buffalo after seven hours in the air and with extremely rough flying. Lieut. Hegenberger reported that, in spite of the rough going, Mrs. Lindbergh was as much at ease as if she had been knitting at her own fire side. She might well have been, of course, with two such pilots and in such a plane, but everyone might not have been so thoroughly sensible as to appreciate the fact. The party in the cabin was an extremely merry one, shutting anxiety out with whichever pilot happened to be in the cockpit.

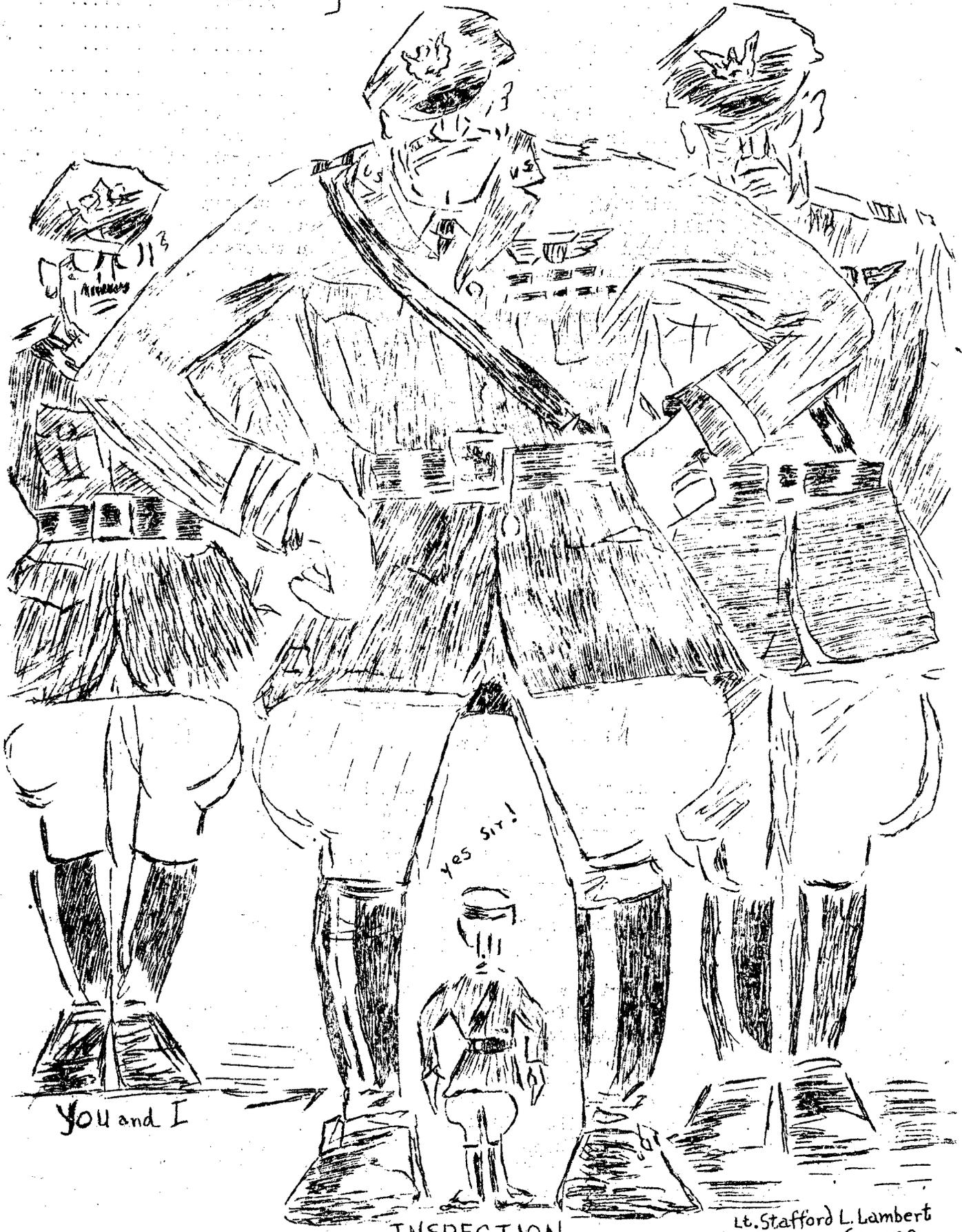
In spite of two landings, the plane finally arrived in Detroit safely. But that was a foregone conclusion.

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KEYSTONE BOMBING AIRPLANE TO BE RECONDITIONED

The Keystone XB-1 Bombardment airplane in which Eubank, pilot, and Mr. Gene A. Althoff, Test Observer, had such a narrow escape when it caught fire in the air, is to be reconditioned for flight. Two new Curtiss V-1570 engines will be installed, and it is expected the plane will be ready for flight testing within a month.

"WELL... What's your excuse for
Living?.. huh??



You and I

INSPECTION

Lt. Stafford L. Lambert
35th Div. Air Service,
Missouri National Guard.

LIEUT. LAMBERT PASSES EXAMINATION FOR J.A.P.

Casey Lambert, who is a 2nd Lieutenant in the Missouri National Guard, but who is probably better known as the son of the justly famous manufacturer of Listerine, dropped out of the sky above Bolling Field on April 4th, and taxied

up to the line in his little Ryan M-2 monoplane. He stayed around for a few days until the weather cleared and then left for St. Louis. While at Bolling Field Lieut. Lambert took and successfully passed the examination for the rating of Junior Airplane Pilot. This young man is responsible for the cartoons appearing in the NEWS LETTER.

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ITALIAN AIR ATTACHE PAYS VISIT TO CANAL ZONE

Commander Scaroni, the Air Attache from Italy to the United States, arrived in the Panama Canal Department on March 1st, on which date he inspected France Field and the Naval Air Station at Coco Solo. On the following day he was flown to the Pacific side of the Isthmus and called upon the Commanding General and the Italian Minister to Panama. On March 7th he was flown to the San Blas country to see banana plantations and the natives in that section of the Republic of Panama. Commander Scaroni left the Department March 8th and headed for San Antonio, Texas.

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AIRPLANE PROVES BAD MEDICINE FOR HAWK

Lieut. Percy, Air Corps, had a thrilling experience recently. Flying near France Field, Panama Canal Zone, he was in a dive in a PW and making about two fifty per when a chicken hawk decided to attack him. Bird and plane came together at tremendous speed, with dire results to the bird. The hawk entered the leading edge of the upper wing, went three-quarters the length of the chord and lodged therein. Lieut. Percy left his formation, returned to the field and proudly exhibited his trophy.

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MODEL AIRPLANE SPONSORS FLY FROM DETROIT TO WASHINGTON

On April 1st there arrived at Bolling Field, D.C. a Ford tri-motor plane piloted by Ralph Reed, with Mechanic David Klassen. The passengers were F.M. Davis; W.J. McEvoy; Elmer C. Grierson, Secretary-Treasurer of the American Boy Magazine; W.A. Anderson, T. Collard; F. L. Scott, advertising artist for Ford; and Fred L. Black, the Advertising Manager for Ford planes. All of these men are deeply interested in model airplanes and came to the Capital City to help the boys of the City with their work in this branch of aviation. The visitors left Bolling Field on the 3rd in the same plane and during the homeward journey each passenger wrote his impressions of the trip.

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PHOTO SECTION PERSONNEL HANDY WITH PISTOL

The 12th Photo Section, stationed at France Field, Panama Canal Zone, has demonstrated that they can shoot firearms as well as scenes. During the early part of last January France Field received notification from Department Headquarters that a Pistol Trophy was to be sent to the post, to be awarded to the organization having the highest percentage of personnel qualified. An examination of the records disclosed that the 12th Photo Section had developed 6 Pistol Experts, 3 Sharpshooters and 9 Marksmen - percentage qualified 94.4 - the highest at that station.

The C.O. of the 12th Photo Section, on being notified that upon receipt of 45c to cover cost of packing and shipping the Department Quartermaster would forward the trophy, remitted the required sum. The trophy was received via plane, neatly wrapped in the latest edition of the Panama Times, secured by a rubber band. The Pistol Trophy proved to be an old model Service Revolver, Cal. 38 (unserviceable), and now that the Section has it, the question of the hour is shall it be put in a case or kept in the arms rack and allow the next winner to supply the case - since 45c was donated for the now obsolete copy of the Times and the rubber band.

Lieut. Douglass, 24th Pursuit Squadron, our Correspondent, suggests that perhaps some organization in the States would like to shoot the 12th Photo Section for this Trophy next year.

THE AIR CORPS PROMOTION BILL

The House Committee on Military Affairs, on April 16th, submitted a report on the Air Corps promotion bill, H.R. 12814, introduced by Representative Furlow, which is a revision of his bill, H.R. 12199, with the recommendation that it pass. The report, in outlining the unsatisfactory conditions confronting the Air Corps with respect to promotion, states:

"When the national defense act was passed in 1920 all officers of the Army below the grade of colonel, except those of the Medical Department and chaplains, were placed on a single list for the purpose of promotion. It very soon became apparent that a number of injustices existed on that list, and a board of officers was appointed in the War Department to determine the extent of these injustices. After most exhaustive study and hearings the board reported on May 25, 1922, to The Adjutant General that 'The Air Service is the only branch or arm of the service which is adversely affected as a corps by the promotion situation.' This board, headed by a general officer, also stated 'The board is of the opinion that this situation will affect adversely the efficiency of the Air Service.'

During the period of the World War a large influx of officers occurred in less than two years. With the reorganization of the Army in 1920 nearly 6,000 of these World War officers were placed on the promotion list. The average period of training of these officers, except those for aviation duty, was slightly over three months, while the flyer was required to train for an average period of over six months. This difference of three months in commissioned service is magnified into a difference of hundreds of files on the promotion list and years of stagnation in the junior grades for the Air Corps officers. The majority of the air officers in this World War hump find themselves near the bottom of the list. Another War Department board reported in January, 1924, 'The prejudice to the Air Service incident to having some of its officers on the promotion list well below their contemporaries in other branches should be remedied.'

It will also be remembered that a select committee of this House recommended in 1925 'that Congress provide remedies for the inequalities and injustices suffered by the aviation officers.'

The President's Aircraft Board also recommended a system of temporary promotion that was enacted into law but proved unsatisfactory and was never put into effect.

Your committee has heard for years past of the necessity and reasons for legislation to take care of the special situation in the Air Corps. The Secretary of War has told us he would like to see these injustices to the air men remedied if it could be done without injustice to others, and the Chief of Air Corps himself has repeatedly advocated the system proposed in this bill.

The Air Corps has become one of the most important branches of our national defense and, although adversely affected as a branch in comparison with the other arms, its officers have become adjusted to their relative positions with regard to each other within the Air Corps. Their morale, however, is low because of their poor prospects for the future in the Air Corps; their promotion has stagnated; their casualty rate is high.

Colonel Lindbergh told our committee that 'if a flying officer meets his death the vacancy should be filled by an Air Corps officer of equal experience.'

The reports of the Secretary of War disclose the fact that approximately 40 percent of the deaths on the active list of the Army occur in the Air Corps, yet the strength of this arm is less than one-twelfth that of the Army. The vacancies thus created, filled by the promotion of officers of all branches and replacements in the Air Corps, are in the junior grades. This tends to adversely affect the morale of its officers.

Military flying will always be hazardous. Many of the safety factors that apply to commercial aviation must in war planes give way to speed, greater fire power, larger bomb loads, and other desirable military characteristics. Combat will require decidedly different maneuvers from commercial flying. Casualties among military flying personnel are consequently relatively high. This great rate of attrition requires special consideration in providing replacements.

It is thus seen that a situation exists in the Air Corps which needs special consideration. This branch of our national defense is quite different from the other branches and faces conditions peculiar to that service alone. The casualty rate is high, expectancy of life for the flying officer is far less than in other occupations, strain on the physical resistance from combat flying is excessive, the period of greatest flying efficiency is limited, responsibilities of air

officers are heavy, and promotion has stagnated. These are facts that your committee has taken under consideration in the study of the air-officer problem and have led us to favor the enactment of this bill into law."

Mr. Furlow's bill contemplates an Air Corps Promotion List upon which shall be placed the names of all officers of the Air Corps, Regular Army, below the grade of colonel. These names shall be arranged in the same relative order they now occupy on the Army promotion list. Air Corps flying officers shall be promoted to the various grades when credited with commissioned service as follows: to 1st Lieut., after 3 years; to Captain, 7 years; to Major, 12 years; to Lt.-Colonel, 20 years; to Colonel, 26 years. All flying officers of the Air Corps below the grade of Colonel shall be promoted in the order of their standing on the Air Corps promotion list.

The number of Air Corps officers in the grade of Colonel shall not be less than 4 nor more than 6 percentum and the number in the grade of Lieut.-Colonel shall not be less than 5 nor more than 7 percentum of the total number of officers on the Air Corps promotion list; the aggregate number of officers of the Air Corps in the field grades to be not less than 26 nor more than 40 percentum of the total number of officers on the Air Corps promotion list. Air Corps flying officers of less than the required years of commissioned service shall be promoted to the grades of Colonel, Lieut.-Colonel and Major only in so far as necessary to maintain the above minimum percentages, and only in so far as their promotion will not cause the maximum percentages to be exceeded shall officers of the prescribed years of commissioned service be promoted to these grades. Non-flying officers of the Air Corps shall be promoted as provided by law for the other branches of the Army.

Officers of the Air Corps may, upon application to the President, be placed on the retired list after serving 30 years either as an officer or soldier. In computing length of service for retirement credit shall be given for double the time heretofore or hereafter actually detailed to duty involving flying, and credit shall also be given for all other time now counted towards retirement in the Army. When a flying officer reaches the age of 54 years, he shall, if he makes application therefor to the President, be retired from active service and placed on the retired list. Officers of the Air Corps who become physically disqualified for the performance of their duties as flying officers shall be eligible for retirement for physical disability.

The Committee, in explaining the various sections of the bill, states with respect to an assertion made in the War Department report on promotion and retirement with regard to the present system of promotion to the effect that 23 years will elapse between the time the head and tail of the hump of World War officers reaches the grade of major, that "it is obvious that many of the air officers, if they live, would never reach a field grade before retirement."

As regards the provision that officers of the Air Corps shall retain on the original Air Corps promotion list the same relative position with respect to each other that they now have on the Army promotion list, it is stated that the officers within the corps have become accustomed to these relative positions and that it is believed unwise to upset that arrangement now for the sake of trying to remedy a few injustices that have existed since 1920. The real injustice is the position of the Air Corps with respect to the other arms, and this is corrected by the separate list.

Contending that the rate of promotion in the Air Corps is affected by conditions different from those in the other branches of the service and that principal among these is the high casualty rate and the greater responsibility of the individual officer for his length of service, it is asserted that an officer should at least expect to reach the grade of Major before the end of his career, and that the command of a Major - the squadron - demands that when he reaches that grade he be at his maximum flying efficiency and retain that efficiency for at least a few years. The high casualty rate indicates that it is about even chances that the officer will survive 15 years after starting to fly. It is therefore important that his early promotion be fairly rapid - to major in 12 years; then as his flying efficiency decreases and his administrative duties become heavier the rate of promotion can be slower.

With reference to the retirement feature of the bill, the report states:

"Your committee recognizes a situation peculiar to the Air Corps which requires that special treatment be given retirement features. Military flying produces a great drain on the physical resistance; subconsciously, if not consciously, there is always that thought of the risk involved. Changes in altitude sub-

ject the whole physical system to rapid changes in atmospheric pressure and cause conditions to which the body is not accustomed. Speed also adds its physiological problems. Partial deafness often results from the excessive noise and altitude. The nervous system is subjected to abnormal strain. Eye strain with sometimes permanent deleterious effects is common. Lack of oxygen and lowered pressure at high altitudes affect all the normal functions to a marked degree.

Our Army flyers are a picked lot; they must meet more rigid physical requirements for entry into the Air Corps than for service in other branches; their death rate from disease is far lower than in the balance of the Army. Yet it has been found necessary to train a special corps of flight surgeons who are able to diagnose and remedy the peculiar conditions that develop in air work. These flight surgeons live with and watch the flyers to anticipate if possible the coming of a physical condition which might result fatally in the air.

When an officer of the Air Corps has served 30 years your committee believes the character of service has been such as to warrant retirement should the officer care to exercise this option. And in computing that time such of it as involved flying would by the terms of this bill be counted double. Active military flying is essentially a young man's occupation, and when an officer gives to his country the best years of his life in a profession where the expectancy of life is so much less than in other branches, he deserves special consideration.

None of the retirement provisions in this section makes it mandatory for an officer to leave the service; they simply establish an eligibility for retirement which, except in the case of physical disability, leaves to the officer the option to continue in service or to retire.

It is obvious that the age limit at which a flying officer may retire should be lower than in the other branches. It is highly desirable that the Air Corps be a group of active flyers ready to take the 'air in combat at a moment's notice. Men who reach the age of 54 years will probably have lost, as a general rule, much of their usefulness in the air. Not all will desire to retire at this age nor even after 30 years of service; the option, however, is provided."

In the summary it is stated, among other things, that "Congress has repeatedly encouraged, and rightfully so, the principle that the Air Corps should be composed of active flyers. A 10 per cent limit has already been placed on the number of nonflyers and even that is reduced by the inclusion of such flying officers as may become disqualified. It is obviously the intent of Congress to provide the maximum of flying officers and the minimum of nonflyers in the strength of the Air Corps. * * * The efficiency and development of the Air Corps under the five-year program passed by Congress in 1926 is greatly impaired by the lack of proper personnel legislation. It has been difficult, in fact impossible, to fill the yearly increments. Service for those in the Air Corps has become far less attractive as commercial aviation has developed and offered excellent opportunities in civil life. It is the opinion of your committee that this bill will tend to correct the existing situation.

The committee have heard throughout the past few years numerous witnesses regarding personnel matters in the Air Corps. Arguments have been presented against a separate promotion list, stating such action would adversely affect the morale of the Army. ~~Nonconvincing testimony, however,~~ has been given by these opponents to show how to correct the present situation in the Air Corps."

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station:

1st Lieut. Clarence P. Kane from duty as language officer, Tokyo, Japan, to Rockwell Air Depot, Calif.

Major Ira A. Rader, upon completion course of instruction at Command and General Staff School, Ft. Leavenworth, to Infantry School, Fort Benning, Ga., for duty as instructor.

Major John H. Jouett from Office Chief of Air Corps, Washington, to Fort Crockett, Texas, effective about August 17th.

1st Lieut. Earl S. Hoag from Mitchel Field to Philippines, sailing about May 16th.

1st Lieut. Lewis R.P. Reese, Wright Field, to Philippines, sailing May 16th.

1st Lieut. Thomas M. Chapman, San Antonio Air Depot, to Philippines, sailing from San Francisco about June 8th.

Major Alfred H. Hobley, Procurement Planning Representative, Air Corps, Dayton District, to Washington, D.C. for duty in Office of Assistant Secretary of War, reporting about August 1st.

2nd Lieuts. John W. Bowman, Mitchel Field, and Wm. L. Scott, Jr., Bolling Field, to Dayton, Ohio, not later than June 30th for duty as students at Air Corps Engineering School.

1st Lieut. John M. McDonnell, Office Chief of Air Corps, to Kelly Field, Texas, effective August 28th, and to take special observer's course commencing Nov. 1st.

1st Lieut. Alfred W. Marriner, Crissy Field, to Fort Sam Houston, Texas, effective August 1st.

1st Lieut. Courtland M. Brown, Brooks Field, to Scott Field, Ill.

Orders Revoked:

Assignment of Major Archie W. Barry, Scott Field, to Presidio of San Francisco, as Air Corps Procurement Planning Representative.

Transfer of 2nd Lieuts. Wallace E. Whitson and Walter C. White of March Field to duty in Hawaiian Department.

Assignment of Lieut. Carlton F. Bond to Langley Field upon completion foreign duty. Assigned to Crissy Field.

Relieved from detail in Air Corps:

Captain Samuel N. Karrick, Corps of Engineers, to Hqrs. 3rd Corps Area, Baltimore, Md.

2nd Lieuts. Harry M. Grizzard and Fred L. Thorpe to Infantry, 2nd Division, Fort Sam Houston, Texas.

Detailed to Air Corps and to Brooks Field July 1st for training:

1st Lieut. Elden Q. Faust, Quartermaster Corps.

Transfers:

2nd Lieut. Demas t. Crow, Infantry, to Air Corps, March 21, 1928.

Resignations:

2nd Lieuts. James Henry Collins and Wallace Stribling Dawson.

To active duty until June 30, 1928:

1st Lieut. James C. Keogh, Reserve, Kenilworth, Ill., to Chamute Field, Ill.

Reserve Officers relieved from active duty:

1st Lieut. Wm. K. Andrews, Langley Field, Va.

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AIR CORPS OFFICERS ASSIGNED TO TACTICAL SCHOOL

The following-named Air Corps officers recently received orders relieving them from duty at stations specified and directing them to proceed to Langley Field, Va., reporting not later than August 25th next to the Commandant of the Air Corps Tactical School for duty as students:

Major Frank D. Lackland, Fort Crockett, Texas.

Major Thomas G. Lanphier, Selfridge Field, Mich.

Major Norman W. Peek, District Procurement Office, Akron, Ohio.

Major Augustine W. Robins, Fairfield Air Depot.

Major Jacob H. Rudolph, Wright Field, Dayton, Ohio.

Captain Earl H. DeFord, Middletown Air Depot, Pa.

Captain Vincent B. Dixon, Selfridge Field, Mich.

Captain Oliver S. Ferson, Wright Field, Dayton, Ohio.

Captain Carl W. Connell, Langley Field, Va.

Captain Roger S. McCullough, Langley Field, Va.

1st Lieut. Kenneth N. Walker, Langley Field, Va.

Captain Ross F. Cole, Infantry School, Fort Benning, Ga.

Captain Douglas Johnston, Coast Artillery School, Fort Monroe, Va.

Notes from Air Corps Fields

March Field, Calif., March 29th.

The PT-1's on the field are gradually being replaced by the PT-3's.

A dinner dance was held at the Parkridge Country Club on March 26th in honor of the following officers who are departing for foreign service: Major Carlyle H. Wash, Lieuts. Alfred Lindeberg, George L. Murray and Arthur L. McCullough, whose resignation from the service has been accepted.

Major F.L. Martin visited the field for a few days on temporary duty in connection with the Visual Inspection System. Major Martin's many friends at the field were delighted to see him again during his brief stay.

Lieuts. C.H. Dowman and I.J. Williams are the most recent arrivals to be stationed at March Field. The former was assigned to the Department of Ground Instruction as instructor in Radio, while the latter was assigned to the Flying Department.

Captain Orlo H. Quinn is recovering very nicely from his recent crash in disputing a right of way with the Riverside street car.

Bolling Field, D.C., March 30th.

In comparison with Col. Lindbergh's feat of taking up some 1100 passengers for sight-seeing trips over Washington, the regular routine of this post seems tame, but some facts and figures may be of interest to our readers.

The Parachute Department, following its "Safety First" slogan, has packed 150 and drop-tested 20 'chutes in the past month.

The Radio Department during March sent out 2209 messages, comprising 337,000 words, and received 1795 messages totaling some 228,000 words.

The Photo Section has been busy with several projects one of which has taken Lieut. Julian S. Dexter and Master Sgt. Andrew E. Matos to Florida. Equipped with a Loening Amphibian and a T-2, four-lens camera they are mapping both the East and West coasts. They are accompanied by Pvt. Irving S. Kallmyer, 18th Hqs. Squadron, as mechanic.

In the early part of the month a complete aerial survey of Mt. Gretna, Pa., was made, and recently two or three members of the Section have been receiving instruction in aerial oblique work from Lieut. Robert L. Brookings, the Photo

Officer.

Flying has been intermittent during the month, due to bad weather. However, a number of cross-country flights were made during the fine spells. A total of 603 flights were made from the field, the planes being in the air 399 hours.

Having almost recovered from the series of disastrous fires here, routine work is nearly back to normal, but as this goes to press all is astir once more due to the fact that both squadrons on duty here are being declared inactive on March 31st. The combined units will appear again on April 1st as the Air Corps Detachment, Bolling Field, under which heading this Correspondent will endeavor to list all the most interesting future events.

Crissy Field, San Francisco, Calif.

The 15th Photo Section recently made a mosaic map of the vicinity of the spillway at Crystal Springs Lake for the purpose of later cooperation with the 63rd Coast Artillery (A.A.)

On February 21st the following-named officers, acting as indicated, carried on a cooperative mission with the 63rd Coast Artillery (A.A.):

Lieut. Harold F. Brown, Pilot, and Lieut. A.W. Marriner, Observer - Observation Aviation. Lieut. Willis R. Taylor, Pilot, and Master Sgt. William L. Klutz, Photographer, Photographic Aviation. Lieut. Frank H. Barber, Pilot, as Attack Aviation, and Lieut. Leo C. Allen, Pilot, as Bombardment Aviation.

The mission was to find the artillery protecting the Spillway of Crystal Springs Dam - defeat same and bomb the dam. The cooperation was highly successful from the viewpoint of both the artillery and the Air Service.

On February 23rd preliminary tow-target gunnery was begun for pilots.

Lieut. Willis R. Taylor and Mr. McKee, of the California Development Association, flew to Hanford, Calif., recently, for the purpose of aiding in the establishment of an airport at that place.

Lieut. W. R. Taylor and a representative of the Airport Commission of the California Development Association flew to Redding, Calif., for the purpose of establishing an airport at that place.

The personnel at the field are actively engaged in making preparations for the Army Relief and Army Welfare Tournament to be held at Crissy Field May 18th and 19th.

Marshall Field, Kansas, March 30th.

Cross-country flights and chauffeuring Cavalry officers in the Aerial Experience Course has comprised the larger part of training for the past three weeks.

Comparative service test of the two O-2H's at this station have shown them admirably adapted for the purposes for which built, and all pilots are enthusiastic over their performances.

Lieut. C.C. Coppin departed from this station March 18th in a Douglas Transport enroute for Selfridge Field in order to carry food and supplies to isolated districts in Northern Michigan.

In the absence of the Transport, construction on the floor of the hangar has progressed rapidly to a point where the Transport can be put in the hangar without removing the wheels. It was necessary to dig a pit two feet lower than the original floor and 12 feet wide.

1st Lieut. George H. Brown, who was recently transferred to this station from the Hawaiian Islands, took off for parts unknown for two months' leave.

2nd Lieut. J.L. Daniels returned to the Fitzsimmons Hospital, Denver, at the expiration of his 30-day sick leave. Jimmie recovered from serious injuries sustained from a crack up beyond the expectations of his doctors. He expects to be with us for duty within a short time.

2nd Lieut. J.H. Atkinson left March 28th in a Douglas O-2 for Chamute Field, ferrying Private Capp there for the purpose of taking the course of instruction in Radio. Pvt. Bastian, who just finished the Radio course, accompanied Lieut. Atkinson on his return trip to this station.

Capt. W.B. Gates and Lieut. H.E. Rice departed March 28th for Post Field, Fort Sill, Okla.

Lieut. Jasper Neville, 12th Obs. Sqdn., San Antonio, Texas, landed here for a few minutes March 25th for servicing and visiting with old friends. He was enroute to Fort Sill where he is detailed for work with

the Artillery.

Popo Field, Fort Bragg, N.C., April 3.

Secretary Davison and General Fèchet arrived at this field March 4th after a stormy trip from Washington. The two Amphibians, piloted by Captain Eake and Lieut. Fairchild, were two hours late in their arrival on account of extremely poor and dangerous flying conditions. A steady drizzle, accompanied by poor visibility, forced the ships down to the tree tops for a great part of the trip. The visitors departed the following day for Montgomery, Ala.

Lieut. J.S. Dexter, en route from Bolling Field to Florida, arrived in an Amphibian on March 15th. His work for the next two months will be that of mapping the Florida Coast in cooperation with the Coast and Geodetic Survey.

Lieut. Russell Scott took Corp. D. M. Derrick to Fairfield on March 3rd. The latter is to take the Engine Mechanics course at Chamute Field. Pvt. Paul Dees also departed for Chamute to take the course in photography. Pvt. Brown, a recent graduate of the Airplane Mechanics course at Chamute, arrived for duty with the organization after a trip by air via Langley Field. Sgt. Griffis, formerly crew chief and provider for the needs of our O2-C, relinquished his responsibilities of same and turned the job over to Staff Sgt. W.M. Ramsey. The ceremony was conducted with no loss of tears on the part of Sgt. Griffis and with no words of gratitude on the part of Sgt. Ramsey, for the "C" is, indeed, a responsibility. Sgt. Griffis sails May 16th for duty in the Philippines. With him go the sincere good wishes of the entire organization. Pvt. K. Cunningham, erstwhile parachute rigger, has decided to seek fame and fortune in commercial aviation and so was discharged by purchase March 18th. Our good wishes go with him in his new duties.

Corp. Amon Miller has taken over the duties of Pvt. Cunningham. We vouch for his ability to handle them as efficiently as he has those of the transportation department.

Lieut. Russell Scott, in addition to his duties of Transportation Officer, now has those of Parachute Officer.

Sgt. F. Heinze received his orders to return to Langley Field. He has been on detached service with the Photo Section here for the past five months.

Lieuts. H.W. Holden and M.M. Murphy flew to Sumter, S.C., on March 19th to

inspect proposed sites for an airport at that city. While there Lt. Holden addressed the weekly meeting of the Rotary Club.

Lieut. Ward F. Robinson was scheduled to give a demonstration of aerial gunnery and bombing on March 30th for the benefit of the North Carolina Sunday School Teachers Assn. About 200 guests are expected to witness the demonstration.

Work on the addition to the flying field has at last taken on a serious aspect with the contractor and with 15 or 20 men at work we shall soon have a field large enough for almost any maneuvers and for landing in any direction. A total of about 50 acres will be added to the available landing area.

The Air Corps Bowling Team is making a strong bid for the silver cup offered by the Post E & R Officer. The team now stands in third place in the league and, with six games to be played, has an excellent chance of bringing the cup to the Air Corps. The team is composed of Staff Sgt. Boward (Capt.), Pvts. Sorhwidie, Brown, McGee, Partain and Moser. Inasmuch as this is the first time the Air Corps entered a team in the post league, and most members of the team had little or no opportunity to bowl prior to the season's activities, the results are worthy of praise from the entire detachment. With this season's experience the team should and undoubtedly will be among the leaders next year. Lieut. Robinson, Recreation Officer, is in supervision of the activities.

Maxwell Field, Montgomery, Ala. April 6.

22nd Observation Squadron

Cross-country flights for the month of March included trips to Shreveport, La.; Tallahassee, Fla.; Albany, Ga.; Fairfield, Ohio; Tallulah, La.; Mobile, Ala.; Savannah, Ga.; Chattanooga, Tenn.; Atlanta, Ga.; and Fort Benning, Ga.

Capt. Frank O'D. Hunter recently visited our Post, and with the C.O. attended the conference at Fort Benning on Spring Air Corps Maneuvers.

The officers here, after an intensive course of instruction on the new Manual of Courts-Martial, took an examination on same March 30th.

On March 14th we were visited by the unique advertising plane of "Old Gold Cigarette". This "Voice from the Sky" broadcasted a splendid musical program over the city of Montgomery.

The Hon. F. Trubee Davison and Gen. James E. Fechet stopped over night April 1st, enroute to Washington from Panama. They were entertained at dinner at the Country Club by the officers of the post and prominent Montgomery business men, and afterwards at a reception in the Commanding Officer's quarters.

Fourth Photo Section

The mosaic of the proposed site of the Attack Wing at Shreveport, prepared by this Section, was completed and delivered to the Investigating Board early in March.

Two more graduates have reported from the Photo School at Chamute Field.

Major Frank Borden, M.D., was ordered to report for duty in Panama.

Lieut. Russell C. McDonald reported for duty March 29th.

Philippine Air Depot, Camp Nichols, Rizal, P.I., March 5th:

Lieut. Wm. J. Hanlon reported for duty at the Depot and was granted ten days' detached service at Camp John Hay, Baguio. Upon his return he will assume the duties of Depot Station Supply Officer, vice Lieut. Austin W. Martenstein, who returns to the United States on the April Transport.

Lieut. C.E. Thomas, Jr., took advantage of an invitation for himself and family to proceed on a six weeks' trip on the U.S. Navy **BOLD STAR**, visiting Hongkong, Amoy, Shanghai, Peking and Nagasaki.

Rockwell Air Depot, Coronado, Calif., April 6th.

Major F.L. Martin of the Office of the Chief of Air Corps arrived March 16th via March Field on a tour of inspection of the "Visual Inspection System", and left March 18th. Major Martin was well pleased with the records of this depot, highly complimenting the Operations Department on its good work in this connection.

The Depot was honored with a visit from Major S.W. FitzGerald, Commanding Officer of the Primary Flying School, Brooks Field, who arrived March 13th. After spending two days with us he left for Brooks Field on the 15th. It is always a pleasure to have Major FitzGerald drop in upon us, as it always brings pleasant recollections of the time when he was in command here.

Captain A.I. Eagle and Lieut. G.A. Jones flew down from Crissy Field on April 2nd. Their mission was to assimilate a situation involving a Coast Artillery, Infantry and Air Corps problem at Fort Rosecrans, Calif.

1st Lieut. Charles Douglas arrived March 26th and departed on the 28th for Fort Sam Houston, Texas. It is understood he made a record-breaking trip between this depot and Fort Sam Houston, the flying time having been ten hours.

Lieut. B.R. Dallas made a cross-country trip to Crissy Field on March 16th in the interest of reserve flying, and returned the next day.

Within the last few days a number of airplanes have been received from March Field for overhaul. Eight PT-1's were received March 28th; six PT-1's on the 30th and four PT-1's on April 5th. Also, 9 DH planes were received for overhaul from March Field during March. One carload of PT-1 airplanes were shipped to the Middletown Air Depot, Middletown, Pa., March 26th. Another carload of PT-1 airplanes is to be shipped to the Fairfield Air Depot.

The Army Transport KENOWIS arrived at San Diego April 3d with a shipment of miscellaneous supplies for this Depot. In turn, this Depot shipped two training planes, type PW-9-C, and one Douglas Transport, type C-1-C, together with a large amount of miscellaneous supplies, to France Field on this Transport.

Wright Field, Dayton, O., April 7th.

Mayor Wm. Harrison, of Louisville, Ky., and a party of officials and business men of that city were visitors at Wright Field on March 24th for the purpose of inspecting equipment and gaining certain information in connection with the establishment of a municipal airport for their city.

Captain Phillips, Air Corps representative on duty with the Militia Bureau, visited the Materiel Division on March 7th for a conference concerning supplies for the National Guard units.

Lieut.-Col. Harry Graham gave an address on "Transportation" before a joint meeting of various clubs of Hamilton, Ohio, March 7th. The meeting was held under the auspices of the Hamilton Chamber of Commerce. Mr. Wm. Stout, of the Ford Motor Co., was also a principal speaker on this occasion.

Lieuts. Albert F. Hegenberger and

Howard Z. Bogert were granted pilot licenses by the Airways Division of the Dept. of Commerce. Tests for these licenses were taken last December.

At a recent meeting of the Air Club of Columbus, O., addresses were made by Lieut. Clarence Crumrine, the principal speaker of the evening, Capt. Morris Berman and Mr. T.C. McMahon, Chief of the Technical Data Branch.

Major Clinton W. Howard was welcomed back by old Wright Field friends after an absence of almost three years of foreign service during which time he was stationed in the Philippines. As is quite customary, he completed the circle of the globe by returning to the United States via China, Japan and Europe. Major Howard left the organization at McCook Field, but feels very much at home as Chief of the Airplane Branch at Wright Field.

Col. C.L. Dasher, Assistant to Gen. H.N. Lord, Director of the Budget was a recent visitor at Wright Field.

Mr. M.C. Meigs, publisher, and Mr. T.V. Rauck, Editor of the Chicago HERALD AND EXAMINER, and a party of aviation enthusiasts, recently flew from Chicago to Wright Field to make a visit to the field. They also visited Mr. Orville Wright at Dayton.

General Gillmore, piloted by Lt. C.E. Crumrine, flew on March 22nd to Akron, O., for the purpose of addressing a group of business men under the auspices of the Akron Board of Trade, his subject being "Aviation Development." On March 21st he made a similar address in Indianapolis.

Lieut. Dichman visited the plant of the Keystone Company at Bristol, Pa., for the purpose of a consultation concerning corrections to be carried out on the XLB-6 Bombardment plane. Mr. Porter, Chief Engineer of the Keystone Co., accompanied Lt. Dichman upon his return to the Materiel Division for further conferences with the Division concerning these modifications.

Mr. J.A. Roche, for many years an expert upon airplane design, spoke before a meeting of the Dayton Flying Club held at the Engineers Club, Dayton, Ohio, his subject being "flying and gliding". Mr. Roche is a member of the Airplane Branch of the Materiel Div.

A Mardi Gras celebration for the benefit of the American Legion Post and for the purpose of getting money for equipment for a new gymnasium at the Fairfield Air Depot was held on March 23rd and 24th at the Fairfield

gymnasium and proved quite successful. Contributing not a little to this success were the flights during the week performed by Lieut. Leroy M. Wolfe and Mr. Ford Studebaker who, flying over Dayton and vicinity at night with the radio plane, broadcasted a program in advertisement of the event. The wave length employed was 580 kilocycles or 517 meters.

Hqrs. Philippine Dept., March 17th.

DEPARTMENT AIR OFFICE: Major W.G. Kilner, Acting Air Officer, and Mrs. Kilner, are enjoying a three weeks' trip on the Insular lighthouse tender "Bustamente", which is making its semi-annual trip to all lighthouses in the Southern Islands. During the absence of Major Kilner, Capt. D.B. Howard is Acting Air Officer.

CAMP NICHOLS, RIZAL, P.I. Flight B, 2nd Observation Squadron:

Aerial machine gun practice was in progress throughout the month. To date Lieut. H. R. Wells has the honors. Each participant has a trick sight of his own manufacture, some of which are good and some not so good, judging from the score cards.

The organization lost three members on what is "reported" to be the last trip of the THOMAS, namely, Lieuts. Jimmie Mollison, J.A. Kase and Private Wimberly.

Lieut. Schwaiger, late of this organization, paid us a visit upon his graduation from the Philippine Constabulary Military Academy. His new assignment is Lanao, Mindanao.

The flying equipment of this organization is fast disappearing - most of it going the survey route, due to old age. We have hopes of getting some new equipment within reasonable time - just hopes.

Headquarters 4th Composite Group:

The transport has come and gone, the cry of short-timer is no more, peace reigns. While the old-timers went shouting joyously homeward, the new men slipped easily into their places. Staff Sgt. John O. Rogers, formerly of the 2nd Div. Air Corps, Fort Sam Houston, Texas, who replaced Staff Sgt. Wm. H. Blackden, was installed as Post Exchange Steward. Sgt. Paul J. Fitzpatrick is a welcome addition to the radio station.

Our Personnel Sgt. Major, Staff Sgt. Albert G. Hewitt, returned from the

Sternberg Hospital, which is a relief to the information seeker, the Acting 1st Sergeant of the Hqrs. Detachment.

Pvts. Ames, Emerson, McDonough, Pool and Roggins returned from duty in connection with maneuvers.

The morning report and returns clerk is now addressed, when you can get his attention at all, as Corporal Ligon. Basil James, our star radio and telegraph operator, is now Private 1st class. Pvt. Bain, Court Clerk, and Pvt. Risdon, the landscape architect of the flying field, are both 6th Class Specialists.

Robert L. James, our culinary artist, succumbed to the lure of the tropics and extended for discharge and reenlistment.

66th Service Squadron: 1st Lieut. Donald L. Bruner, Squadron Adjutant, returned on the 6th from detached service at Baguio, Mountain Province, P.I.

1st Sgt. George Mendel, formerly of the 96th Bombing Squadron, now assigned to this organization, is due to sail from New York City on or about May 16th. Staff Sgt. J.J. Dooney and Sgt. J.C. Elder arrived in this Department on the February Transport as replacements for Staff Sgt. James W. Wyatt and Sgt. George Miekley. Staff Sgt. F.H. Cox, having made a mutual transfer with Staff Sgt. L.S. McDonald, reported to the C.C. of the 2nd Obs. Squadron for duty on Feb. 1st. Private S.A. Keene, who has been sick in Sternberg General Hospital, was sent to the States on February transport to enter Letterman General Hospital.

Seven new men who arrived in this Department from the United States on the February transport, and one new man who reenlisted in this department on Feb. 14th, were assigned to this organization.

28th Bombardment Squadron: On February 6th the 28th Bombardment Sqdn. moved by truck and air to Clark Field for training in gunnery, night flying and Air Force field exercises, and for test of suitability to its tactical needs of individual equipment authorized for its enlisted men. The Ground Whelon, under command of Lt. McCormick, cleared Camp Nichols at 7:00 a.m., served dinner enroute and arrived at Clark Field at 3:00 p.m.

Squadron bivouacked on night of 6th, established camp on 7th with tents and cots supplied by Quartermaster, Camp Stotsenburg, and maintained the bathing facilities of the 3rd Pursuit

Squadron which were used by officers and enlisted men.

Firing at tow targets was very successful, as 8 of the 11 officers who fired course obtained more than 50 hits out of a possible 97. Lieut. Bond topped the list with 81 hits, closely followed by Lieut. McCormick with 80.

The Squadron appreciates the many courtesies extended during this period by the 3rd Pursuit Squadron and the interest in our activities displayed by Brig.-General L.H. Holbrook, Commanding Camp Stotsenburg.

On February 14th the annual tactical inspection of the 3rd Pursuit and this Squadron was held. This inspection included a field exercise conducted by the two squadrons, which was witnessed from a D.H. by Major-General Sladen and by Brig.-General Holbrook from an NBS-1, which, as one of our formation, participated in the exercise.

The return to Camp Nichols on Feb. 20th was without incident.

The Squadron obtained a new 1st Sergeant and a buck sergeant for the Armament Department, as replacement for Sgt. Pruitt, who was assigned to Brooks Field. We wish them both the best of luck during their stay with the Sqdn.

6th Photo Section: The 6th Photo Section cooperated with the 28th Bombardment Squadron and the 3rd Pursuit Squadron during the 4th Composite Group maneuvers at Clark Field, Camp Stotsenburg, Feb. 16th to 21st.

Aerial photographs were made of the bombing and machine gun firing on floating targets at Lingayen Bay and in the vicinity of Corregidor. A number of these photographs were finished and delivered to the 4th Composite Group Commander shortly after the planes returned to Clark Field. These photographs were hurriedly made, working under field conditions with chemicals and equipment, which were transported by photographic airplane from the base laboratory at Camp Nichols.

The Section has been assisting the news reel photographers in making Army Air Corps pictures in the Philippine Islands. An interesting night motion picture reel was made at Clark Field, showing a tribe of Negritos entertaining the members of the 28th Bombardment Squadron and 3rd Pursuit Squadron with their native dances. Preparations are being made to take aerial motion pictures of the 4th Composite Group airplanes escorting the Dollar Liner **McKINLEY** to Manila, with the new

Governor-General aboard.

Staff Sgt. Marley of Langley Field arrived on the February **THOMAS** and was assigned as non-com. in charge of the film developing department.

Clark Field, Camp Stotsenburg, P.I.

The Baguio season for Clark Field has opened. Major Walton and Lieut. Schulgen left on the 27th for a month's detached service at the mountain resort, and the rest of us are trying to decide when we want to go. Lieut. Williams is in command during the absence of Major Walton.

Several problems were held with the 28th Bombardment Squadron while they were operating from Clark Field. Among them was a bombing and machine gun attack on a floating target in Lingayen Bay with disastrous results for the target and a like attack on stationary targets in the north channel, opposite Corregidor, in which the machine gun target was sunk and the bombing results were very satisfactory. Several other problems such as pursuit attacks on bombardment planes, etc., were also held.

Record aerial machine gun firing was completed with very satisfactory results. We were delayed somewhat due to the 28th Bomb. Squadron operating from this airdrome for a couple of weeks and having several tactical operations with them, but when we finally got started we went along with a bang, all pilots qualifying as experts. Lt. P.W. Wolf made the high score with a total of 1075.

Governor-General Stimson arrived on the **PRESIDENT McKINLEY** and was greeted bright and early by the whole Group. The 3rd Pursuit Squadron rendezvoused with the rest of the Group over Cavite at 6:20 a.m. and from there proceeded out to the boat which was in sight opposite Corregidor and escorted the new Governor-General about half way to Manila, where we left him to the mercy of numerous small craft which had come out to greet him.

Lieut. Bozjen, scheduled to sail for the United States on the April boat, had his orders changed to the July transport and his orders for station changed from Scott Field to Crissy Field. With Bob staying over another boat, the first trip of the **GRANT** will carry only four instead of five of our ten officers, as originally scheduled, back to assignment in the States.

Kindley Field, Fort Mills, P.I.

The last trip of the Transport THOMAS enroute to the States started on Feb. 15th. Lt. James A. Mollison was aboard and, needless to say, received the proper sort of farewell. The following day Capt. Adler departed via commercial liner, bound, after many stops in various lands, for duty in the Chief's Office. The "good-byes" of the previous day were duplicated. The Squadron is impatiently waiting the arrival of the GRANT next month, when we expect one more officer for duty at Kindley Field. Great is the speculation as to who the lucky man will be.

Lieut. Jimmie Hodges, as Operations and Communications Officer, has for the past month been busier than the proverbial cat - or is it paperhanger - keeping ships in the air with radio functioning for the Coast Artillery target season and the Army-Navy maneuvers. During the season all commissioned personnel, Meloy, Patrick, Hodges, Holland and Watkins, grew hoarse from calling rights, lefts, overs and shorts into the microphone, and are now able to discourse learnedly of "G.P.F.'s" - "Range Rakes", "Harmonics" and "Variometers", instead of referring to guns and gadgets. We're proud of the success of our communications and of demonstrating the fact that airplane sensings can come in materially faster than those from terrestrial observers.

Our part of the Army-Navy maneuvers consisted of keeping the Commanding General, Blue Forces, informed of the location of the Black Fleet and of the approach of hostile aircraft. To augment our amphibian forces, three of the Naval VTA3's were attached to the Squadron for one day and conducted reconnaissance with us.

We offer thanks to Kelly, Selfridge and Langley for Sgts. Duprey, Lee and Gray, as their opportune arrival has put us on the map in Corregidor baseball. The Coast Artillery has begun to sit up and worry. Under the captaining of 1st Sgt. Van Houten (more thanks to Kelly Field) and the coaching and support of our C.O., Lieut. Meloy, we are now rated as a possible choice to meet the Japanese team now on the way to the Islands for a series of games.

We've also entered into the fight game with a bang, with the result that Corporal "Wild Bill" Bailey worked up to the opportunity of meeting "Tiny DeBolt", the "Pride of the Asiatic Fleet" in a six round bout for the Army Navy championship of the far east.

DeBolt got the decision, but it wasn't a popular one, and we're hoping that Bailey may have another chance to show that he's a better man in the ring.

The usual week-end parties were held during February and so far in March - the Meloy's, Patrick's, Hodges, Watkins, Hollands and Capt. White all entertained guests from Topside and Manila.

Boston Airport, Mass., April 10th.

Capt. Chris Ford, who has been Acting Air Officer since Major Longanecker was relieved, is on leave at present. At first he intimated that he was going to France, but last report has it that he is spending his vacation in the North Woods. Well, that will be safer, Captain, as the battles of the Boulevards should be done by non-flyers. During Capt. Ford's absence, our Commanding Officer, Lieut. Duke, is Acting Air Officer; in fact, he is about everything pertaining to aviation in this Corps Area. He is on the Mayor's Aviation Board, and several other Boards, so he is a busy officer.

This station rendered for March the first reports under the new system. It is not as easy as the old system, especially as we have had no instructions at all in regard to this system.

Our Acting 1st Sgt. Anderson is sporting a new (2nd hand) car. We are wondering what is in Andy's mind. It can't be girls, as he is too old for that. Pvt. 1st Class Campbell, who is Acting Supply Sergeant, was rated Specialist 5th Class April 5th, orders being sent here from 1st Squadron. Pvt. Specialist 2nd Class Dionne was slated for discharge Friday the 13th. Henri says there is no percentage in leaving the service on such a day, so just fix me up for another hitch.

The President of the Boston Americans (Red Sox) presented the Army personnel at the Airport with ten free passes for the opening game in Boston, and the C.O. stated that all excepting a guard could go. in consequence of which there were ten strong Red Sox rooters doing their stuff.

About forty students from the Mass. Institute of Technology are being given hops of about 15 minutes each. These young men are taking a course in aeronautics under 1st Lieut. Samuel Frierson, who is at Tech. as an instructor in Aeronautics. The planes are mostly flown by Reserve pilots.

Serial No. 267. LIST OF NEW MATERIAL ADDED TO INFORMATION DIVISION FILES.
March 29 to April 18, 1928.

Available for loan to Air Corps Organizations only upon request to the
Air Corps Library, Munitions Building, Washington, D.C.

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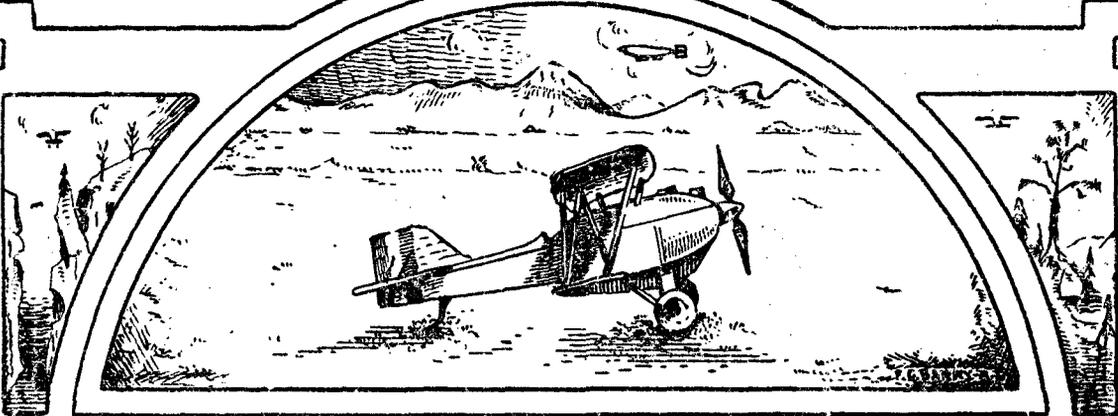
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Air Corps
News =
= **Letter**



— ISSUED BY —
OFFICE CHIEF OF AIR CORPS
WAR DEPARTMENT
WASHINGTON, D. C.

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Information Division
Air Corps

May 12, 1928.

Munitions Building
Washington, D. C.

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

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HOUSE PASSES AIR CORPS PROMOTION BILL.

Without a record vote, the House of Representatives, on May 7th, passed the Air Corps Promotion Bill (H.R. 12814) introduced by Representative Allen J. Furlow, of Minnesota.

Representative W. Frank James, of Michigan, moved to suspend the rules and pass the bill. The Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of War shall cause to be prepared an Air Corps promotion list on which shall be placed the names of all officers of the Air Corps of the Regular Army below the grade of colonel. The names on this list shall be arranged in the same relative order that they now have on the Army promotion list and shall be removed from the Army promotion list, and no officer whose name appears on the original Air Corps promotion list shall be considered as having less commissioned service than any officer whose name is below his on this list. All officers commissioned in the Air Corps after the formation of the original Air Corps promotion list shall be placed thereon in accord with length of commissioned service. Any officer whose position on the Air Corps promotion list is changed by sentence of a general court-martial or by law shall be deemed to have the same commissioned service as the officer next below whom he may be placed by such change.

Sec. 2. Except as herein provided, Air Corps flying officers shall be promoted to the grade of first lieutenant when credited with three years' commissioned service; to the grade of captain when credited with seven years' commissioned service; to the grade of major when credited with 12 years' commissioned service; to the grade of lieutenant colonel when credited with 20 years' commissioned service; to the grade of colonel when credited with 26 years' commissioned service. All flying officers of the Air Corps below the grade of colonel shall be promoted in the order of their standing on the Air Corps promotion list: Provided, That the number of Air Corps officers in the grade of colonel shall not be less than 4 per cent nor more than 6 per cent and the number in the grade of lieutenant colonel shall not be less than 5 per cent nor more than 7 per cent of the total number of officers on the Air Corps promotion list, and the aggregate number of Air Corps officers in the grades of colonel, lieutenant colonel, and major shall not be less than 26 per cent nor more than 40 per cent of the total number of officers on the Air Corps promotion list, and in so far as necessary to maintain said minimum percentage, Air Corps flying officers of less than the required years of commissioned service shall be promoted to the grades of colonel, lieutenant colonel and major, and only in so far as their promotion will not cause said maximum percentages to be exceeded shall officers who have completed the prescribed years of commissioned service be promoted to the grades of colonel, lieutenant colonel and major. Non-flying officers of the Air Corps shall be promoted as provided for other branches of the Army.

Sec. 3. When an officer of the Air Corps has served 30 years, either as an officer or soldier, he shall, if he makes application therefor to the President, be retired from active service and placed on the retired list: Provided, That, except in time of war, in computing the length of service for retirement credit shall be given for one and one-half the time heretofore or hereafter actually detailed to duty involving flying and credit shall also be given for all other time now counted toward retirement in the Army: Provided further, That the number of such voluntary retirements annually shall not exceed 6 per cent of the authorized strength of the Air Corps. When a flying officer of the Air Corps reaches the age of 54 years he shall, if he makes application therefor to the President, be retired from active service and placed on the retired list. Officers of the Air Corps who become physically disqualified for the performance of their duties as flying officers shall be eligible for retirement for physical disability.

Sec. 4. An officer of the Air Corps, may, upon his own request, be transferred to another branch of the service, and when so transferred shall take rank and grade therein in accordance with his length of commissioned service as computed under existing laws governing the branch to which transferred.

Sec. 5. All laws or parts of laws in so far as they may be inconsistent herewith or in conflict with the provisions of this act are repealed.

No second was demanded, and the question was taken. Two-thirds having voted in favor thereof, the rules were suspended and the bill was passed.

Mr. Furlow, who received permission to extend his remarks in the Record, made the following statement:

"Mr. Speaker, the problem of adequately caring for Air Corps officers now on the promotion list has been studied by many boards and committees of Congress and we now have before us H.R. 12814, which, in my opinion, will go a long way toward correcting the injustices which admittedly exist.

"Military organization demands that its officers have the appropriate rank for their commands and responsibilities. The Army Air Corps is no exception to this principle.

"Ever since the formation of the single promotion list of the Army, which includes the officers of the Air Corps with those of other branches, it has become more and more apparent that additional legislation was needed to correct a situation in the Air Corps which has been growing worse rather than better under the principles governing that list.

"Prejudiced at the very beginning by their position in the lower files of the promotion list due to the greater period of training required and also greatly affected by the exceedingly high casualty rate as compared with other branches, the Air Corps officers have presented a problem that has been repeatedly investigated. As early as the spring of 1922 a War Department board of officers headed by Maj.Gen. David Shanks reported:

The board is of the opinion that this situation will affect adversely the efficiency of the Air Service.

"And it is particularly significant that this board also stated:

The Air Service is the only branch or arm of the service which is adversely affected by the promotion situation.

"Another War Department board nearly two years later reported:

The prejudice to the Air Service incident to having some of its officers on the promotion list well below their contemporaries in other branches should be remedied.

"Other investigations have continued to disclose this unfortunate situation existing in the Air Corps and to bring to light the fact that year after year the relative rank of this corps with respect to the other branches has become lower and lower. It is the exception rather than the rule that officers of the Air Corps hold the appropriate rank for their commands and responsibilities.

"The report - 1277 - submitted by the gentleman from New York (Mr. Wainwright) on the bill H.R. 12814, which has been unanimously passed by the House, sets forth the situation outlined above and enunciates what this bill will accomplish. In addition, it might be stated that over two-thirds of the officers commissioned in the Air Corps to-day are in what is commonly known as the World War hump, and these officers are almost entirely in the lower files of that hump. Their prospects for promotion under any system which would keep them on the single promotion list of the Army are always jeopardized by the fact that thousands of other officers in this World War hump must be promoted before reaching them. And yet the principal cause of their position is, as above stated, simply that they were required to undergo a greater period of training for their specialized work than officers of other branches.

"The two officers who made that world-famed flight from San Francisco to the Hawaiian Islands, Lieutenants Hegenberger and Maitland - and these officers are typical of that great group of over 600 in the Air Corps who are thus affected - told our committee that their prospects, under the present system, of promotion to the grade of major indicate this would not occur until 1948, after 31 years of service and when both of these officers were 50 or more years of age. Yet both of them have already held the responsibilities of field officers for several years.

"Lieut. Eric Nelson, who represents a smaller group of Air Corps officers, nevertheless, is an example of the situation which H.R. 12814 will tend to correct. Lieutenant Nelson, it will be remembered, was a member of the flight

which encircled the world in 1924. He participated in the flight of Army planes which went to Alaska and back and was also on the flight from the United States to Porto Rico and return. For his accomplishments Congress saw fit to pass a special bill advancing him 500 files on the promotion list. Still this officer is a first lieutenant, and his prospects, under the present system, of becoming a major are little better than those of Lieutenants Hegenberger and Maitland, above cited. He would be nearly 60 years of age at that time. Lieut. H.A. Dinger, who appeared before the Military Affairs Committee, is nearly 42 years of age, and is likewise adversely affected. There are several lieutenants in the Air Corps older than Lieutenant Dinger.

"Military flying will no doubt always be hazardous, as the factors which contribute to the safety of commercial flying must in war planes give way to speed, greater fire power, larger bomb loads, and other desirable military characteristics. Combat will require decidedly different maneuvers from commercial flying. During the past five years, even with the introduction of the parachute and the increased efficiency of aircraft, the Army Air Corps, with less than a thousand officers, has borne the burden of nearly 40 per cent of all the casualties on the active list of approximately 12,000 officers in the Army. The accident death rate is nearly nine times as great as that in other branches.

Colonel Lindbergh brought out the point that "if a flying officer meets his death the vacancy should be filled by an Air Corps officer of equal experience." This principle is eminently sound and is the very basis upon which this Air Corps promotion list is built.

"H.R. 12814 provides a reasonable rate of promotion. It contemplates the advancement of air officers so as to keep in step with the responsibilities placed upon him. It provides an inducement to candidates to enter the Air Corps, where now there is a tremendous stagnation in the promotion situation, and always that great hump of thousands of officers of other branches above them.

"This bill recognizes the principle enunciated in the very first sentence of my remarks, that military organization must have its proper ranks. It recognizes the greater casualty rate, and assures to the average officer advancement to a field grade during his active flying career.

"Annually 2.4 per cent of the commissioned personnel of the Air Corps lose their lives in air accidents. It is obvious that in about 20 years' flying an Air Corps officer has even chances of keeping off that casualty list. During that period he has given the best years of his life to the service of the Government in a profession which is recognized as many times more hazardous than any other Army Activity. It is but a meager reward and recognition for this service to permit him to retire after this period of service should he care to do so.

"There is also a provision in this bill that officers who become physically unfit or reach the age of 54 years may be retired. Laws have already been enacted which contemplate keeping the Air Corps at a high state of flying efficiency. This can only be accomplished by enacting retirement provisions for those who have lost their usefulness as active flying officers.

"It is to be noted that the cost of this bill is very small compared with the results to be obtained. Although an increase in the rate of promotion is provided, the pay of officers is under existing law based primarily on years of service and not on rank. A large number of first lieutenants in the Air Corps, who have over 10 years of service, will receive no increase in pay when passing into the grade of captain, and similarly the captains when promoted after 12 years' service to the grade of major receive no increase in pay. It is true that there are some small increases, due to increased rank, but these come principally because of length of service.

"It is obviously necessary to maintain the national defense at its maximum state of efficiency and, with a limited number of commissioned personnel in the Air Corps, their quality should be of the best. Efficiency in this line can not adequately be maintained if officers continue to work under prospects of stagnation in promotion, such as have existed for several years. An officer's morale is greatly increased if given rank commensurate with his command. Furthermore, the whole command responds with greater enthusiasm when the organization is properly balanced in the various grades. The officers of the Air Corps do not lack in quality or type, but they do lack in rank.

"The Lassiter Board, which recommended several years ago a 10-year program, approved in principle by the Secretary of War, for the development of the Air Corps, stated:

We can not improvise an Air Service, and yet it is indispensable to be strong in the air at the very outset of a war.

"This principle has become more and more apparent with the development of aircraft and its increasing importance in the scheme of national defense. The five-year development program provided in the Air Corps act of July 2, 1926, provides for 1,650 regular officers in the Air Corps. This will permit of the organization of a number of units which will constitute the foundation for an expansion in time of emergency. This foundation should be strong, well balanced, and of the finest quality that can be obtained.

"The morale of the air officers has been low, many have resigned because of poor prospects for their future. There probably would have been more, except for the fact that anticipation of better prospects has been stimulated by the repeated investigations that have taken place. Lieutenant Hegenberger stated before the House Military Affairs Committee:

"Since the war we have had the subject under constant discussion and it has always seemed that the solution was imminent, and it has always been an incentive to hang on in hope that the situation would be corrected."

"There is no doubt the present bill will very greatly increase the morale of the officers, as well as provide a better organization.

"Summarizing his testimony, Colonel Lindbergh stated:

"I believe our air forces should constitute a first line of defense -- they must be ready to take the initiative when danger threatens our Nation; there may be no time permitted for preparation. Efficiency will be gained by proper peacetime provisions to care for the personnel. The expectancy of life for the flying officer is far less than in other occupations; the rate of attrition is high, the strain on the physical resistance from combat flying is excessive, the period of greatest flying efficiency is limited; responsibilities of air officers are heavy; promotion for a large proportion appears to have stagnated. These observations have led me to believe the problem of the air officers is special and requires consideration by itself."

"I believe in a separate promotion list for the Air Corps as provided by this bill in order that the air officers may be given rank commensurate with command and responsibility, in order that World War veterans may have a chance to command with the proper grade, in order that vacancies caused by casualties in the Air Corps may be filled by properly qualified Air Corps officers, in order that morale may be enhanced and the efficiency of the Air Corps be increased, in order to offer additional incentive to candidates and to increase the Air Corps up to that strength contemplated by the Air Corps act of 1926, and to provide proper recognition of the hazardous service to which our air officers have devoted themselves.

"H.R. 12814 is truly in the interests of national defense. It aims to increase and to bring to a high state of efficiency our Army air forces; it singles out no one for individual benefits.

"From personal investigation, I am firmly convinced that the enactment of this bill into law is awaited with keen expectation by the personnel of our Air Corps. I have no hesitancy in stating my opinion that, should it fail of passage by both Houses of Congress, there will be a great number of our most expert pilots leaving the service and accepting attractive offers now being held out in the fields of commercial aviation.

"We can ill afford to lose these seasoned and experienced officers and we need have no fear of having them resign if we but meet them half way, and give them an opportunity for advancement in their chosen line of endeavor.

"With aviation making rapid strides throughout the world the United States should ever keep in mind the needs of its own Air Corps and its proper development. Modern equipments of little avail if we forget the human side -- and that means the fliers themselves.

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BIG PASSENGER PLANE EXHIBITED AT BOLLING FIELD

A 12-passenger, 1,200 horsepower Fokker monoplane (F-10) was recently exhibited at Bolling Field by its owners - the Western Air Express of California. This huge plane, the first of three constructed for this concern by the Atlantic Aircraft Corporation, resembles the famous California-Hawaii non-stop Army Transport plane. An inspection of its interior, however, reveals a veritable "Pullman of the Air". There are 12 upholstered chairs, six on each side, a head room of six feet, baggage racks, electric dome lights, individual smoking equip-

ment for each passenger, dressing room and luggage compartment. In addition to the 12 passengers, the plane carries two pilots.

With the three Pratt & Whitney "Wasp" 400 h.p. air-cooled engines at full throttle the plane has made 148 miles an hour. Its normal cruising speed is 125 miles per hour. A flight was made at Bolling Field with Mr. Anthony H.G. Fokker, designer and builder, at the controls and the Hon. F. Trubee Davison, Assistant Secretary of War, as passenger. In this flight the plane exhibited excellent maneuverability.

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CONGRESSIONAL RECOGNITION TO PIONEER ARMY AVIATORS

The House of Representatives, on May 8th, passed the Bill (H.R. 11273) to amend Section 127a, National defense act, as amended and approved June 4, 1920.

This bill proposes to give recognition to those officers of the Army who were the pioneers in military aviation. Seven officers now in active service are affected by the provisions of this bill, which reads as follows:

"Sec. 127a, Miscellaneous provisions: Hereafter no detail, rating, or assignment of an officer shall carry advanced rank, except as otherwise specifically provided herein: Provided, That in lieu of the 50 per cent increase of pay provided for in this act any officer who has heretofore been announced in the War Department orders as having qualified on or before December 31, 1913, as a military aviator or any officer upon whom the rating of military aviator has heretofore been conferred for having specially distinguished himself in time of war in active operations against the enemy, shall while on duty which requires him to participate regularly and frequently in aerial flights, receive the pay, allowances and additional pay as provided by the act of June 3, 1916, and the act of July 24, 1917, for the rating of military aviator. At any time after the passage of this act any officer who has heretofore been announced in War Department orders as having qualified as a military aviator on or before December 31, 1913, shall, if he make application therefor to the President, be retired from active service and be placed upon the retired list. The retired pay of any officer who has heretofore been announced in War Department orders as having qualified as a military aviator on or before December 31, 1913, shall be 75 per cent of all the pay and allowances, including flying pay, of the grade in which he is retired. No extra pay or allowances shall accrue under the provisions of this section for services rendered prior to the passage thereof."

In the report of the House Military Affairs Committee accompanying the above bill, it is stated, in part:

"It is highly desirable that we should be able to capitalize this spirit of progress among civilians in our Nation and use and apply the same in the cause of National defense. It is therefore manifest that some sort of stimulus must be offered to the individual man in the military service of the United States. This stimulus should apply, from the humblest private soldier and sailor to the highest ranking general and admiral. Each and all of them should be encouraged to be always upon the alert, to improve the efficiency of the agencies of national defense. The stimulus that appeals most powerfully to the hearts of all men is promotion and advancement in his chosen business and profession. Such advancement involves not merely added rank but additional financial rewards. Under the existing promotion scheme in the Army, based upon seniority in the service, it is not possible to pick out individuals that have rendered peculiar and distinctive service and promote them rapidly to higher rank and command over the heads of other officers, and seniors in length of service.

"Therefore, it is necessary to give financial rewards for such distinguished and valuable pioneer services. It appears from the record of the Congress that in the year 1914 legislation was enacted conferring upon this group of original adventurers in the cause of aviation additional pay by increasing their base pay by 75 per cent, but the beneficiaries, due to the interpretation by the War Department, did not begin to draw this 75 per cent until 1917, and drew the same for only three years when it was reduced by the National Defense Act of ~~July 3~~, 1920. Under this last-named act all flying personnel required to make frequent flights in the air were given the same increase of 50 per cent. This applied to the flyer who came into the service in 1920, or at any later time, and the net result was to give no credit for the many years of past flying service and to reduce the pay of the pioneer military aviators by 25 per cent of their base pay.

There were 24 of these pioneers who qualified as military aviators on or before December 31, 1913. Eleven other officers while in training were killed in airplane accidents during these early years. Of these 35, their ranks have gradually thinned out until only 7 of them have been left in active service in the Air Corps. Twenty-one are dead; 18 of these were killed in airplane crashes. The others have been retired or transferred, so that 80 per cent of these original 35 have in this short space of time been eliminated.

The bill in effect therefore is to restore to the fragment of the original pioneer aviators the rights that were conferred upon them in 1914. It seems that this additional increased compensation of only 25 per cent for those on the active list and costing the Government a total of only about \$500 additional per month is a very small and practically insignificant reward for the highly valuable services that these pioneer aviators have rendered the cause of aviation as an agency of national defense and as a branch of commercial transportation. Col. Charles A. Lindbergh before the committee gave his cordial indorsement of the proposal contained in this bill. It is but reasonable and natural that he should. He freely and gladly confessed that the training he had received at the hands of the Air Corps of the Army has been invaluable. In a certain sense, therefore, he is the direct fruit and product of the labors of these original pioneer aviators. We have hurried to do honors to the great achievements and to the beautiful personal character of Colonel Lindbergh, but he would have us not neglect those original adventurers in the field of aviation that took their lives in their own hands and made flying a practicable accomplishment when every 100 hours in the air took its toll of death. By their sacrifice and courage the ratio has now been diminished to where there is one death to about every 3,000 hours in the air."

The seven Air Corps officers who will be affected by the provisions of the bill, hereinbefore quoted, if it is enacted into law, are: Brig.-Generals Frank P. Lahm, Benjamin D. Foulois, Lieut.-Colonel R. C. Kirtland, Majors Henry H. Arnold, Thomas DeW. Milling, L. H. Brereton and H. A. Dargue.

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FORT SAM HOUSTON AIRDROME NAMED IN HONOR OF COL. DODD

The airdrome at Fort Sam Houston, Texas, has been named Dodd Field in honor of Col. Townsend F. Dodd, who lost his life in October, 1919, in an airplane crash at Bustleton, Pa. At the time he crashed he was one of the flyers competing in the Transcontinental Reliability Test Flight from New York to San Francisco and return.

Col. Dodd was the first commanding officer of the aviation field at Fort Sam Houston prior to the World War. He was one of the veteran pilots in the Army Air Corps, having made his first solo flight on September 18, 1913, and having passed his tests for the rating of military aviator on December 30, 1918.

The air field assumed the name of Dodd Field on April 19th, and all correspondence is addressed to Dodd Field, Fort Sam Houston, Texas. At the present time 157 enlisted men and 16 officers are stationed at the air branch of the famous 2nd Division.

Col. Dodd was a 2nd Lieut. in the Coast Artillery Corps Sept. 25, 1909, and attained the rank of Colonel on August 14, 1918. He was detailed to the Aviation Section, Signal Corps, and assigned to the command of the First Aero Squadron on May 9, 1913. He was in command of this Squadron during the punitive expedition into Mexico under General Pershing in 1916 and subsequently served as Aviation Officer, Southern Department, San Antonio.

During the World War Col. Dodd served with distinction with the American Expeditionary Forces. He organized the aviation school at Issoudun, France, and conducted the negotiations for the purchase of the first airplanes from the allied governments for the use of the A.E.F. He also performed meritorious service as chief of the supply section, A.E.F., and as engineer officer for the Chief of Air Service, First Army, in which capacity he supervised the construction of airdromes. He subsequently served as Chief of Operations, Air Service, First Army, and as Chief of Staff, Air Service, Group of Armies.

Colonel Dodd was awarded the Distinguished Service Medal in recognition of his exceptionally meritorious service with the A.E.F., and in 1919 he was awarded the Mackay Trophy for the outstanding flight made by an Army pilot during that year.

LARGE AIR-COOLED ENGINE TESTED

Flight tests were completed recently at Mitchel Field, N.Y. on the new 600 h.p. Curtiss "Chieftain", largest air-cooled aircraft engine in this country. The tests were conducted with the engine installed in a two-seater Curtiss Falcon, standard observation and attack plane of the Army Air Corps. The plane was flown by Lieut. E.P. Gaines, Army Air Corps pilot stationed at the Curtiss factory, and by "Casey" Jones, veteran Curtiss pilot.

Equipped with the "Chieftain" engine, the "Falcon" showed a performance that was superior to that of any other two-seater in the service. Its top speed was 158 miles an hour, and the service ceiling 22,350 feet, while the initial rate of climb was 1700 feet per minute.

The most remarkable feature of this performance is the speed of 158 miles an hour, which is exactly the same as could be obtained from a water-cooled motor of the same power in the same plane. Curtiss engineers point out that this is the first time in history that air-cooled engines have been able to compete directly with water-cooled types in pure speed. Usually, the substitution of an air-cooled engine for a water-cooled engine of the same power, while producing improved climb and ceiling, has resulted in a sacrifice of several miles per hour in top speed.

The excellent speed characteristics of the "Chieftain" engine is due to its unusual design, which is different than that of any other air-cooled engine. Instead of having one row of cylinders arranged radially, as is common practice, the "Chieftain" has two rows, one behind the other, with six cylinders, arranged hexagonally, in each row. This arrangement materially reduces the overall diameter of the engine, thus reducing the head resistance and increasing the high speed. The frontal area per horsepower of the "Chieftain" engine is approximately one-half that of the conventional 9-cylinder air-cooled engine.

The "Chieftain" engine has been under development by the Curtiss Company for the past two years, with the assistance and guidance of the Air Services. It performed excellently throughout the trials at Mitchel Field, and is soon to be flown to Wright Field, Dayton, Ohio, for Air Corps tests.

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NATIONAL ELIMINATION BALLOON RACE AT PITTSBURGH, PA.

The National Elimination Balloon Race, an annual event to determine the entrants to represent the United States in the Gordon-Bennett International Balloon Race, will this year be held at Bettis Field, Pittsburgh, Pa., on May 30th (Decoration Day). The teams to represent the Army Air Corps in this elimination contest have not yet been selected, but authority was requested of the War Department to permit the entry of not to exceed four teams.

As far as known at this time, four civilian balloon teams will compete in the Elimination Contest, one entry each representing the Detroit Balloon Club, the Aircraft Development Corporation of Detroit, the Goodyear Tire and Rubber Co. of Akron, Ohio, and the American Business Club of Akron, Ohio.

The Gordon-Bennett International Balloon Race will be held June 30th at Detroit, Mich. It is learned that thus far 17 teams have been entered in this Competition, one team each representing England, Switzerland, Argentina, Denmark and Spain, and three teams each representing the United States, Belgium, France and Germany.

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TACTICAL SCHOOL STUDENTS CONDUCT PURSUIT TRAINING EXERCISE

The Air Corps Tactical School, Langley Field, Va., held a practical Pursuit tactical training exercise on Wednesday, Thursday and Friday, April 18th to 20th. Twenty-two airplanes, about 30 officers and 140 enlisted men proceeded by air from Langley Field to Byrd Airport, Virginia National Guard Rifle Range, Virginia Beach, and conducted practical flying problems there until Friday afternoon, when all personnel and equipment returned by air to Langley Field.

In addition to the movement of personnel and airplanes by air, all necessary supplies were similarly transported, this including all gasoline and oil, spare parts, food and complete camp equipment. In the absence of airplanes of the

transport type, the 2nd Bombardment Group handled the air transport of supplies by means of their bombardment airplanes. The Materiel Division, Wright Field, Dayton, Ohio, cooperated to make possible a test of handling all gasoline and oil for this problem in five-gallon cans instead of drums or trucks.

Students of the Air Corps Tactical School acted as Staff and pilots for the Provisional Pursuit Squadron. The students handled all details under school supervision to secure the maximum amount of training. During the exercise several tactical problems were conducted and service conditions simulated as far as possible. The Anti-Aircraft at Fort Monroe, Va., also cooperated, some actual firing being done in connection with attempts to transmit information to pursuit airplanes in flight by means of a certain pre-arranged system of shooting. The entire exercise was somewhat experimental to ascertain its value to the students and secure information as to the thoroughness of theoretical training and its application to service conditions.

A complete and accurate record was kept of every action of each staff officer and results will be studied to secure data on Air Corps logistics. The problems scheduled during the exercise involved dawn patrol, attack on balloon, pursuit zone operations, separate pursuit itineraries with rendezvous, aerial gunnery, three 2-hour patrols in a single day and occupation of new airdrome.

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ANNUAL MACHINE GUN AND BOMBING MATCHES AT LANGLEY FIELD

The annual Machine Gun and Bombing Matches at Langley Field, Hampton, Va., will be held this year from May 25th to June 10th. Participants in these matches are selected from personnel at the various Air Corps fields who have attained the highest rating in the annual machine gun and bombing training which is prescribed by War Department training regulations.

Heretofore officers from the U.S. Marine Corps and National Guard Air Service organizations have participated in the competition. While the Guardsmen are expected to participate again this year, the Marine Corps officers will not be able to test their skill against the Air Corps aerial sharpshooters due to their various expeditionary duties at this time.

In the Bombardment events, seven teams from the Bombardment Group at Langley Field are expected to participate, utilizing the LB-5 or the NBS-1 bombing planes. It is contemplated that the National Guard participants will utilize the O-11, a new observation plane, if this type has been furnished their organizations; otherwise they will use the planes which Regular Air Corps officers have flown to Langley Field.

The following Air Corps personnel have been selected thus far to participate in the Machine Gun and Bombing Matches:

From the 3rd Attack Group, Fort Crockett, Texas:

1st Lieut. James T. Curry, 2nd Lieuts. Earl C. Robbins, Walter W. Gross and Ivan M. Palmer.

Fort Sam Houston, Texas:

Captain Clearton H. Reynolds, 2nd Lieut. Lawrence H. Douthit.

Crissy Field, Presidio of San Francisco, Calif.

Captain Aubrey I. Eagle, 2nd Lieut. Harold F. Brown.

Selfridge Field, Mt. Clemens, Mich.

1st Lieut. Victor H. Strahm, 2nd Lieuts. John J. Williams and William L. Cornelius.

Fort Riley, Kansas.

2nd Lieuts. Joseph H. Atkinson (Air Corps Reserve), and James W. Carson, Air Corps Reserve.

Kelly Field, Texas.

1st Lieuts. John F. Whiteley, Wm. M. Lanagan, R.B. Lea, 2nd Lieuts.

Earle M. Partridge, James W. Andrew, George J. Eppright, Luther S. Smith.

Hawaiian Department.

1st Lieuts. Joseph T. Morris, James C. Shively, Russell J. Minty, Homer W. Ferguson, Lotha A. Smith, Howard M. Fey, 2nd Lieuts. Gilbert L.

Tefft and Joseph H. Hicks.

Panama Canal Department:

1st Lieuts. Edward V. Harbeck, Orin J. Bushey, Robert T. Cronau, Charles H. Howard, Robert W. Douglass, Jr.

Maxwell Field, Montgomery, Alabama.

2nd Lieuts. Narcisse L. Cote and Reuben Kyle, Jr.

Representatives of the Materiel Division, Air Corps, at Wright Field, Dayton Ohio, who will be present at the Matches, are 1st Lieut. Raymond O. Zettel, Chief of the Armament Branch, and Messrs. R.F. Fischer, L.J. Eyer and H.B. Inglis, civilian mechanical engineers.

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PARACHUTE JUMPING AT CRISSY FIELD ✓

Parachute jumping has become quite a fad among the enlisted men of Crissy Field, Presidio of San Francisco, Calif. During April the following men made jumps: Staff Sergeant Daniel C. Pruitt, Sergeant William J. Townsend, Corporal Peter M. Feeney, Privates Harold E. Orcutt, Francis P. Neal and Oswald L. Forstad.

Several other enlisted men have made requests, and they will be given practice jumps in the near future.

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COLLEGE STUDENTS INSPECT SAN ANTONIO AIR DEPOT

A party of about 30 students of the senior class of the Mechanical Engineering Department of the University of Texas recently visited the Engineering Shops of the San Antonio Air Depot, Duncan Field, Texas. The party, in charge of Mr. W.D. Preston, were on a tour of various establishments for practical instruction purposes in mechanical engineering.

The students were keenly interested in the manifold activities of the Depot shops and expressed themselves as greatly appreciative of the opportunity afforded them to make this visit.

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GROUND ATTACK DEMONSTRATION BY 18TH PURSUIT GROUP

The 18th Pursuit Group, stationed at Wheeler Field, Schofield Barracks, T.H., recently staged a ground attack demonstration for the Hawaiian Division. The target attacked represented a battalion of Infantry and accompanying transportation. The attack was made with a formation of nine PW-9's armed with five 25-lb. bombs each and two machine guns - one .30 caliber and one .50 caliber. Three attacks were made, resulting in the demolition of half the targets, the rest being riddled with bullets and fragments of bombs. The whole Division was paraded to watch the demonstration, and undoubtedly gained a clearer conception of the possibilities of an air attack on ground troops.

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CRISSY FIELD PERSONNEL ENGAGE IN GUNNERY TRAINING ✓

The Third Division Air Service, consisting of the 91st Observation and the 15th Photo Section, proceeded on March 15th by air and convoy to Mather Field, Sacramento, Calif., for field duty, and for preliminary and record practice in aerial gunnery and bombing. Runs were made with fixed forward guns, flexible guns for observers' firing, and 50-pound dummy and live bombs.

During the gunnery practice the Communications Section maintained an hourly schedule with the home station, using the 132 set at Crissy Field and the SCR-109A, as modified by the Radio Department, at Mather Field. All communications were handled without interruption. The distance was 90 miles.

In the motor convoy to and from Mather Field were six White trucks, three Class "B" tankers, two photo trucks, two radio trucks, one machine shop truck, one ambulance, two cargo trucks, one Dodge automobile and one motorcycle.

The training included cooperation with the 6th Coast Artillery at Fort Scott, Calif., one DH4B being utilized to observe points of strike of projectiles fired from 6-inch guns located at Fort Barry. On account of the strong wind, causing white caps to appear on the water, it was impossible to distinguish a hit from a white cap, this in spite of good visibility. Because of more numerous occurrence of what appeared to be white caps in a certain direction from the target, an estimate of 100 yards short and 20 yards left was given. The difficulty in spotting the shots was due to the fact that the shells were loaded with sand.

THE WORLD TOUR OF THE FRENCH FLYERS ✓

In their World Tour, which started from Paris on October 10, 1927, and ended there on April 14, 1928, the French Flyers (Lieut.-Commander Joseph LeBrix and Captain Dieudonne Costes) traversed by air a total distance of 35,803 miles in approximately 338 flying hours.

A Breguet XIX biplane, powered with a single 600 h.p. Hispano-Suiza engine, was flown throughout the trip, but at New York, when 23,000 miles had been covered, a new Hispano Suiza engine of the same horsepower was installed in order to finish the rest of the tour.

The flight from Paris to St. Louis, Senegal, on the west coast of Africa, a distance of 2658 miles, proved to be the longest of the 40 flights required to circle the globe. On this flight, which involved a flying time of 26½ hours, a total of 650 gallons of gas and 12 gallons of gasoline were on board. The next longest flight was from Hanoi, China, to Calcutta, India, a distance of 2,620 miles, which was negotiated in 21 hours and 17 minutes. Another long distance flight was from St. Louis, Senegal, to Natal, Brazil, the distance of 2,125 miles being flown in 19 hours and 20 minutes.

The 2672-mile flight from New York to San Francisco, where the flyers boarded a steamer for Japan, was made in five stages, stops being made at Sharon, Pa.; Detroit, Mich.; Chicago, Ill., and Rock Springs, Wyoming.

The following tabulation gives the approximate statistics of the French World Tour:

Date	Stages	Mileage	Time	
			Hrs.	Mins.
Oct. 10, 1927	Paris - St. Louis	2,658	26	30
14	St. Louis - Natal	2,125	19	50
15	Natal - Caravellas	900	8	45
17	Caravellas - Rio de Janeiro	466	4	19
19	Rio de Janeiro - Pelotas	900	12	0
20	Pelotas - Buenos Aires	453	4	6
Nov. 12	Buenos Aires - Montevideo	186	2	0
22	Montevideo - Buenos Aires	143	1	10
25	Buenos Aires - Asuncion	745	5	40
25	Asuncion - Buenos Aires	745	6	7
Dec. 3	Buenos Aires - Florianopolis	870	9	30
4	Florianopolis - Rio de Janeiro	497 -	5	0
13	Rio de Janeiro - Buenos Aires	1,367	11	59
14	Buenos Aires - Santiago	807	8	35
21	Santiago - La Paz	1,305	12	0
29	La Paz - Lima	745	7	30
Jan. 11, 1928	Lima - Guayaquil	816	8	0
13	Guayaquil - Panama City	807	7	0
14	Panama City - Colon	40	-	-
17	Colon - Caracas	1,050	9	0
21	Caracas - Baranquilla	600	5	0
24	Baranquilla - Colon	403	4	28
26	Colon - Guatemala City	900	8	30
29	Guatemala City - Mexico City	700	6	0
Feb. 4	Mexico City - New Orleans	1,100	10	8
6	New Orleans - Montgomery	300	-	-
8	Montgomery - Washington	750	7	0
11	Washington - New York	225	2	0
Mar. 2	New York - Sharon	350	3	18
4	Sharon - Detroit	180	2	18
5	Detroit - Chicago	250	-	-
6	Chicago - Rock Springs	1,149	11	30
7	Rock Springs - San Francisco	776	7	46
Apr. 8-9	Tokio - Hanoi	2,620	21	17
10	Hanoi - Calcutta	1,400	13	30
11	Calcutta - Karachi	1,405	-	-
12	Karachi - Basra	1,330	-	-
12-13	Basra - Aleppo	1,480	-	-
13	Aleppo - Athens	840	9	0
14	Athens - Paris	1,420	14	15

KELLY FIELD OFFICERS INDULGE IN STRENUOUS GAME OF POLO

By the Kelly Field Correspondent

A polo game was to have been played on March 28th between the Kelly Field Majors and the Kelly Field Captains. Prior to this the two teams conscientiously practiced for two weeks. New polo helmets to the tune of \$13.85 (quote Major Tinker), polo mallets, and polo balls were purchased. On the preceding day the polo representative, Captain H.H. George, stated that several of the polo ponies had developed distemper and it would be impossible to have the game. This met with a great deal of disappointment on the part of the members of both teams. It was learned from inside sources, however, that the polo ponies received some inside dope that this game was to be played and promptly went on sick report.

The members of the respective teams follow:

<u>Majors</u>	<u>Captains</u>
Major Chaney	Captain McDaniel
Major Tinker	Captain Lynd
Major McChord	Captain O'Neill
Major Strauss	Captain Moore
	Captain Easterbrook, alternate.

This postponed game, however, was played on April 13th. Due to the fact that some of the members of the team did not care to show off their ability as polo players, the game was scheduled without very much advance notice, and therefore not as large a crowd as was expected attended. The game was featured by many thrills. In fact, some of the polo players stated that they obtained more thrills in that polo game than they ever had in the air. Major J.E. Chaney was the outstanding member of the Majors' team, making two goals. Major McChord made two goals and Major Tinker one. Major McChord also made a goal for the Captains. The resulting score was 5 to 1.

Many spectacular plays were made throughout the game. Captain McDaniel, not having his safety belt securely fastened, was forced to leave the horse on one occasion. The Captains far surpassed the Majors in one feature of the game - that of talking. On one or more occasions two balls were on the field, some of the players playing with one and some with the other, depending on which was to their advantage. As the Majors stated, due to the hard riding and the constant high speed at which they played the game, it was impossible to continue the game more than four chukkers out of sympathy for the horses.

Following is the program that was gotten out for this game:

THE AIR CORPS ADVANCED FLYING SCHOOL

POLO GAME

Kelly Field Majors versus Kelly Field Captains

This is not a hockey game that you are about to witness but a full fledged very low goal polo (horse) game. That is the reason that the men are on horses.

The teams represented on the Field are the Kelly Field Majors (very white helmets) and the Kelly Field Captains (miscellaneous colors).

The object of the game - there isn't any.

RULES: The International Polo Association's rules will be strictly adhered to - with a few changes to meet local conditions.

Players will not be allowed to dismount and throw the ball towards their own goal, at the referee or umpire. However, no restriction is made concerning the opponents.

Cross-over turns, diving under an opponent or diving on an opponent's tail will not be permitted.

Players wearing goggles do so at their own risk and machine gun equipment will not be installed.

All stunt riding is prohibited and anyone violating this rule will be grounded for the rest of the game.

The game will last four chukkers or until a goal is scored. The game may also be called on account of darkness as no night riding equipment will be permitted.

All persons wishing to gamble on this game will please step off the reservation to place their bets.

Junior officers will not be permitted to claim any fines as the result of

this game.

The only handicaps in this game are the players themselves.

* * * *

The following are the greatest draw-backs to the game with their respective positions:

MAJORS		CAPTAINS	
Major Chaney	1 to 4 incl.	Captain McDaniel,	Odd number
Major Tinker	Odd or even as the case may be	Captain Lynd	1 doubled
Major McChord	3 & 4, then 1 & 2	Captain O'Neill	3.1416
Major Strauss	\$1.98	Captain Moore	All other numbers

* * * *

FINDINGS:- In line of duty.

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ARMY FLYERS BRING RELIEF TOMAROONED FISHERMEN

Four Army pilots, engaged in aerial gunnery practice on the Waimanalo Target Range, Island of Oahu, Hawaii, were drawn to the more humane occupation of relief work upon receiving word from a group of Portuguese fishermen that a fishing party of six men marooned on a small island off the mainland were badly in need of food, water and blankets. According to a report recently received from the Commanding Officer of Wheeler Field, Honolulu, T.H., the necessities which the Army airmen dropped to the marooned fishermen prevented further suffering among them until their rescue was effected.

These fishermen had chartered a sampan to take them to Rabbit Island for a week end's fishing. They were unable to return on scheduled time due to a heavy sea, which ran for several days and cut them off from the aid of sampan operators in the vicinity.

The Army airmen made up four packages containing food, water and blankets, which they dropped to the isolated fishermen. These packages were heavily wrapped to prevent damage upon contact with the ground.

The airplanes used in this novel relief expedition were the PW-9 Pursuit type, piloted by Lieuts. Carlyle H. Ridenour, Charles D. McAllister, Howard M. Fey and Walter L. Wheeler, Air Corps, all stationed at Wheeler Field.

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GUNNERY MATCH TEAM FROM KELLY FIELD

The past two weeks have seen a spirited contest in aerial gunnery at Kelly Field, Texas. Seven officers have been running off a competition match to determine the teams which would be selected to attend the annual gunnery matches to be held at Langley Field between May 25th and June 10th. Since only five of these officers could be detailed for the trip, each man was striving constantly to make the best possible score. The match was conducted in the afternoons over a period of a week and at the end of that time the scores of each day were totalled and averaged.

Three teams in gunnery and one team in bombing were selected. The gunnery teams are as follows:

Attack Gunnery

2nd Lieut. Earl E. Partridge - Pilot

2nd Lieut. James W. Andrew - Observer

Observation Gunnery

1st Lieut. R.B. Lea - - - Pilot

2nd Lieut. George J. Eppright - Observer

Pursuit Gunnery

2nd Lieut. Luther S. Smith - Pilot

Bombardment Matches

1st Lieut. John F. Whiteley - Pilot

1st Lieut. William M. Lanagan - Bomber

Each member of the teams is now busily engaged in perfecting his skill. The defeated candidates are not allowed to practice on the range during the few remaining weeks before the annual matches, and the lucky ones are allowed all the time they desire for practice. Kelly Field is well represented, and should finish the matches with a good showing.

THE 91st GOES TO WAR
By the Crissy Field Correspondent

The 91st Observation Squadron and 15th Photo Section, stationed at Crissy Field, Presidio of San Francisco, Calif., went into the field on March 15th. The theatre of operations was at Mather Field, Sacramento, Calif. It seems that a certain percentage of Air Corps officers, as well as the men, must still take their chances by truck convoy. The danger was apparent, for in addition to Lieut. "Cy" Marriner and Lieut. Leo C. Allen, the Flight Surgeon (Captain D.A. Myers) was included in the order, to see that the "physiological, neurological, psychological and pathological" reactions of all casualties were properly accounted for and catalogued. The trip from San Francisco to Vallejo by ferry was successful, and what with a little steaming around in the fog over strange highways in a strange land, the superior leadership of skipper "Cy" was made effective, and all came into Mather Field by the light of the stars. A recount showed six White trucks, three Class "B" tankers, two photo trucks, two radio trucks, one Machine Shbpp truck, two cargo trucks, a Dodge automobile, a motorcycle, and the ambulance. The Flight Surgeon was missing. He came in next day with a sprained ankle. The sprained ankle belonged to one of the boys who became confused in the fog and jumped off a Class "B" tanker.

The next eight days were spent in firing at fixed targets and dropping bombs. There being no live targets available, it was impossible to ascertain whether or not there were any casualties, but tragedy was narrowly averted in the barracks by prompt action of the Officer of the Day. Two room-mates, officers (names furnished in confidence upon application), became involved in violent argument over the price of corn (in the Chicago Wheat Pit), but were separated by the O.D. and aides. Upon withdrawal of the peace party the sounds of battle again burst forth. Hastily gathering his peace party, the O.D. rushed back, crashed the gate, and beheld Youth scrubbing his teeth, while Senility was kicking a box around because he had sat upon the upturned point of a nail driven through it.

To like more or less useful purpose went a week of the war. One night there was a shortage of beds by one - sixteen warriors and fifteen beds. By the usual laws of mathematics, each warrior should have had fifteen-sixteenths of a short night's sleep. This theory seemed perfectly logical until a certain luckless one lost a little time in kicking the next fellow out of bed. The Kickee had also largely burnt out his lamps on a particularly tough beat and a slight confusion resulted. It was all happily compromised by Kicker and Kickee going 13 miles to town and hiring a hotel. By that time, however, the night was spent, so they returned to the field to find that the Acting Q M. had discovered an extra bed and turned it into stock. Thereafter the problem was never solved.

The twenty-first fell on Wednesday, the day when the Office Force goes out for Exercise. It was likewise the Equinox, and a clear day, so Major-General Hines, 9th Corps Area, Commander, chose to fly up in the Transport with Major Clagett and observe the gunnery, which was also fair. Like the Knights of old, the General partook of the exercises, with Lieut. Goss as pilot, jousting at fixed targets upon the ground. On this day also there was a mission of five planes in formation over Lake Tahoe and return. It was cold at 12,000 feet; the lake was blue, and cold, fenced with snow and trees and crags, all sparkling with the beauty of unreality.

Finally, the last redskin had bit the mud, for it was raining and blowing. The convoy was gone. Some were out of temper, all were out of money, and no food in camp. Since an army fights on its stomach, the war was over. There was nothing left but to fly home and see the folks.

With noisy motors and dark hints and rain-blurred goggles, seven brave pilots and seven braver passengers began dashing the spray a few fathoms up in the mist. There was nothing so certain as the fog above and about, except earth and water below. Most any pilot will trust his vision, however muddled, but few trust two-hundred and twenty degrees of the compass in a fog. Finally, the struggle against doubt, for some thoughtful moments, was rewarded, and the Great Carquinez Bridge grew into the fog "with habitations and adventures on it". Under the bridge, with vanishing haste and uncertainty, under the fog to Crissy Field, and at last under the friendly roofs of home.

RECORD ESTABLISHED ON PARACHUTE JUMPS

Ten men jumped from a Ford all-metal airplane at Chamute Field, Rantoul, Ill., in the space of 8.2 seconds, establishing a world's record. The previous record was nine jumps in eighteen seconds, established by the Marine Corps at Quantico, Va.

Nearly all of the participants in the above wholesale parachute-jumping event are graduates of the Parachute Department of the Air Corps Technical School, Chamute Field, Rantoul, Ill., the class being conducted by Technical Sergeant Harry Wilson.

The plane from which the jumps were made was flown over to Chamute Field from Wright Field, Dayton, Ohio. It was piloted on the afternoon of the jumps by 1st Lieut. J.V. Hart who, with Sgt. Wilson, were the only two men left in the ship after the ten volunteers took French leave and eased down to the ground with their bit of silk, as the parachute is alluded to in some quarters.

The men making the jumps were Pat Doyell, Don C. Gowdy, Royall Fenn, Florian Karesek, John Marchewka, Tom Mely, Walter F. Kobs, Harold Kraner, Wesley Davidson, and John Krajick.

Sergeant Wilson, commenting upon the success of the event, characterized it as one of the most important experiments for the advancement of military and commercial aviation.

"We are trying to prove that the saving of passengers is possible, no matter how quickly the plane goes

down. If we can show that ten men can jump from a plane almost simultaneously, it is one step forward toward showing that forty and fifty people can leave a plane under similar circumstances.

The New York WORLD, commenting on the above episode, stated in a recent issue:

"Ten rookies in the Army Air Service, according to the Associated Press, jumped off an airplane the other day in the space of 8.2 seconds, descending by parachute. This, it appears, sets a new record. Moreover, 'the multiple jump, in addition to making a new record, was planned to indicate how quickly passengers could clear a plane in safety in case of an accident in the air.'

"Well, we appreciate this little experiment on the part of the army, under-



Lt. Stafford L. Lambert
35th Div. Air Service
Missouri National Guard

INSPECTING GENERAL'S SMILING APPROVAL
DURING INSPECTION

taken with a view to promoting our safety. Indeed, we can foresee the result right now. It will hardly be any time at all before all passenger airplanes will be plastered with nice reassuring signs, 'Parachutes Will Be Found Under Seats.' Then, over every door and window there will be signs, 'Exit No. 1,' 'Exit No. 2,' 'Exit No. 3,' and so on. Then, on the luncheon menu will appear this friendly little piece of advice:

"ACCIDENT NOTICE - Look around NOW and choose the nearest Exit to your seat. In case of accident, walk (not run) to THAT Exit. Do not try to beat your neighbor to the air. Before jumping be sure that parachute is strapped securely on your back and that you have your hand firmly on the rip-cord. After jumping, allow two seconds to elapse (count 'one - two') before pulling cord, and hold breath until parachute opens. Light no cigars, cigarettes or pipes while descending in parachute. If parachute does not open, notify this office at once.

J. ROLLINSON GUMPF,
Air Commissioner.

"We can see ourselves running to the nearest exit right now trying to beat our neighbor. Here is something we can really look forward to."

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ACCIDENT MARS CRISSY FIELD'S PERFECT RECORD

The first fatality at Crissy Field, Presidio of San Francisco, Calif., since its establishment in 1919, occurred on March 26th. Second Lieut. Theodore J. Munchof, Air Corps Reserve, one of the ten Reserve officers serving a tour of extended duty at the field, crashed in San Francisco Bay shortly after taking off on a photographic mission to Gigling Reservation, Monterey, Calif. Lieut. Munchof was killed and Sergeant Klutz, photographer, slightly injured. The body of the pilot was recovered within a few minutes, and Sergeant Klutz was rescued at the same time by the Coast Guard crew stationed at Crissy Field. The plane sank and was never recovered, although every effort was made to locate and raise it.

Lieut. Munchof was an aviator during the war, having been discharged in 1919. He entered the Air Corps Reserve in 1925. His widow and two small children survive him.

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PARTICIPATION OF NATIONAL GUARD AIRMEN IN BOMBING MATCHES

Five teams, each consisting of an airplane pilot and an observer, and representing the National Guard Air Service organizations of the States of Arkansas, Connecticut, Maryland, Massachusetts and New York, have been authorized by the Chief of the Militia Bureau of the War Department to participate in the annual Machine Gun and Bombing Matches, to be held at Langley Field, Hampton, Va., from May 25th to June 10th.

The records of the Militia Bureau disclose that the Guardsmen selected to match their skill against the Regular Army Air Corps aerial sharpshooters are proficient in flying the observation type of airplanes and that all of them have had aerial gunnery practice during the past year.

The personnel composing the five selected teams are as follows:

154th Observation Squadron, Arkansas National Guard:

Pilot - 2nd Lieut. Gordon S. Darnell

Observer - 1st Lieut. Garnett Q. Caldwell

118th Observation Squadron, Connecticut National Guard:

Pilot - Captain Earl W. Fleet

Observer - 1st Lieut. Ennis B. Mallette

104th Observation Squadron, Maryland National Guard:

Pilot - Captain Charles A. Masson

Observer - Captain George Cobb

101st Observation Squadron, Massachusetts National Guard:

Pilot - Captain Clarence E. Hodge

Observer - 1st Lieut. Robert A. Nagle

102nd Observation Squadron, New York National Guard:

Pilot - 2nd Lieut. Victor E. Nelson

Observer - Captain William G. Rector

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V-5785, A.C.

MUNICIPAL FIELD NAMED IN HONOR OF ARMY AIRMAN

The municipal airport of Selma, Calif., known as Eagle Field, so named for Captain Aubrey I. Eagle, Air Corps, was opened on March 31st last. Air Corps officers from Crissy Field, Presidio of San Francisco, Calif., who were present at opening of this field were Captain Eagle, 1st Lieuts. Barber, Taylor, 2nd Lts. Gardner and Goss. Addresses were delivered by Lieut. Dyer, U.S. Navy, and Capt. Eagle, both in the afternoon and evening. An enthusiastic aviation spirit has flared up throughout the San Joaquin and Sacramento Valleys.

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"JINX" OVERTAKES FRANCE FIELD RELIEF EXPEDITION

As previously reported, the flight of Assistant Secretary of War Davison and Major-General James E. Fechet from Washington to the Panama Canal Zone was marred by an accident to one of the Amphibians at Manatitlan, Mexico, and it was necessary for the Commanding Officer of France Field, Panama Canal Zone, to send two planes to their assistance. Both of these planes were of the Amphibian type and were flown, respectively, by 1st Lieuts. George C. McDonald and Robert B. Williams. They functioned perfectly all the way to Manatitlan, and at that place Lieut. McDonald's plane was turned over to the Assistant Secretary of War.

On the return flight Lieut. McDonald flew the plane that was left to them to Managua, Nicaragua, and Lieut. Williams flew it the remainder of the distance to France Field. According to Lieut. McDonald's report of the flight, he and Lieut. Williams had quite a strenuous experience before touching the home airdrome. On the first leg of the return flight (Manatitlan, Mexico, to San Jose, Guatemala) it was necessary to land in the ocean off San Jose, as the main tank had run out of gasoline. Upon landing, the anchor was dropped about 200 yards off shore and opposite the pier. The water was extremely rough and the anchor did not hold. It was impossible to start the engine and the plane, drifting about for approximately an hour, would have been wrecked by the ground swell and surf but for the timely assistance rendered by the Second Officer with about ten men off the S.S. "Corinto" of the Panama Mail Steamship Co., who put off in one of the ship's boats and took the plane in tow and made it fast to a steamship buoy.

Lieut. Williams went ashore and obtained 40 gallons of gasoline, and after putting this fuel aboard the airmen departed for San Salvador. Due to the delay at San Jose and the fact that the flyers had to buck strong head-winds, it was not possible to reach Lake Ilopango, San Salvador, until well after dark. By 7:00 p.m., it was so dark and the haze so dense that it was hazardous to continue the flight over such mountainous country.

A landing was made in a small crater-lake, about 25 or 30 miles from San Salvador. In order to fly the Amphibian out of that lake the next day, it was necessary to remove all the baggage, tool kit, spare parts, anchor, anchor rope, take the wheels off, and leave Lieut. Williams. Every step was taken to make the plane as light as possible. Lieut. McDonald flew the plane from the crater-lake to Lake Ilopango, where all equipment was assembled and the plane made ready for the flight to Managua, Nicaragua.

In taking off at Managua, the propeller worked loose and the main thrust bearing broke, causing the plane to crash through two fences and into the trees, damaging the wings and undercarriage. The U.S. Marine Aviation Squadron there rendered every possible aid in changing engines and repairing the plane. In flight-testing the new engine, it threw a connecting rod through the crankcase after being in the air about 12 minutes, and a landing was made in Lake Managua.

The Marines did not have another new engine so they rebuilt an old one and installed it in the plane. A "take-off" was then attempted from the lake, but the hull leaked so badly that the plane almost sank, making it necessary to run it ashore to save it. The Marines repaired the hull, and the plane was then flown to the field, where all equipment was again installed and the plane departed the following day for France Field.

Lieut. McDonald stated that Major Ross Rowell, Commanding the U.S. Marine Aviation Squadron in Nicaragua, and all his officers and men rendered every possible aid and that without their cooperation it would not have been possible to fly the Amphibian out of Nicaragua.

In forwarding Lieut. McDonald's report to the War Department, the Commanding Officer of France Field stated: "While the bare recital of the help rendered by the Marines, as given in the report, would indicate that they rendered only the

ordinary assistance which one service would naturally call for from a sister service. Lieut. McDonald's verbal story to me showed that the Marines at Managua worked enthusiastically from dawn until dark to help our officers overcome their considerable succession of real obstacles which came their way."

Letters of appreciation were forwarded by the Commanding General of the Panama Canal Department (Major-General Malin Craig) to the Commanding Officer, U.S. Forces in Nicaragua, and the President of the Panama Mail Steamship Co. for the assistance rendered to Lieuts. McDonalds and Williams. Letters were also written to the two officers last named expressing the Department Commander's admiration for their accomplishments during their recent trip to Puerto Mexico and return.

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CHIEF OF AIR CORPS PRAISES CIVILIAN'S BRAVERY

A letter of commendation from the Chief of Air Corps was recently forwarded to Mr. Edwin Steubing, of San Antonio, Texas, for a courageous act performed by him immediately after a crash of a bombing plane near Kelly Field, Texas. Mr. Steubing arrived at the scene of the crash about two minutes subsequent to its occurrence and, unmindful of the fact that the airplane had burst into flames, extricated the lifeless body of Cadet Bonner from the wreckage. In performing this courageous and humane act he was exposed to the extreme hazard from the flames and the liability of an explosion of the gas-filled tanks.

"Your efforts are worthy of the highest commendation," General Fechet stated in his letter, "and I desire to express to you the gratitude and appreciation of the Air Corps, as well as my own, for your exceptionally brave and meritorious conduct on that occasion."

The following report on this accident was rendered by the News Letter Correspondent from Kelly Field:

Flying Cadet Clair E. Bonner, student at the Air Corps Advanced Flying School, was instantly killed at 9:15 a.m., April 4th, when the NBS-1 in which he was flying crashed about six miles northwest of Kelly Field. Details of the accident are lacking, but from the statements of several farmers who saw the ship just prior to its plunge to the earth, it was decided by the board of investigation that Cadet Bonner was practicing flying on one motor and let the plane go into a spin. Since his plane had been seen at an altitude of about 1500 feet a few minutes before crash, Cadet Bonner's failure to recover from the spin is unexplained.

The ship crashed and instantly burst into flames in a large open field a short distance from a farm house. Edwin Steubing, a farmer, heard the plane strike the ground, and raced 400 yards to the scene. When he arrived at the wreck it was a mass of flames, but he thought the pilot might possibly still be alive. He found the body at one edge of the flames and tried, unsuccessfully, to pull it out. Finally, he managed to wrap a wire around one arm of the body and in this way dragged it out of the fire. Steubing was severely burned about the face and arms.

Although the body was burned beyond recognition, Major C.L. Beven, Flight Surgeon of Kelly Field, expressed the opinion that Bonner had been instantly killed in the crash and had not been burned to death.

Cadet Bonner was the son of Chaplain and Mrs. S.B. Bonner, now stationed at Camp Nichols, Philippine Islands. He is survived also by a brother, Lieut. Bonner, who is stationed at Fort Bragg, N.C.

After the funeral ceremony at San Antonio, the body was shipped to Arlington National Cemetery, Washington, D.C., for burial. Flying Cadet R.O. Brownfield, a close friend of the deceased, accompanied the body.

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AIR CORPS TO BE REPRESENTED AT INTERNATIONAL AVIATION CONGRESS AT MADRID

Upon an invitation extended by the Spanish Government for the United States to be represented by delegates at the meeting of the Comite Juridique International de l'Aviation, to open at Madrid, Spain, on May 29th, Major Barton K. Yount, Air Corps, Assistant Military Attache for Air, who is attached to the American Embassy in Paris, was named as an official observer at that meeting.

The Comite Juridique International de l'Aviation is an organization having for its object the drafting of an international air code and the consideration of

matters in general relating to aeronautic legislation. This Committee has no governmental connection, but its periodic congresses are held under the patronage of the government in whose territories they convene, by which other governments are invited to send representatives.

The 7th Congress of this Committee was held at Lyons, France, September 28 to October 2, 1925.

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SENATE ACTION ON THE FURLOW BILL

The leading article in this issue of the News Letter gives the cheerful tidings that the House of Representatives, on May 7th, unanimously passed the Furlow Bill (H.R. 12814), creating a separate promotion list for the Air Corps. Now, in the last page or so of this issue, it becomes our solemn duty to record an event which at first glance does not appear to be so cheerful.

The Senate Military Affairs Committee, in its consideration of this bill, eliminated all the wording with the exception of the enacting clause. It would appear that in taking this action the Senate Committee was not unmindful of the necessity for some sort of personnel legislation for the Army. In view of the fact, however, that only a few weeks now remain before adjournment of Congress, the Committee saw fit to take action which would bring before the Conferees of the House and Senate, as soon as the amended Furlow bill passed the Upper Chamber, all matters affecting Army personnel which it was felt should be considered at this time.

It is hardly necessary to state, of course, that the Air Corps does not want to see personnel legislation enacted which would benefit their own branch at the expense of officers of other branches of the service. It would now appear that the whole subject of personnel legislation is to be thrashed out at this session, so that not only will the Army Air Corps be considered but the other arms of the service as well. It would seem that, by adding the Army personnel legislation to the Furlow bill, advantage is taken of, perhaps, the last remaining opportunity to secure some action on the proposition at this session of Congress.

What the outcome of it all will be remains to be seen. The House was unanimous in its passage of the Furlow bill. This fact and the further fact that the Senate amended the bill, even though it eliminated all wording save the enacting clause, should indicate that there is at least a favorable sentiment existing among some of the legislators towards Army personnel legislation. The action of the Senate Committee does not necessarily mean that the idea of a separate promotion list for the Air Corps is defeated, but rather that the Conferees of the House and the Senate have been given the greatest liberty in recommending what legislation should be enacted for the Army and the Air Corps at this session.

This is not at all a pessimistic situation as far as the separate list for the Air Corps is concerned and, with the favorable sentiment that does exist among legislators for a separate promotion list, it is anticipated that some special legislation affecting the Air Corps alone will be included as a part of the conference report. This thought is further strengthened by the fact that the Senate Military Affairs Committee included in the composite bill which it has reported several of the provisions of the Furlow bill, such as more rapid promotion for air officers and counting flying time one and one-half times towards retirement.

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SGT. PETERSON JOINS RANKS OF BENEDICTS

Every time news is spread of a marriage, one generally hears such disparaging terms as "Ball and Chain", "Storm and Strife", etc. But this is looking on the dark side of so called wedded bliss. We are sure that there will be no occasion to harbor any pessimism in the case of Tech. Sgt. C.E. Peterson, Air Corps, who joined the ranks of the Benedicts April 21st last. Sgt. Peterson's better half was Miss Mildred M. Rosen, of Staunton, Va. The ceremony took place at Washington in the Office of the Chief of Chaplains, and was performed by Chaplain Bebes. Sergeant Peterson is well known in the Army, where he performed 14 years' service. He has been on duty in the Inspection Division for 22 months, and served in the Philippines, also at Mitchel and Crissy Fields. He has traveled all over the United States in connection with the installation of the new Visual Inspection System. He contemplates a trip to Texas with his bride in the near future. Our best wishes to both.

MASTER SERGEANT CHAPMAN RECEIVES "CHENEY AWARD"

Master Sergeant Harry A. Chapman, 19th Airship Company, Langley Field, Va., on April 28th received from the hands of President Coolidge "the Cheney Award", in the presence of the Chief of Air Corps and other officials.

The "Cheney Award" was established in memory of 1st Lieut. William H. Cheney, Air Service, who was killed in an air collision at Foggia, Italy, January 20, 1918. The donors of this award are Mrs. Mary L.C. Schofield, Peterboro, New Hampshire, and Mrs. Ruth Cheney Streeter, of Morristown, New Jersey, the mother and sister of Lieut. Cheney. Mrs. Schofield and Mrs. Streeter have jointly set aside a trust fund of \$15,000, the interest accruing therefrom to be used to make up this award. It is to be bestowed annually by the Chief of the Air Corps for an act of valor or of extreme fortitude or self-sacrifice in a humanitarian interest which shall have been performed in connection with aircraft, but said act need not necessarily be of a military nature. The following are eligible to receive it: Officers and enlisted men of the Air Corps, Regular Army; officers and enlisted men of the Air Corps Reserve; the widow or next of kin in event of a posthumous award. Announcement of this award will be made on January 20th of each year, that date being the anniversary of Lieut. Cheney's death.

A die of suitable design has been made, and bronze plaques will be struck off each year that the award is made engraved with the name of the recipient as determined by the Cheney Award Board. In addition to this plaque, the award consists of a certificate of award and a sum of money which consists of the income from the trust fund after the necessary expenses in connection with the award have been defrayed.

First Lieut. William H. Cheney, at the age of 20, enlisted in the Signal Officers Reserve Corps on March 31, 1917, and graduated as an honor student from the School of Military Aeronautics at the University of Illinois on July 25, 1917. He was sent with the first group of American flyers to the Camp at Foggia, Italy, and on October 18, 1917, became the first American aviator to complete the Italian Military Flying Erevet. He was commissioned First Lieut., Signal Officers Reserve Corps, on November 3, 1917, and with two other officers was killed in an aerial collision in a fog on January 30, 1918. A special Order issued by his Commanding Officer stated "These were men who, on every occasion and in every way, showed their bravery, desire and eagerness to serve their country in all things and all ways. The great sacrifice of these brave young soldiers is not only an inspiration to the entire command and to the American Air Service at large, but also America's first offering in Italy to the great cause of the allied nations."

Master Sergeant Harry A. Chapman was one of the crew of the U.S. Army Airship ROMA when it crashed and was destroyed on February 21, 1922. Fire broke out immediately after the airship crashed. Sergeant Chapman, with four companions, was entrapped in a canvas-enclosed compartment; escape through the usual exits was cut off by the flames. While the fire was raging Sergeant Chapman, with his knife, made an opening in the canvas through which it was possible for him to escape immediately with little or no injury to himself. Instead of doing so at once, this gallant soldier helped his four companions to take advantage of this exit before he himself left the fiery ruins. As a result of this action he was so severely burned before he could make his escape that for several days little hope was entertained for his recovery. Sergeant Chapman displayed great bravery and presence of mind under the most trying conditions and saved the lives of four other men while he himself was in the gravest peril.

Sergeant Chapman was commended for his conduct in orders by John J. Pershing, General of the Armies, but his act not having occurred in action was not at that time within the provisions of law authorizing decorations. He was accepted for enlistment in the Signal Corps at St. Joseph, Mo., October 18, 1916. In January, 1917, he was ordered to the Army Balloon School at Omaha, Neb., for duty. He was promoted through the various noncommissioned grades, and in August, 1918, went to duty overseas. In October, 1918, he returned to Langley Field for duty, and later was transferred to the 8th Airship Company at El Paso, Texas. In November, 1920, he returned to Langley Field and was one of the Detachment of Air Service men which was sent to Italy for the purpose of studying the operation of the Airship ROMA. He assisted in its dismantling for shipment to this country and upon his return he assisted in its re-erection at Langley Field. He has served continuously in his present grade for nine years, and was stationed at Langley Field since the ROMA disaster, except for 11 months spent at Walter Reed General Hospital.

tal as the result of the injuries received in that accident. He is a superior soldier and an expert Airship Rigger.

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ROCKWELL AIR DEPOT EMPLOYEES ENJOY PICNIC

The Depot Supply and Station Supply Departments of the Rockwell Air Depot, Coronado, Calif., held a picnic recently at El Monte Oakes Park in the Cuyamaca Mountains. A picnic this time of the year is especially attractive when the hills are covered with the golden poppies of California. El Monte Oakes Park is adapted for large picnics, and the families turned out almost 100 percent.

All apparently enjoyed the games and festivities to the utmost. Many prizes were awarded, and although in some instances the articles might have been more useful to others than the winners, nevertheless none were refused. A pair of baby rubber panties, won by a "spinster" was generally conceded not such a bad article for her Hope Chest. The Warehouse Superintendent had the good fortune to win a brassiere, but it is doubted whether it is the size he wears. There were many other prizes equally useful.

The refreshments especially were worthy of mention, thanks to the Granary Keepers. There was no end of ice cream, to the delight of the kiddies. The coffee was extra good also; two of the storekeepers who were not used to such a potent beverage nearly succumbed after a few cups.

Such a gathering as this brings the families of the employees together who otherwise would not get acquainted, and creates a bond of good fellowship among the employees which, it is believed, not only is to the benefit of the employees themselves but to the Depot Organization as well. The Depot Supply Officer, Capt. C.E. Giffin, and his family, were present and enjoyed the fun along with the civilians.

A general picnic for the entire Depot Activity is being planned for May 23d.

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AIR CORPS PARTICIPANTS IN NATIONAL ELIMINATION BALLOON RACE ✓

Three teams, representing the Army Air Corps, were selected by the Chief of Air Corps to participate in the annual National Elimination Balloon Race, to be held at Bettis Field, Pittsburgh, Pa., on May 30th next, under the auspices of the National Aeronautic Association. The teams are listed below, as follows:

- | | |
|----------------------------------|------------------------------------|
| 1. Captain Wm. E. Kepner, Pilot | 2nd Lieut. Wm. O. Eareckson, Aide. |
| 2. Captain Edmund W. Hill, Pilot | 2nd Lieut. Henry G. Fisher, Aide. |
| 3. 1st Lieut. Paul Evert, Pilot | 2nd Lieut. U. G. Ent, Aide. |

The personnel comprising the first two named teams are stationed at Scott Field, Belleville, Ill., where the Air Corps Balloon and Airship School is located. The members of the third team are stationed at Langley Field, Va.

Captain Kepner and Lieut. Eareckson participated in the National Elimination Balloon Race at Akron, Ohio, last year, and by virtue of covering 595 miles finished in third place amongst a field of 15 entries, thus earning a place in the Gordon-Bennett International Balloon Race, which was held at the Ford Airport, Dearborn, Michigan, on September 10th. This international event, in which 15 teams, representing the United States, France, Germany, Spain, England, Italy, Belgium and Switzerland participated, was won for the second consecutive time by an American team, the winning balloon "Detroit", which landed at Baxley, Ga., a distance of 745 miles from Detroit, being manned by E.J. Hill, pilot, and A.G. Schlosser, aide. Another American team composed of W.T. Van Orman, pilot, and W.W. Morton, aide, finished in third place, while a German team took second honors. Captain Kepner's balloon finished tenth, but he has hopes of better luck this year.

The balloons to be piloted in the National Elimination Balloon Race will be of 35,000 cubic foot capacity, which will be inflated with hydrogen gas.

As stated elsewhere in this issue of the News Letter, the International Balloon Race will be held on June 30th at the scene of last year's event and will be a struggle between 17 teams, three teams each representing the United States, Belgium, France and Germany, and one team each representing England, Switzerland, Argentina, Denmark and Spain.

WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station:

Lieut.-Colonel Seth W. Cock, from duty as Air Officer, 5th Corps Area, Fort Hayes, Columbus, O., to Chanute Field, Rantoul, Ill. July 1, to assume command.

Major Robert E.M. Goolrick, upon completion of present course of instruction at Command and General Staff School, Fort Leavenworth, Kansas, to Fort Hayes, Columbus, Ohio, for duty as Air Officer, 5th Corps Area.

Lieut.-Colonel Jacob W. S. Wuest, upon completion of present course of instruction at Balloon and Airship School, Scott Field, Ill., to Langley Field.

Colonel Chalmers G. Hall, upon completion present course of instruction at Army War College, to Newark, N.J. for duty with Organized Reserves, Second Corps Area. Previous orders assigning him to Chanute Field revoked.

1st Lieut. Arthur J. Melanson relieved from duty in Office Chief of Air Corps, July 1, and to Chicago, Ill. for duty as Air Corps Procurement Planning Representative.

Captain Floyd N. Shumaker relieved as instructor Colorado National Guard, Denver, Colo., and to Crissy Field, Calif. for duty.

1st Lieut. Martimus Stenseth, upon completion of course at Cavalry School, Fort Riley, Kansas, to Selfridge Field, Mich.

Captain George W. McEntire, upon expiration tour of duty in Hawaii, to San Antonio, Texas, for duty with Organized Reserves.

1st Lieut. Stanton T. Smith from Little Rock, Ark., to Advanced Flying School, Kelly Field, Texas, July 1st.

Major Follett Brauley and Captain Robert C. Candee, upon completion of present course of instruction at Command and General Staff School, Fort Leavenworth, Kansas, to Langley Field, Va. for duty.

Major Eugene A. Lohman, upon completion present course of instruction at Command and General Staff School, Fort Leavenworth, Kansas, to Fort Sill, Okla.

Major Ralph Royce, upon completion present course of instruction at Command and General Staff School, to Selfridge Field, Mich.

Captain Lynwood B. Jacobs, upon completion present course of instruction at Command and General Staff School, to Office Chief of Air Corps, Washington.

1st Lieut. Edgar T. Selzer, Detroit, Mich., to Walter Reed General Hospital, Washington, for observation and treatment.

1st Lieut. Jesse A. Madarasz to Advanced Flying School, Kelly Field, upon completion tour of duty in Hawaiian Department.

Major Howard J. Houghland relieved from detail with Organized Reserves, 2nd Corps Area, and to Fort Omaha, Neb., for duty at Hqrs. 7th Corps Area.

1st Lieut. Willis R. Taylor from Crissy Field to Scott Field, Ill.

1st Lieuts. Charles P. Prime and Newton Longfellow from Mitchel Field, N.Y. to Office Chief of Air Corps, Washington.

Captains Robert Oldys and Laurence F. Stone, upon completion present course of instruction, Air Corps Tactical School, to Langley Field for duty.

1st Lieut. LeRoy A. Walthall, Brooks Field to Crissy Field, Calif.

Promotions:

2nd Lieut. Leslie P. Holcomb to 1st Lieut., rank from March 16, 1928.

2nd Lieut. Joseph H. Hicks to 1st Lieut., rank from April 8, 1928.

Relieved from Detail to the Air Corps:

2nd Lieut. Joseph Gonahl to Field Artillery, 2nd Div., Ft. Sam Houston, Tex.

2nd Lieut. Ronald I. Pride to Field Artillery, 2nd Div., Ft. Sam Houston.

1st Lieut. William D. Schas to 25th Infantry, Fort Huachuca, Ariz.

2nd Lieut. Frederick E. Day to 51st Coast Artillery, Fort Eustis, Va.

2nd Lieut. Parmer W. Edwards to 62nd Coast Artillery, Fort Totten, N.Y.

1st Lieut. Gustavus F. Chapman to 3rd Motor Repair Battalion, Q.M.C.,

Normoyle Q.M. Depot, San Antonio, Texas.

Detailed to the Air Corps:

1st Lieut. Wm. P. Withers, Cavalry, to Brooks Field for flying training.

Transfers to the Air Corps:

2nd Lieut. John W. Bowman, Cavalry, April 11, 1928.

2nd Lieut. Richard H. Dean, Signal Corps, April 24, 1928.

Reserve Officers Relieved from Extended Active Duty:

2nd Lieut. Robert I. Hazen, Bolling Field, D.C.

2nd Lieut. James W. Carson, Marshall Field.

NOTES FROM AIR CORPS FIELDS

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San Antonio Air Depot, Duncan Field, Texas, April 25th:

The following airplanes and engines were overhauled and repaired at the San Antonio Air Depot during the month of March: Airplanes:- 5 DH-4M-1, 5 DH-4M-1T, 2 DH-4M-2, 4 DH-4M-2T, 1 DH-4M-2P, 3 PT-1, 1 NBS-1, 3 O2, 1 O2-B, 1 O2-C, 2 C-1-C, 2 AT-4, 1 Pl-B, Total 31; Engines:- 87 Liberty, 27 Wright E, Total 114.

Lieut. Harry A. Halverson, of this Depot, returned April 9th from a leave of absence since March 12th.

Mr. Elmer J. Briggs, Airplane Engine Inspector in the Engineering Department of this Depot, returned here April 4th from a tour of temporary duty, visiting the Wright Aeronautical Corporation, Paterson, N.J.; the Pratt & Whitney Aircraft Company, Hartford, Conn.; the Curtiss Aeroplane & Motor Corporation, Buffalo, N.Y.; and the Stromberg Carburetor Factory at Chicago, Ill., in a study of methods of manufacture and repair of engines.

Mr. Robert J. Neff, Junior Electrical Engineer, of Wright Field, who was on a short period of temporary duty at this Depot in connection with Ruggles orientator work left here April 5th for his home station.

Mr. Parker D. Cramer, Divisional Inspector (11th District), of the Aeronautics Bureau, Department of Commerce, was a visitor at this station on April 16th, 17th and 18th, for the purpose of giving the examination for Department of Commerce licenses for airplane pilots and airplane mechanics, for which examination there were a number of applicants from this station and from Kelly Field.

Lieut. R.V. Ignico, Depot Supply Officer, and Lieut. A.W. Vanaman, Chief Engineer Officer, of this Depot, made a cross-country trip on April 16th to Houston, Texas, thence to Fort Crockett, Texas, returning here April 17th, for the purpose of conference at those points regarding Air Corps supply problems and maintenance of equipment questions.

A most pleasing and successful function was given by the Duncan Field Officers' Club, in the Club Building at this Depot, on the evening of April 24th, in the form of a Buffet Supper, followed by a Card Party, held in honor of recent arrivals and prospective departures among the officers at this station.

On the evening of April 13th, the Duncan Field Civilian Club held its April Entertainment, in the form of an open-air basket lunch, dancing, etc., at Koehler Park, San Antonio, which was largely attended and proved most enjoyable.

Marshall Field, Fort Riley, Kansas.

The participants in the All Kansas Air Tour were guests of Fort Riley, April 4th and 5th. Twentyseven Commercial planes of various types, including the Tri-motored Ford Plane, "Standolind" were present. Governor Paulen, of Kansas, took an enthusiastic part in the tour. He was present at Wichita when the flight took off on April 2nd, and accompanied it until it finished its escapade in Wichita one week later. The tour as a whole was satisfactory according to reports, even though a few ships failed to complete the round trip.

The 16th Observation Squadron accepted an invitation from the Chamber of Commerce of Atchison, Kansas to pay them an overnight visit on April 5th. Needless to say, the Atchison Chamber of Commerce are first rate entertainers. Our boy friend, Charley Skow, kept the Caissons rolling throughout the night.

During the first visit of the All Kansas Air Tour at Marshall Field, strong winds hampered flying and did considerable damage throughout Kansas. A Travel Air Biplane was torn from its stakes and did a perfect loop about twenty feet from the Photo Hut, but failed to recover from its inverted position before it hit the ground. The Coroner pronounced it a "Washout". A portion of the sheet metal was blown from the Second Hangar, while it was undergoing repairs.

Lieut. Stenseth flew to his home in Minneapolis over the Easter Vacation. He reports crops looking fine and so forth.

It was with much regret that we bade farewell to Lieut. O'Connor who is being transferred to March Field. Pat was granted a 45-day leave and immediately took off for little old New York, driving to March Field via the big City.

A brand new Aviatrex was brought into the Air Corps, April 8th, Lieut. and Mrs. Jack Munson are the proud parents.

18th Pursuit Group, Schofield Barracks, T H., April 3rd.

We note in a recent issue of the Air Corps News Letter the startling statement, sponsored by our Oahued friends from Luke Field, that one of their model 1901 Bombers chased three pursuit ships from Wheeler Field out of the blue Hawaiian skies. What a wise crack that turned out to be. The fact of the matter is that the Gentlemen pilots of Wheeler Field were merely trying to show the dear old bomber the way back to Luke Field, for it, the bomber, was wandering aimlessly around the sky "apparently lost", and looking for a place to squat. The next thing we expected to hear from Luke Field is the claim that they are doing outside loops with their Bombers and Amphibians in formation.

Two more of our hard working Officers received their orders for the mainland and will be greatly missed. 1st Lt. Cecil E. Archer departs for Wright Field and 2nd Lt. Walter L. Wheeler goes to March Field to bask in the California sunshine.

Sand Point Airdrome, Seattle, Washington, April 16th.

Somebody is always taking the shine out of the sun, or the moon out of moonshine, and leaving life flat and tasteless. Just about the time we get all hopped up over the fact that we were able to run up a total of 75 hours on our one lone PT-1 for the short month of February, with our between 50 and 60 pilots, along comes the News Letter from the War Department telling about the Boston Airport feeling neglected with their THREE PT-1s, 1 DH-4B, 1 O2 Mail Plane, Vought and Curtiss A-3 and eleven enlisted men. They were blowing the old "I'm Good" bugle because they ran up around 90 hours for the month.

With that flock of equipment to be divided between 20 and 30 reserve pilots and five regular air officers and eleven enlisted men to look after it and then beefing! Try dividing time on one lone PT-1 between 50 to 60 would-be pilots, with one civilian mechanic to look after it, police the hangar, keep stock room, do all overhauling, repair, cleaning, etc, etc., and you will think of the "good old days" of 1917-18 when a 20-minute hop was considered a cross-country trip.

But at that we are carrying on at Sand Point. The Navy has a real outfit with plenty of planes, both training and service, a quarter of a million dollar building program and some jam up good fellows - despite the fact that their goodness does not include even a short hop for an Army reserve. Sand Point is also the test field for the Boeing Airplane Company's factory in Seattle and we, at least, get to see some real flying, even if we don't get a chance to do much of it.

Incidentally, Boeing is turning out five big three Pratt-Whitney motored fourteen passenger commercial jobs for the Boeing Air Transport line to use between San Francisco and Chicago, starting around the first of June. One of these is being fitted up as the private "Air-Yacht" of W.E. Boeing, the active president of both the Boeing Airplane Company and the Boeing Air Transport Company. Incidentally, Boeing has just taken over the Pacific Air Transport Company, operating the Seattle-Los Angeles air mail lines, giving him some 6,000 miles per day operation. These planes will be tested from Sand Point and your plush-lined Cadallacs and nickle plated Pullman cars will have to take a back seat when they take the air, for they not only have the power but the trim and comfort that you have been dreaming about in air passenger planes.

The Seattle Air Force Club is taking no chances of letting a Kee Wee into the organization, for they have rigged up a synthetic orientator that is to the original Ruggles torture machine what synthetic gin is to the pre-war variety--~~etc.~~, built on the same principle but much more uncertain, more liable to prove fatal and sudden in operation. An old hot-shot booster is used to add zest to the action of the victims.

All told, the Sand Point bunch are still knitting, but it does rile our dispositions to hear some of the boys beef about lack of equipment with six ships and eleven men to less than 35 pilots, when we are trying to keep our spirits up with one ship and one civilian mechanic to 60 pilots. Oh, Gosh!

France Field, Panama Canal Zone, April 7th.

Upon the recent arrival of His Eminence, Cardinal Patrick Hayes, aboard the yacht "Warrior", Chaplain Carroll of France Field met him and escorted his party to France Field, where he received a review of the military air forces. While at the field he addressed the enlisted men and attended a tea given by the officers and ladies of the Post.

War! All of the troops of the Canal Zone are having their field maneuvers, and, of course, France Field is busy locating the enemy and dropping messages to the various units of the home army. We are flying both night and day. The anti-aircraft has been extremely active this month with their searchlights, and it has been necessary to send planes on the Pacific and Atlantic entrances to the Canal for spotting purposes.

The U.S.S. "Los Angeles" arrived at France Field at 9:35 p.m. February 27th, making the non-stop flight from Lakehurst, N.J. at a speed of 53 miles an hour. She left on the return journey at 10:00 a.m. the following day, with Lieut. Don J. Hutchins, of this station, as a passenger. Their next stop after leaving France Field was the U.S.S. "Patoka", stationed at Cuba. The "Los Angeles" arrived home March 2nd.

Lieut. Stinson and Sgt. Westover in a DH, accompanied by Lieut. Percy in a PW-9, flew on March 12th to San Blas. On the same date Lieut. Cronau and Lieut. Davidson were called from France Field to David on an errand of mercy. Lieut. Davidson flew Mr. Canera, a sick man, back to the Isthmus in the hospital ship.

It is understood that Lieut. Harbeck has requisitioned a diver's suit and a pair of submarine wings since his last trip to San Blas. No one knows the reason why or how it happened that he put his amphibian 100 feet below the surface of the waves.

The following cross-country flights were made by personnel of the field:

Lieut. Davidson in the Douglas Transport, with Sgt. Keever and Mr. Molina as passengers, and Sgt. Besoit in a DH with Pvt. Cooley to David; -- Lieut. Parker and Lieut. LeBrou took two DH's to David and brought back Mr. Jurado and Mr. Gray as passengers -- Lieut. Williams and Lieut.-Col. Fisher flew to Chorera to inspect a new landing field -- Lieut. Bailey with Lieut. Welch and Lieut. Park with Sgt. Berg flew two amphibians to San Blas -- Lieuts. Parker, Williams and Percy flew three PW's to San Blas -- Major Bock with a passenger and Lieut. Williams with Lieut. Lewis took two DH's to David -- Major Bock and Colonel Fisher made a trip to David in the Morse O6 -- Lieut. A.E. Jones and Captain Connell, with Sgt. Gard and Pvt. Parker as passengers, took two Martin Bombers to David. Lieut. Park with Capt. Barron and Corp. Taylor in the Transport accompanied them -- Captain Connell and Lieut. Howard flew two Martins to Anton -- Lieut. Ballard with Mr. Rose, Lieut. J.N. Jones with Mr. Hitchens and Lieut. Bailey with Lieut. Bushey journeyed to San Blas -- Lieut. Ballard with Sgt. Schaffer in an Amphibian, accompanied by Lieut. Williams in a PW-9, hopped to San Blas. On the same day Lieut. Martin in a Martin Bomber flew Sgts. Lucy, King and Raymond to Anton -- Captain Connell and Lieut. Davidson flew two Martins to Anton -- Major Bock and Lieut. Harbeck journeyed to Chorera to check up on the war in that section of Panama. They must have found things very interesting there, for they returned to that place two days later -- Lieut. J.N. Jones took Colonel McMamus, the Department Chief of Staff, to Chorera. On the same date Lieut. Percy in a DH took off for David to assist in servicing the planes of Mr. Davidson and General Fechet -- Lieut. Howard flew Governor Arosemena, of the province of Colon, to David to meet the distinguished guests coming from the States -- Lieut. Canfield, with Sgt. Scott, took a DH to David -- Lieut. Howard and five passengers in the Transport, and Lieut. Park with Mr. Berry, in a DH, flew to David to spend a few days.

Crissy Field, Presidio of San Francisco, Calif., April 26th.

A considerable amount of cooperative work was assigned the 91st Observation Squadron during the months of March, April and May. During March and April there have been weekly missions with the 30th Infantry, and with the 6th Coast Artillery on the 28th to 31st of March, and April 5th, 6th, 11th and 13th. The latter constituted the preliminary and record practices of 6-inch and 12-inch guns, including 12-inch mortars. Tow targets were used at sea, beyond the Golden Gate.

Six hours flying per month have been allocated to the 63rd Coast Artillery (A.A.) except from April 29th to May 20th, when nightly tracking and searchlight missions will be executed at Palo Alto.

Captain A. I. Eagle and Lieut. G.A. Jones worked with the 6th Brigade, 3rd Division, on April 4th and 5th, at Fort Rosecrans, San Diego. On the 17th, 18th and 19th Lieuts. Goss and Smith carried out a series of attack and contact missions with the 7th Infantry at Vancouver Barracks, Washington, while, during the same period, Lieuts. Gardner and Farran adjusted heavy artillery gunnery at Fort McArthur, Los Angeles. The 76th Field Artillery and the 11th Cavalry at the Pr sidio of Monterey, have been having more or less deadly combat missions with straw enemies. The Air Force in this instance is being manned by Lieuts. Brown and Wilson, with base at the Del Monte polo field.

There remain to be accomplished missions with the 4th Infantry at Fort George Wright, Spokane, Washington, and Fort Missoula, Montana, and with the 38th Infantry at Fort Douglas, Utah, all in May.

Crissy Field's baseball team has been making a splendid showing in their service games, being now in third place, with only a game and a half separating them from first place. The boys have been equipped with new uniforms; they have the backing of the field and are showing the spirit of champions.

Eleven Navy planes from the Battle Fleet, anchored in San Francisco Bay, came down out of the fog and landed at Crissy Field on April 11th. They were attempting to make their way to the aircraft carrier LANGLEY out at sea, but the weather was too "soupy". The next day some of the pilots were taken into the Flight Surgeon's Office for a whirl in the chair while looking into Captain Ocker's "little black box",- after which they flew away again.

Many calls for speakers are constantly being received at these headquarters. These calls range from Portland to Los Angeles, and cover almost every variety of aviation subjects. The speakers have been Major Brant, Captain Eagle and Lieut. Barber.

Boston Airport, East Boston, Mass.

Speaking of airplanes, there are beaucoup of them at this place. The 101st Observation Squadron, Massachusetts National Guard, which is stationed here, has three O-11's and two PT-1's; a commercial company, eleven; and there are five privately owned ships. The Colonial Mail Transport flies from here using two ships, so in addition to the seven assigned to the Regular Army, it can be readily understood that there is much flying from here. Incidentally, applications have been filed with the State authorities by five additional companies for the erection of hangars at the Airport which, of course, will mean more planes. Within a year or two the Boston Airport should be one of the principal flying fields in the country. These hard-fisted New Englanders have given up fishing for flying.

A friend of Lieut. Duke, Mr. Chandler Hovey, an aviation enthusiast, recently donated \$1,000 to be used for improvements for the flying field. Work is being done now by filling in the North side of runway and covering with cinders. Of course, such donations are appreciated and shows the spirit of some people, yet \$1,000 is only a drop in the bucket. If about \$100,000 were turned loose something could be done.

Bolling Field, D.C., April 15th.

On the afternoon of April 2nd, Mr. Fred Stone, star of "Criss-Cross" which opened at the National Theatre in Washington on that date, landed at Bolling Field in his Travel Air plane, piloted by Johnny Champion. Mr. Stone said that he took to the air not only to save time between cities, but also that he might learn to fly for himself. Add one more booster to the already long list.

Bad weather again kept flying from being the joy that it should be in the spring of the year, but at the time of writing Old Sol is doing his best and we look for a brighter future.

Practice formation flying is now the order of the day in preparation for the demonstration scheduled to be given by the personnel of this field on April 16th over the White House Ellipse. Of this more anon.

Kelly Field, San Antonio, Texas, April 21st.

The Air Corps Advanced Flying School opened its new chapel - an appropriate memorial to the departed members of the Air Corps - at 11:00 a.m. on Saturday, April 7th. The program was as follows:

Overture	Air Corps Band
Invocation	Chaplain J.H. McCann, U.S.A.
Air Corps Song	Mrs. H.H. George
Introductory Remarks	Major J.E. Chaney, A.C.
Address	Hon. C.M. Chambers, Mayor of San Antonio
Solo	Major E.C. Fairbanks, D.C.
Benediction	Chaplain J.H. McCann, U.S.A.
March	Air Corps Band

The new chapel was formerly the old chapel, but with a great deal of reconstruction and interior decorating. Chaplain J.H. McCann is responsible for this work. The chapel now appears as a real up-to-date Army chapel; in fact, it has been stated that it is the prettiest chapel in the Eighth Corps Area.

On Wednesday, April 4th, two golf teams representing Brooks and Kelly Fields met in a 20-man team match at Willow Springs Golf Course, the price of a dinner for all being the stakes. Modesty forbids our telling who won; anyhow several of the boys at Brooks will have to cut down a little on expenses this month. A very good time was had by all, including golfers, near-golfers, "were"-golfers, and non-golfers, the latter coming along as cheer leaders and gallery. After an excellent dinner, speeches (Yes, we had speeches), etc., the party broke up, everyone declaring that it ought to be a monthly affair. But as yet we have not heard from Brooks???

43rd Squadron: The students completed the transition period of this class and are now ready for the specialized training in Pursuit work. The class consisted of two groups, the first having finished the transition period on this type of plane ten days ago. Each class had to be divided into two periods because of the shortage of Pursuit planes.

With only fourteen AT-4's available for a class of about 22 students, it has taxed this organization to supply enough planes for this work. Out of the fourteen AT-4's, an average of thirteen have been in commission at all times since the class started, which speaks well for the personnel of this organization.

Rockwell Air Depot, Coronado, Calif., April 19th.

The Commanding Officer, Major A.L. Sneed, delivered a short address to the Reserve Officers of San Diego on April 5th on the subject of "Military Aviation". Approximately 80 officers were present, including Brigadier-General Ralph H. Van Deman, Commanding the 6th U.S. Infantry Brigade, with headquarters at Fort Rosecrans. The Reserve Officers' Mess is one of the most active luncheon clubs in San Diego.

Major Reuben H. Fleet, former Air Officer, but now with the Consolidated Aircraft Corporation, was a recent visitor to the Rockwell Air Depot. He left on April 16th for Los Angeles, via a Rockwell Field airplane piloted by Lieut. Ray H. Clark.

Captain C.H. Reynolds was a recent visitor here, stopping en route to Kelly Field with a new O2-H Douglas plane which he was ferrying from the Douglas plant at Santa Monica, to Kelly Field. He departed on April 11th.

Lieut. O.P. Gothlin, Jr., made a cross-country flight to Crissy Field on April 14th, for the purpose of representing Rockwell Field at the re-dedication of Mills Field at San Francisco. He left Crissy Field on the 16th, stopping overnight at Visalia, Calif., and returning to Rockwell Field on the 17th.

On April 13th, 1st Lieut. Ray H. Clark made a cross-country flight to Crissy Field in a PW-9C plane for the purpose of cross-country training, returning to Rockwell Field the same afternoon. On March 28th 1st Lieut. B.R. Dallas, in a PW-9C, made a cross-country flight to Crissy Field, returning the same day.

Lieut. Jack Greer, on April 8th, made a flight to Calexico, Calif., as a representative of the field at the dedication of a new airport at Calexico. He returned the same afternoon after the ceremonies.



(New)

Langley Field, Va., April 5th.

The 2nd Bombardment Group, now in its third period of training is progressing rapidly. Among the units training with and making up the Group are: the 20th, 49th, 96th, Bombardment Squadrons, the 59th Service Squadron and the 2nd Photo Section.

All Officers and enlisted men are enthusiastically accomplishing the flying and ground training designed to co-ordinate all the components in functioning as a single tactical unit, under the command of the Group Commander.

The two periods of the training program preceding this one were designed; first to train individual pilots and bombardment aircraft crews, second to train these in the functions of the squadron. Now all are training as a group, under its Commander.

Of the 550 hours and 35 minutes in the air during the month of March approximately 95 per cent of the time was flown in carrying out the Group Training Missions as prescribed by the War Department. The other time was flown in cooperation with the Navy, in its search for the lost Naval fliers, cross-country flights, ferrying aircraft and miscellaneous missions.

The Group training missions included, night and day formation bombing, single and formation navigation missions, both day and night, aerial gunnery, aerial reviews and other missions set out in the program.

The aerial reviews usually held on Saturday mornings, follow an inspection on the ground by the Group Commander. After the ground inspection all the Group aircraft take off in formation by squadrons. In the air, the squadrons immediately take up their respective assigned positions in the Group formation, which is then led over the flying field at an altitude of two hundred and fifty feet for review.

Night and day attack missions were flown by the Group against towns in the vicinity of Langley Field. During one of these raids the bombardment formations was attacked by pursuit airplanes furnished by the Air Corps Tactical School and styled 'enemy'. The object of the attacking pursuit was to break up the formation or single out and drive one at a time, the bombers from the formation.

The bombing formation traveled spaced in a manner which permitted the maximum machine gun fire protection directed on enemy coming in from any quarter. The A.C.T.S. leader reported that upon each attack the pursuit airplanes were within range of heavy cross machine gun fire from the bombers. It is believed that the 2nd Bombardment Group formation flown affords within itself the protection, ample to the successful accomplishment of these missions.

Difficulty was experienced by the squadrons in securing supplies, and a shortage of enlisted 'line' personnel was prevalent.

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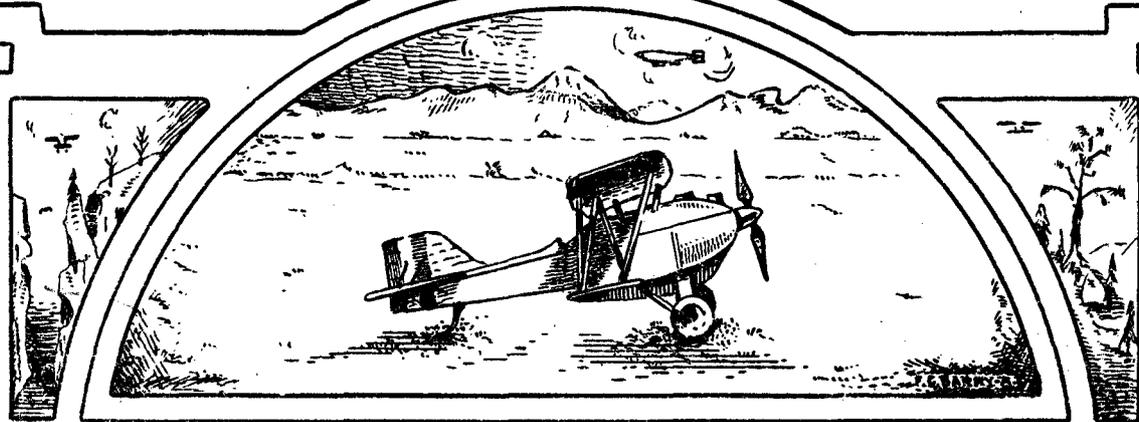
NOTICE TO AIR CORPS FIELDS

The News Letter depends on each Air Corps activity for contributions. Failure on the part of any station to send in news items is just that much of a handicap in the effort to make it an interesting and representative Air Corps publication. Several stations have been prone to "let George do it".

The following stations are invited to "come across" with contributions:

- Brooks Field, Texas.
- Dodd Field, Fort Sam Houston, Texas.
- Selfridge Field, Mt. Clemens, Mich.
- Wright Field, Dayton, Ohio.
- Fairfield Air Depot, Fairfield, Ohio.
- Mitchel Field, Long Island, N.Y.
- Chanute Field, Rantoul, Ill.
- Middletown Air Depot, Middletown, Pa.
- Pope Field, Fort Bragg, N.C.
- Fort Crockett, Galveston, Texas.
- Scott Field, Belleville, Ill.

Please send in your contributions on the 1st and 15th of the month.



Air Corps
News =
= **Letter**



— ISSUED BY —
OFFICE CHIEF OF AIR CORPS
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 of the Regular Army, Reserve Corps, National Guard and others connected with aviation.

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FURLOW BILL FAILS OF ENACTMENT

Due to a legislative jam in the Senate in the last hours of the first session of the 70th Congress, caused by the controversy engendered by the Boulder Dam Bill, no action was taken on the Bill, H.R. 12814, establishing a separate promotion bill for the Army Air Corps. This bill, therefore, is one of the many which remains the unfinished business of the Senate during the second session starting next December.

As reported in the last issue of the News Letter, the Furlow bill, after receiving the unanimous approval of the House of Representatives, suffered a major surgical operation at the hands of the Senate Military Affairs Committee in that all save the enacting clause of the bill was stricken out.

The substitute bill, submitted by Senator Reed, of Pennsylvania, reads as follows:

"That the aggregate number of commissioned officers of the Regular Army and Philippine Scouts on the active list shall not exceed the number now or hereafter expressly authorized by law, and all such officers, except officers of the Medical Department, chaplains, and professors, shall be designated as promotion-list officers. The number of promotion-list officers in each of the grades below brigadier-general shall be such as results from the operation of the promotion system prescribed in this act, and shall not be otherwise limited: PROVIDED, That except as otherwise in this act specifically prescribed, the number of promotion-list colonels, lieutenant-colonels, and majors shall not exceed 6 per centum, 8 per centum, and 26 per centum, respectively, of the maximum authorized number of promotion-list officers of all grades, and the number of promotion-list field officers shall not be less than 26 per centum of the maximum authorized number of promotion-list officers of all grades.

"Sec. 2. That, subject to such examination as shall have been required by authority of law, promotion-list officers in the grades of second lieutenant, first lieutenant, captain, major, and lieutenant-colonel shall be promoted to the respective next higher grade when their names appear first in their grade upon the promotion list, and when, under provisions of this act, they are credited with three, ten, fifteen, twenty, and twenty-six years of service, respectively: PROVIDED, That the promotion of lieutenant-colonels, majors, and captains credited with twenty-six, twenty, and fifteen years of service, respectively, shall be deferred so long as necessary to prevent the maximum percentages hereinbefore prescribed for the respective next higher grades being exceeded, and, in so far as necessary to maintain the prescribed minimum of field officers, captains credited with less than fifteen years of service shall be promoted in the order of their standing upon the promotion list.

"Sec. 3. That to provide the Air Corps for the time being with the minimum necessary number of colonels, lieutenant-colonels, majors, and captains, officers commissioned in the Air Corps in their respective next lower grades who are on duty requiring them to participate regularly and frequently in aerial flights may be temporarily promoted in the order of their relative standing upon the promotion list in such numbers as will cause the total number of officers then commissioned and serving in the Air Corps in the grade of colonel to be not to exceed 2 per centum, in the grade of lieutenant-colonel not to exceed 4 per centum, in the grade of major not to exceed 15 per centum, and in the grade of captain not to exceed 30 per centum, of the total number of officers commissioned in the Air Corps: PROVIDED, That no officer shall be temporarily promoted more than one grade. Officers in any grade serving under temporary commissions shall be in addition to the maximum limiting percentage for such grade hereinbefore prescribed in this act. Officers temporarily promoted under provisions of this act shall maintain their positions on the promotion list, shall not vacate their permanent commissions, shall be regularly promoted as prescribed in this act for all other

officers, and each temporary appointment shall terminate upon acceptance of the corresponding permanent commission. Officers of the Air Corps holding temporary commissions in any grade shall take rank in the Air Corps next after officers of the same grade regularly commissioned therein.

"Sec. 4. Length of service for promotion under this act shall be computed as follows:

First, each promotion-list officer originally commissioned in the Regular Army prior to July 2, 1920, without prior Federal commissioned service, whose active commissioned service shall have been continuous since acceptance of original commission, shall be credited with the full period from the date of such original commission;

Second, each promotion-list officer commissioned in the Regular Army or Philippine Scouts prior to July 2, 1920, who is not included in the category defined in the preceding subparagraph shall be credited with a length of service equal to that accorded to the officer of said category whose name appears nearest above his on the promotion list;

Third, each promotion-list officer originally commissioned in the grade of second lieutenant in the Regular Army or Philippine Scouts after July 1, 1920, shall be credited only with the period of service from the date of such original commission: PROVIDED, That each promotion-list officer not included in any of the foregoing categories and each officer of said categories whose original relative position on the promotion list shall have been changed or affected by sentence of court-martial, by special enactment, by discontinuity of his active service, or by suspension from promotion, shall be credited with such length of service for promotion as the Secretary of War shall determine to be appropriate to his relative position on the promotion list.

"Sec. 5. That all prior statutory provisions governing the termination of active service of officers shall, except as otherwise specifically prescribed in this act, continue in full force and effect and be administered as now provided by law: PROVIDED, That the limited and unlimited lists of retired officers of the Regular Army and Philippine Scouts are hereby merged into one list to be known as the Regular Army officers' retired list, which shall comprise the names of all such officers who shall have been lawfully retired from active service, and hereafter the number of officers who may be retired and carried on said list from time to time shall be such as shall result from the administration of the various statutes authorizing such retirement without other limitation: PROVIDED FURTHER, That, excepting section 190, Revised Statutes of the United States, all laws or parts of laws restricting the freedom of persons on the retired lists of the Regular Army, who are otherwise eligible to accept any civil office or employment, or affecting their retired status or retired pay on account of holding any civil office or employment and receiving the compensation thereof, are hereby repealed in so far as they apply to said persons; and any such persons who may be employed in any civil office or position under authority of the United States shall be entitled to receive the full compensation allotted to such office or position without regard to such person's retired pay: PROVIDED FURTHER, That when any officer of the Regular Army or Philippine Scouts shall have served thirty-five years or more, including all service counted toward eligibility for voluntary retirement under existing laws, including this act, he shall, if he makes application therefor to the President, be retired from active service and placed upon the retired list: PROVIDED FURTHER, That when any officer of the Regular Army or Philippine Scouts shall have served forty years as a commissioned officer in active service in the Army of the United States, or is sixty years old, he may without action of a retiring board, be retired from active service, at the discretion of the President, and placed upon the retired list: PROVIDED FURTHER, That in computing eligibility for voluntary retirement of officers of the Army each officer shall in addition to all service now credited under existing laws be credited with additional constructive credit equal to one-half the time, if any, that he shall have been actually detailed to duty involving flying except in time of war: PROVIDED FURTHER, That flying officers of the Air Corps who become physically disqualified for flying duty shall be eligible for retirement for physical disability.

"Sec. 6. That during each fiscal year promotion-list officers who were originally appointed in the Regular Army or Philippine Scouts prior to July 1, 1920, or as of that date, may file applications to be transferred from the active list in the manner hereinafter provided, and the President is hereby authorized, on or before June 30 of each fiscal year, to designate for transfer from the active

list from among such applicants who shall have been recommended for such transfer by a board of general officers such number as shall not exceed 1 per cent of the maximum authorized number of promotion-list officers of all grades.

"Officers designated for transfer from the active list under provisions of this section shall be ordered to their homes as soon as practicable after such designation and, upon expiration of such leave of absence with full pay as may be granted under existing law, shall be transferred to the retired list with retired pay at the rate of $2\frac{1}{2}$ per cent of active pay, multiplied by the number of complete years of service, but not exceeding thirty years, with which credited for pay purposes, excepting non-Federal service: PROVIDED, That each computation of service and pay of an officer designated for transfer from the active list under this section shall be as of the date of such designation: PROVIDED FURTHER, That any officer originally appointed in the Regular Army as of July 1, 1920, at an age greater than forty-five years, may, if he so elects, in lieu of retired pay at the rate hereinbefore provided, receive retired pay at the rate of 4 per cent of active pay for each complete year of commissioned service in the United States Army, not exceeding 75 per cent of active pay.

"Officers designated in any fiscal year for transfer from the active list shall, for purposes of computations under provisions of this act, be deemed to have been transferred from the active list during the fiscal year in which designated, notwithstanding the deferment of separation as herein authorized.

"Sec. 7. That except as specifically provided in this act, nothing therein shall be held or construed to discharge any officer from the Regular Army or to deprive him of the commission which he holds therein, or to reduce the rank or pay, active or retired, of any officer therein. The provisions of this act shall be effective beginning July 1, 1928, and all laws and parts of laws, in so far as the same are inconsistent herewith or are in conflict with any of the provisions hereof, are hereby repealed as of that date."

In the Senate Committee report, accompanying this bill, it is stated:

"In the consideration of this measure the committee has considered the efficiency of the Army as a whole as well as of the Air Corps. It has concluded that the best interests of the national defense will be served by general legislation for the improvement of the well-known unsatisfactory promotion situation in the Army, in the benefits of which the Air Corps will share.

"The general legislation proposed by the committee will avoid the complete separation of the Air Corps from other branches of the Army and the ill effects that the committee believes would be inevitable with such great disparity in promotion as would result from enactment of H.R. 12814 alone and in the form in which it reached the committee.

"The amendment proposed by the committee will eventually entirely meet the needs of the Air Corps for officers of the higher grades and will partially meet that need immediately. To meet fully the immediate needs of the Air Corps for officers in the higher grades the committee has made provision for the temporary promotion of flying officers.

"Thus it is believed that in so far as the Air Corps is concerned the committee amendment fulfills the basic purpose of the original bill. It does so in a manner believed far better in the interests of the national defense than the original provisions whereby a physical separation of the single promotion list and the extraordinary promotion of the Air Corps would have caused great resentment throughout the Army and would have been inimical to the efficiency of arms of the national defense that should cooperate to the highest degree.

"The committee is not unmindful of the wearing effect of long-continued flying and of the necessity of some outlet for worn-out flyers. It has accordingly made flying officers eligible for retirement when no longer physically qualified for flying duty and has provided that in the operation of the general voluntary retirement laws of the Army flying time be credited as one and one-half times its actual duration. Thus 20 years of flying is deemed equivalent to 30 years of non-flying service of other officers.

"In preparing the proposed amendment the committee has given due consideration to all of the various measures that have been recently introduced and discussed relative to promotion in the Army and in the Air Corps. It has sought to bring together and apply all of those basic principles embodied in the bill H.R. 12814 passed by the House, in recommendations made by the War Department, in the bill (S.3089) recently reported out by the Senate committee, and in the minority report thereon, that are deemed to be in the interests of the national defense. It has eliminated all controversial and minor matters, such as the rearrangement

and breaking apart of the Army promotion list, the system of examination for promotion, the creation of a general personnel board, and others that are merely incidental to the relief of the critical promotion situation now existing and that may well be deferred for separate consideration.

"In its present form the bill is believed to cover satisfactorily the basic and urgent requirements of the Military Establishment and to do so in a conservative and economical manner.

"An analysis of the proposed amendment follows:

"Section 1: This section defines as "promotion-list" officers all of those officers borne upon and promoted in accordance with their positions on the single promotion list.

"It prescribes limitations upon the numbers thereof in the higher grades, i. e., colonels, 6 per cent; lieutenant-colonels, 8 per cent; majors between 13 and 26 per cent. This section corresponds to and embraces the principle of section 1 and part of section 3 of S. 3089, and of section 1 of the proposed minority substitute therefor.

"Section 2: This section prescribes the normal schedule of promotion to apply to all promotion-list officers. The schedule is to first lieutenant after three years of commissioned service, to captain after 10 years, to major after 15 years, to lieutenant colonel after 20 years, and to colonel after 26 years.

"It harmonizes the various schedules proposed in all other bills.

"Section 3: This section prescribes that temporary promotion for Air Corps officers that is essential to meet the needs of the Air Corps for officers in the higher grades. It embodies the basic principles of H.R. 12814 without causing a separation of the present single promotion list. It is a satisfactory substitute for sections 1 and 2 of H.R. 12814.

"Section 4: This section prescribes the method of crediting service for promotion, embodying the principles of both S. 3089 and the proposed minority substitute therefor.

"Section 5: This section contributes to the acceleration of promotion and reduction of the World War hump by providing for full use of existing retirement laws with such amendments as will make them more effective. It also provides for a reasonable credit toward retirement for the flying service of Air Corps officers and for retirement of those physically disqualified for flying.

"The section embodies the principles of S. 3089, of the proposed minority substitute therefor, and of section 3 of H.R. 12814.

"Section 6: This section contributes materially toward reduction of the World War hump by affording an opportunity for voluntary retirement of officers, with graded retired pay. It corresponds in principle to S. 3089 and to the proposed minority substitute therefor.

"Section 7: This section prescribes that the act be effective July 1, 1928, and repeals all conflicting laws."

The following amendment to the bill (H.R. 12814) was intended to be proposed by Senator Black:

"Sec. 8. That the Secretary of War be, and he is hereby, directed to cause the promotion list created pursuant to the provisions of section 24a of the Army Reorganization Act of June 4, 1920, to be revised and rearranged in the following respects and particulars: Persons appointed as captains, first lieutenants, or second lieutenants under the provisions of section 24a of the Army Reorganization Act of June 4, 1920, shall be placed in the respective grades to which they were originally appointed, according to commissioned service rendered between April 6, 1917, and November 11, 1918, among the captains, first lieutenants, and second lieutenants, respectively, of the Regular Army and Philippine Scouts as of June 30, 1920, who were originally appointed since April 6, 1917, according to commissioned service rendered by them between April 6, 1917, and November 11, 1918, and where such commissioned service is, or was, equal the officers shall be arranged in their respective grades according to age, the oldest first: PROVIDED: That any captain or first lieutenant of the Regular Army as of June 30, 1920, who is now in a permanent grade lower than then held shall, in such rearrangement, be considered to be in the grade now held: PROVIDED FURTHER: That intraclass relative arrangement and contiguity of each United States Military Academy class within such rearrangement shall not be disturbed, each class being treated for the purpose of this rearrangement as a unit and as in the permanent grade held by the majority of the class on June 30, 1920, and as of the age of the oldest member of each class."

The Furlow bill was considered on the floor of the Senate on May 23rd, and the following debate ensued thereon:

MR. ROBINSON of Arkansas: Mr. President, I think this bill should be considered and acted upon by the Senate. I desire, however, to bring to the attention of the Senate the fact that the original bill as it passed the body at the other end of the Capitol, H.R. 12814, aimed to correct what is alleged to have been the injustice that has long been recognized as existing among the Air Corps officers. The House Committee on Military Affairs made a prolonged study of the personnel of the Air Corps. They reported this bill. A similar bill was introduced in the Senate. The House of Representatives on May 7, I think, passed this bill unanimously. The Senate Committee on Military Affairs struck out the entire House bill, and inserted other provisions only remotely related to the subject matter of the original House bill.

I point out the fact that the House bill had the approval of the Secretary of War, the Assistant Secretary in Charge of Aviation, the Chief of Staff, the Chief of the Air Corps, and I think it has also the practically unanimous indorsement of fliers throughout the country. Colonel Lindbergh appeared before both the Senate committee and the House committee and made a general statement in support of the purposes of the bill. He did not attempt to analyze the details of the bill, but was in hearty accord with the intention to create a separate promotion list.

I wish to inquire of the Senator from Pennsylvania whether he can not see his way clear to retain the House provision?

MR. REED of Pennsylvania. Mr. President, there is very much in the idea of the House committee and the original bill that is meritorious, and we tried to preserve that in the Senate substitute; but we were all convinced that we could do no worse service to the Air Corps than to give it a separate promotion list, distinct from the promotion list of the rest of the Army.

We have tried to retain, and have retained, in the Senate substitute, the items of compulsory promotion after a certain number of years of service, and we have also, as the Senator will see in Section 3, given to the Air Corps the necessary number of higher ranking officers by temporary promotions which will fill the gaps of which Colonel Lindbergh spoke. He appeared also before the Senate Committee, and with his main thought we were all of us in sympathy, but we all decided that it would be doing a poor service to the Air Corps to single it out as the peculiar beneficiary of special promotion legislation.

I might say to the Senator that the substitute bill which is reported for the Furlow bill met with the unanimous approval of the members of the Committee on Military Affairs. We differ in our views about details, but on this substitute we are unanimously in accord.

MR. KING. Mr. President, will the Senator yield?

MR. REED of Pennsylvania. I yield.

MR. KING. I am compelled to state to the Senator -- and I do it with much regret -- that the junior Senator from Alabama (Mr. Black) was detained, and he asked me to object to this bill. I forgot it, and I am just reminded by Colonel Halsey of my promise that if the bill came up I would interpose an objection.

THE PRESIDENT pro tempore. Objection being interposed, the bill will go over.

MR. REED of Pennsylvania. Mr. President, if the Senator will permit me, before we go to the next bill --

MR. KING. I withhold my objection.

MR. REED of Pennsylvania. The Senator from Alabama is in hearty accord with the provisions of the substitute bill, but he wishes to offer an amendment to it, adding to its provisions, not changing them, but adding to them, and in his absence I have nothing to do but to acquiesce.

MR. KING. I hope the Senator will pardon me for interposing the objection.

MR. FLETCHER. Mr. President, the Senator may state also that this substitute meets with the approval of the Air Corps.

MR. ROBINSON of Arkansas. That is not the information which has come to

MR. BLAINE. Regular order!

THE PRESIDENT pro tempore. The clerk will report the next bill on the calendar. The Senator from Arkansas can continue to hold the floor, however.

MR. ROBINSON of Arkansas. I wish to conclude my statement. Of course, if the Senator from Wisconsin insists, I shall wait until the next bill is called before I conclude my statement, but I apprehend he will not take that course.

My information is that the Air Corps would prefer the substitute to no

legislation, but that they have never abandoned their advocacy of what is known as the Furlow bill. They favor that, and they would like to see it passed. If I am incorrect about that, the Senator from Pennsylvania can say so.

MR. REED of Pennsylvania. I think the Senator from Arkansas has stated the facts exactly, but the committee tries to look at it from the standpoint of the Army as a whole, and we are convinced that it would not be for the interests of the Air Corps to adopt the Furlow bill without a change.

Senator Reed attempted to bring the Furlow bill up for consideration on May 26th, but objection was interposed by several members of the Senate, and for a time the bill was held over. Later Mr. Reed moved that the Senate proceed to the consideration of H.R. 12814. The yeas and nays were ordered, and the result was 16 yeas and 51 nays, 27 not voting, so the motion of Mr. Reed was rejected.

What the prospects are for the passage of the bill at the next session of Congress it is impossible to say. Time alone will tell.

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FISH TREATED TO AN AIRPLANE RIDE

By A. M. Jacobs

Some 27,000 fish accompanied Lieut. G.P. Tourtellot from Selfridge Field, Michigan, to Wright Field, Dayton, Ohio, on May 10th. No, "Turk" was not resorting to "fish stories", nor were they, in this case, a mental condition. They were real baby brook trout.

Bright and early on the morning of the tenth, "Turk" took off in the Fokker C-2 Transport for Selfridge Field, where upon arrival twenty 10-gallon cans were put aboard the plane. In the tins rode the 27,000, fresh from the Government Fish Hatcheries of Michigan. "Turk" piloted them to Dayton, landing at Wright Field at about 3:00 p.m. At the field waited a lot of small boys in grown-up attire, eager to help deposit the newcomers in the streams of Wright Field, which are tributaries to the Mad River. Motion picture and news reel representatives were on the spot to photograph the proceedings, for it was the first time fish had ever been treated to an airplane ride. It was also interesting to find that, as a result of the new mode of transportation which shortened considerably their time of incarceration in the tins over any other mode that had ever been employed for a like distance, very few deaths had occurred. Usually when such quantities are sent from place to place almost half the number are lost.

We have not so far caught the boys digging for angle worms or venturing forth with line and rod. Perhaps they're going to give the little things time to grow. But a certain intentness has been noticeable in the inquiries concerning those fish, and we shouldn't be surprised if the wilds of the Mad River became somewhat more cultivated a little later on in the season.

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GENERAL GIBBS VISITS THE MATERIEL DIVISION

Major-General George S. Gibbs, Chief Signal Officer of the Army, recently visited Wright Field for the purpose of inspecting Signal Corps work carried on at the field and equipment, especially that concerned with radio in its application to air work. General Gibbs spoke of himself as being a "new general", his appointment dating only from January first of this year, and being new, he said he had decided to get into actual touch with the various phases of Signal Corps work being carried on throughout the country. Wright Field was one of a series of stops on a tour which had also included Atlanta, New Orleans, San Antonio, El Paso, Los Angeles, San Francisco, Seattle, Salt Lake City, Denver, Kansas City, Fort Leavenworth, Omaha, Minneapolis, Madison and Chicago. He spoke of the interest of Seattle as a Signal Corps center, since there is situated there the headquarters for the operation of the only communication systems in existence for the whole vast territory of Alaska, all under the direction of the Signal Corps.

General Gibbs was most interested in the Materiel Division "Flying Laboratory" for radio experimentation, and considered the work being carried on within it of the utmost importance. There could be no practical radio development for

air work without such a plane for experimental purposes, he said. During the day he was given a flight in it, holding a two-way conversation with the ground by radio telephone. The radio beacon was also demonstrated for him and he declared it a positive guide over the course they flew.

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ONE PERFECT FLIGHT

By A.M. Jacobs

A new Fokker passenger plane, built for the Western Air Express Company for use on a commercial air route between Los Angeles and San Francisco, took off from Wright Field, Dayton, Ohio, May 15th, carrying in addition to the regular crew who were ferrying the plane through to the coast Lieut. and Mrs. Curtiss Moffat, of Wright Field, and several local passengers, among them the writer.

It was one of those spring mornings when it was good to be alive and better to be in the air. At 2,000 feet the big plane rode triumphantly without a quiver, allowing those within the cabin to move about sociably and to investigate all those details devised especially for the safety and comfort of transporting passengers by air. In many ways other than size, this big F-10, powered with three 400 h.p. Wasp engines, struck us as being superior to its younger sister, the Wright tri-motored F-7. Three-bladed instead of two-bladed steel propellers are used for the purpose of reducing engine vibration. It seemed to work, for no vibration whatever was apparent in the cabin, which was further insulated with balsa wood for the same purpose and also to shut out the noise. The latter, indeed, seemed much diminished and, although comfortable conversational tones were rather drowned out, one could talk, and the necessity one felt in the F-7 for stopping the ears with cotton was non-existent here even with the high-powered motors.

Hugh Wells, the Western Air Express pilot, invited Lieut. Moffat to share the cockpit with him, the control wheel being capable of being pivoted quite easily from one to the other. There was a certain beauty in the extremely slight amount of control necessary for cruising at 110 miles an hour at 2,000 feet. A hand on the wheel, a slight turn now and then away from neutral aileron adjustment - certainly nothing as great as the motorist's efforts at the ordinary driving speeds on the ground. The cabin chairs were by far the most comfortable we had ever struck in an aerial conveyance, deep, well-cushioned, and with nice support for the back. One could imagine napping in them for comfortable hours without distressing cricks in the neck.

The F-10 carries twelve passengers, not including the two pilots. We were told extra chairs could be added for four more. It is planned to serve lunch to passengers during flight when in regular operation. The plane will cut to four hours a journey which the fastest trains make in twelve. We rather envied California those planes. They almost convinced us that that mythical day of air passenger transportation might really have dawned in this country at last.

Mr. Ide tells us that in Europe they are muffling out noise almost completely in the newest passenger planes. That must be an early improvement here. High-powered motors in close proximity are such shattering things to nerves. Criticism of flying because of the noise has an element of unfairness, however, for certainly one does not hear complaint against the railroad on that score and not even comparative noiselessness has ever been attained in that field of transportation.

They put some of us down at Indianapolis. Clouds lowered ahead and the weather reports were not favorable. We had probably enjoyed the perfect portion of the day's flight, which D.R. Lane, in charge of the flight, hoped would take them to Kansas City by night. Beyond, the ship would probably be bumping and rolling in the rough air, and Pilot Wells and Lieut. Moffat would be busier at the controls. But we watched it take off, circle for altitude and head west into the storm with a lump in the throat, and we understood the sailor wanting to stick with his ship, no matter how turbulent the waters, to its journey's end, no other experience in life promising half the interest at the moment.

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V-5795, A.C.

CAPTAIN BAUCOM DIES IN AIRPLANE CRASH

Captain Byrne V. Baucom, Air Corps, surviving member of the famous team of "Erwin and Baucom," which during America's participation in the World War was known as the "terror of the Western front," was killed in an airplane crash near Douglas, Ariz., on May 30th. Captain Baucom, leader of a formation of three DH observation planes, was on a flight from San Antonio, Texas, to his post at March Field, Riverside, Calif., when forced to make a landing. As the plane came to earth the wheels struck an obstruction. The passenger, Lieut. Harry Leubberman, Cavalry, was thrown clear, and the ship turned over, bursting into flames. Captain Baucom was unable to extricate himself from the flaming ship.

The deceased airman was well known in Washington, having served two years in the Office Chief of Air Corps and for about six months at Bolling Field. He was detailed for duty at March Field on Sept. 25, 1927.

With Capt. Erwin, who lost his life while making a search over the Pacific for two contesting planes in the Dole race to Hawaii which had disappeared, Capt. Baucom emerged from the war with one of the most brilliant records obtained by any military aviator. As occupants of a two-seater observation plane, the scope of their operations, absolutely fearless and death-defying, became known to the enemy, and they were feared more than any other allied plane on the front. The two airmen - Erwin the pilot and Baucom the observer and machine-gunner - were inseparable companions. They carried out maneuvers which today are embodied in the new branch of military flying known as "attack aviation", although their primary purpose was to go in search of information. They stepped far beyond this theoretical purpose, and for their efforts were lauded in glowing terms by the government for setting up "an inspiring example of courage and devotion to duty." Both received the Distinguished Service Cross with Oak Leaf Cluster and the Croix de Guerre.

The "team" shot down eight enemy planes, but that was not their mission or purpose. Their determined duty was to harass ground troops with machine gun fire and small bombs; break up batteries; destroy lines of communication and obtain information as to the enemy's activities - all while flying along at a low altitude. Approaching a target, Erwin would dive and open up with his fixed guns in front, spraying the area in front of him. Then he would pull up in a zoom and Baucom in the back seat, operating two guns, would repeat the deadly rain of fire. These maneuvers they carried out in the Chateau Thierry and St. Mihiel offensives, flying under the worst possible weather conditions.

On one occasion they established contact with Infantry patrols and in the course of this procedure drove off two enemy planes about to pounce upon an American balloon. Then they attacked a German battery in face of a withering fire from the ground; dispersed the troops, killed a German officer seeking to escape on his horse and kept the other soldiers prisoners in their dug-outs until the arrival of the American soldiers.

In the Sedan, six days before the Armistice, they won their oak leaf clusters. Baucom, against the advice of experienced and superior officers, undertook a reconnaissance flight to obtain more information that he thought would be of much assistance to the American forces. Flying conditions were at their worst, but he and his partner pushed on at a perilously low altitude. Their plane was riddled with bullets. Baucom, while obtaining the desired information, "poured deadly fire upon the enemy troops," so a citation reads. Not satisfied with accomplishing the object of their mission, they dropped upon a detachment of German soldiers that were holding back an American advance and quickly scattered them, thereby giving the offensive troops a clear road. Then the engine quit working. At the low altitude they had to land instantly, and into a rock strewn field they went. Safe on the ground, they were soon attacked by the German infantrymen. Baucom, operating the machine gun, succeeded in beating off an attack by the enemy in force. With a revolver and German grenades which they found in an enemy emplacement, he and his observer worked their way back to the American lines with valuable information, repeatedly subjected to enemy fire on their way.

The Commanding Officer of the 1st Aero Squadron, recommending Captain Baucom for promotion, stated: "Since joining this Squadron, Lieut. Baucom has established for himself a truly remarkable record for bravery, perseverance and results. Easily one of the best observers in this organization, he is at the same time an Army officer of the highest order."

The death of Captain Baucom is a distinct loss to the service. The Air Corps News sends it condolences to his bereaved family.

THE RELIEF FLIGHT TO THE FAR NORTH

Two Amphibian airplanes took off from Bolling Field at 4:45 p.m. on May 11th for Miller Field, Staten Island, N.Y., one being piloted by Lieut. Muir S. Fairchild, with Major-General James E. Fechet as passenger, and the other by Captain Ira C. Baker, flying solo. The purpose of the trip was to pick up Mr. Fred Melchoir, Junkers pilot, and transport him to Greenly Island, where the Trans-Atlantic plane "Bremen" landed some weeks before.

The plan proposed was to fly the two Amphibians to Greenly Island and, if it was found on arrival that a landing would be impossible on account of floating ice, to drop Mr. Melchoir in a parachute so that he might fly the "Bremen" from its icy resting place.

The airmen landed at Miller Field at 7:00 p.m. the same evening, where they were joined by Mr. Melchoir, and proceeded the next day to Boston and from there to St. Johns, New Brunswick, N.S. Here disaster overtook them, for Lieut. Fairchild was taken seriously ill, and it was necessary for General Fechet to request a relief pilot from Bolling Field.

Lieut. Elwood R. Quesada was selected to fill the gap, and he left Bolling Field at 10:45 a.m. on the 13th in an O-1, piloted by Major Howard C. Davidson, Post Commander, arriving at Boston Airport at 3:55 p.m. the same day. Here he was immediately transferred to an Amphibian plane, piloted by Lieut. Richard E. Cobb, who was in readiness to take off as soon as the transfer was completed. Leaving Boston at 4:00 p.m., they landed safely at St. Johns at 7:45 p.m.

From St. Johns the airmen hopped to Pictou, N. S., where they were delayed for some time by bad weather. When the weather cleared, they left for St. Georges, N.F., from which point the last leg of the relief flight carried them to a point on the mainland, near Greenly Island, to which the Bremen had been moved. Floating ice prevented a landing, and consequently Mr. Melchoir used his parachute, landing safely close to the Bremen. "We saw him get up and walk off, waving to us," General Fechet stated later. "It certainly was a beauty of a parachute shot. The Captain landed his man within 100 feet of the Bremen, in one of the best landings by parachute I have ever seen. We didn't have much time to observe at ninety miles an hour, even at 150 feet, but we thought the Bremen looked on the outside to be in excellent condition."

After observing Melchoir's safe landing near the Bremen, the Army planes returned to St. Georges, N.F. From there they flew back to Pictou, N.S. to await the expected arrival of the Bremen and escort the ship on its projected flight to Mitchel Field, N.Y.

Unfortunately for everybody concerned, the attempt to bring the Bremen to New York under its own power proved unsuccessful, as in an attempt to take off the plane crashed and was "40 percent demolished", according to the pilot's report. He himself "jumped and landed safely 100 yards from the "Bremen." Melchoir asked that the two Army planes return to the Strait of Belle Isle to take him out, but General Fechet said such a trip would be useless, as the presence of floating ice in the strait would prevent them from alighting in the water and there was no suitable landing place on the mainland.

General Fechet announced that the Army planes would take off on May 21st for Washington, stopping at Boston and New York en route. He will take Colonel J. Welsford MacDonald, of Pictou, Commander of the Pictou County Highlanders, as passenger. Latest reports received indicate that the planes were forced down by heavy rain near Pictou, N.S.

The Army flyers arrived at Bolling Field at 7:15 p.m. May 25th. The last hop of the homeward flight was made from Boston.

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ARMY FLYERS LECTURE TO BOSTON YOUNG MEN

In a talk on May 16th at Boston, Major Ira Longanecker, Chief of the Information Division, Office Chief of Air Corps, told more than 100 members of the Boston Signal Post, American Signal Association, of the unusual opportunity now being offered the young men of this country to receive training at the flying schools maintained by the Army Air Corps. A film "Flying Cadets" was shown in connection with Major Longanecker's lecture. Lieut. Arthur I. Ennis, of the Information Division, who with Major Longanecker made the trip to Boston in an O-11 plane, delivered a lecture on the communications system in use by the Air Corps.

THE AIR CORPS DEMONSTRATION AT POPE FIELD

By the News Letter Correspondent

On Saturday morning, May 5th, the first of the Air Corps Demonstration Group arrived at Pope Field, Fort Bragg, N.C., from Langley Field. Six transports, each carrying a full load of men, arrived shortly after 10:00 a.m., in order that preliminary preparations might be made for the arrival of some 65 or 70 ships later in the day.

The Third Attack Group, Major Frank D. Lackland in command, arrived at 3:45 p.m. The trip from Langley Field included a 5-minute rendezvous at Raleigh, N.C., where, with the assistance of the First Pursuit Group, a simulated attack was made on that city.

The Pursuit Group, Major Thomas G. Lamphier in command, arrived at 4:00 p.m., after having attended to the unfinished business of several additional attacks upon the peaceful city of Raleigh. With the arrival of each group, the available landing area of Pope Field diminished until it appeared almost necessary to use a portion of the newly graded area upon which the contractor had been working for the past month.

The Air Corps Headquarters Staff included Brigadier-General B.D. Foulis, Major Carl Spatz, Major Adlai H. Gilkeson, Captains Frank O'D. Hunter, Harold M. McClelland, Lieuts. Ennis C. Whitehead and John E. Upston. The War Department General Staff was represented by Brigadier-General Frank Parker and Major John B. Brooks.

Tents were provided for the officers and enlisted personnel, the officers messing at the Officers' Club and the enlisted men in a temporary mess in their area in the C.M.T.C. Camp. All transportation and messing facilities were provided by the Artillery. Not enough can be said of the efficient manner in which the transportation and mess arrangements were carried out, for at no time was there any complaint or delay from that source. To Lieut. M.F. Wakefield, F.A., who was in charge of mess and transportation, and to his mess sergeants, cooks and drivers, the Air Corps has nothing but words of praise to offer.

Sunday morning was spent mostly in completing the program of events which was to take place on Monday. By three o'clock in the afternoon some twenty or twenty-five thousand people had arrived at the field to inspect the planes. At noon 1800 automobiles had been counted at the main entrance of Fort Bragg. License plates were noted from almost every town in this section of the State, also many from neighboring States. The thousands of visitors were more than rewarded for their trip by the exhibition of aerial acrobatics given by Lieuts. I.A. Woodring, W.L. Cornelius and J.J. Williams, all of the 1st Pursuit Group. As one of our local newspapers describes their flying, "their repertory of aerial acrobatics beggared the imaginations and baffled description."

Secretary of War Dwight F. Davis arrived at 9:25 Monday morning. Governor McLean and Mayor Cook of Fayetteville were also on hand to witness the program from a point on Vaughn Hill.

A brief summary of Monday's program is as follows: At 10:00 a.m., an attack on targets representing a battalion of horse drawn field artillery on the march was made by a squadron of attack aviation. It was assumed that the artillery had had no warning of the attack. Seventeen-pound fragmentation bombs were used with excellent results, it being concluded that the bombing was approximately 70% effective. For example, in one section 13 out of 14 horses were "casualties" but, of course, this was an exceptional case. Inasmuch as the targets were all placed in a heavily wooded area, machine gun fire from the planes had little or no effect. At 10:30 a.m. the attack planes, which had been doing considerable damage to the ground troops, were themselves attacked by a group of pursuit planes assumed to be attached to the ground forces. This attack brought exclamations of praise and astonishment from the thousands of spectators grouped about Vaughn Hill.

At 11:00 a.m. there was an assimilated attack by both Pursuit and Attack planes on a battalion of light horse-drawn artillery on the march. Following closely on the heels of this attack, three attack planes laid down a smoke screen around a battalion of field artillery which was on the march. This was also a surprise for the spectators, as many of them knew little of the methods of laying a smoke screen or the value attached to it. From 12:00 noon until 2:00 p.m., all planes were on the ground at Pope Field for inspection by the visitors.

At 3:30 p.m., another attack was made by the attack planes, this time on a

battalion of light horse-drawn artillery on the march, with its air observation and security elements in appropriate positions. The attack aviation was approximately ten miles away and was advised of the location of the battalion and proceeded to attack it. Thirty-five seconds elapsed from the time the hostile aviation was discovered until the actual attack began, and in these thirty-five seconds the artillery, as it was supposed to do, literally "took to the woods." Again, seventeen-pound fragmentation bombs were used with excellent results, but officers of the Attack Group claimed that much better results could have been had if the new thirty-pound fragmentation bomb had been available for this attack. The Artillery was, of course, not completely destroyed by this attack, for after a check up of the number of hits and of the vital places in which the hits were made Artillery officers stated that the battalion could have re-assembled and continued its march.

It is estimated that fully fifty thousand citizens of North Carolina visited Fort Bragg and Pope Field during the four days the Demonstration Group was here. It is safe to say that every single one of them returned to his home feeling that his visit was entirely worth while. It is difficult to predict just how far reaching and beneficial will be the results of their opportunity to see in action this group of some 75 airplanes. Nothing but the highest compliments have been heard from the spectators. One local paper printed a full column discussing the immediate need for an airport. Judging from the many words of praise and admiration from the spectators, from the press reports and from the general enthusiasm of everyone who witnessed the demonstration, one result is certain - a permanent and powerful public interest in the aims and ambitions of the Air Corps.

The Demonstration Group was delayed at Pope Field for one day on account of cold piercing rain which fell on May 8th. The tents in which the personnel were quartered were no place to spend a rainy day. Numerous card games were soon in progress at the Officers' Club. Those not playing found comfortable chairs, reading matter and an open fire, and so the entire group settled down to spend a greatly appreciated day of rest and relaxation.

In the enlisted men's camp several permanent buildings were available, and sleep was the dominant feature of the day. There was a dance at the Officers' Club on May 5th for the visiting Air Corps officers. Preceding the dance, many of the visiting officers were guests at dinners on the post. Lieut. and Mrs. Harlan W. Holden gave a dinner preceding the dance for General Foullois, General Parker and several members of their staff, the guests numbering about forty. The remainder of the officers stationed at Pope Field likewise entertained several of the visiting officers during their stay.

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BLAZING AIR TRAILS ✓

Lieut. Peter E. Skanse, of Bolling Field, D.C., as pilot, with Staff Sergeant John E. Carden as mechanic, left Bolling Field in the Fokker C-2 at 12:25 p.m., May 19th. They are now in Detroit preparing to depart on a pathfinding flight for the National Air Tour for the Ford Reliability Trophy which will be held between June 30th and July 28th.

The airmen will fly to 24 cities on the tour to investigate landing facilities and otherwise blaze the trail for the large number of commercial planes that have already been entered for the trophy. Points to be visited are:

Indianapolis, Ind.	Tucson, Ariz.	Missoula, Mont.
St. Louis, Mo.	San Diego, Calif.	Great Falls, Mont.
Chicago, Ill.	Los Angeles, Calif.	Wausau, Wisconsin
Tulsa, Okla.	Fresno, Calif.	Minot, North Dakota
Fort Worth, Texas,	Oakland, Calif.	St. Paul, Minnesota
San Antonio, Texas	San Francisco, Calif.	Battle Creek, Mich., and
Houston, Texas	Medford, Oregon	back to
El Paso, Texas.	Portland, Oregon	Detroit.
Phoenix, Arizona.	Spokane, Wash.	

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MAPPING FLORIDA FROM THE AIR ✓

Lieut. Julian S. Dexter, who returned to Bolling Field on May 12th, went up two miles above the Everglades with a T-2, 4-lens camera, and the pictures which

Master Sergeant Andrew E. Matos made up there will change the map of Florida.

Two months of mapping have shown that the present maps are entirely inadequate. The flyers found rivers where no rivers were known and bays four times as large as they were supposed to be. The coast line from the little town of Everglades, on the west coast, round to Flagler Beach, North of Daytona, on the east coast, was photographed for the Coast and Geodetic Survey.

Private Irving L. Kallmyer, mechanic, accompanied the pilot and photographer and kept the Loening Amphibian in such perfect order that not the slightest mishap marred the expedition.

Three thousand square miles of territory were photographed in a flying time of 65 hours. It is believed that the maps compiled from these photographs will help very materially in the reclamation of the swampy Everglades, which now serve as a retreat for law-breakers.

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BREMEN CREW FLY FROM BOLLING FIELD

Early on the morning of May 3rd the three intrepid members of the crew of the trans-Atlantic Junkers plane "Bremen" arrived at Bolling Field, D.C., by automobile, and after looking over the F-13, sister ship of the "Bremen", they departed in it at 8:25 a.m. for Miller Field, Staten Island, New York, with Mr. Melchoir at the controls.

They landed there at 11:35 a.m., and then proceeded to the official welcome in New York City.

Lieuts. Peter E. Skanse, Henry R. Angell and Elwood R. Quesada made two trips to Mitchel Field to escort the crew of the Bremen to Washington, but on both occasions inclement weather changed the plans at the last minute and the pursuit pilots returned without the trans-Atlantic flight heroes.

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CONTRACT PLACED FOR LIGHT BOMBARDMENT PLANES

The Army Air Corps recently placed a contract with the Keystone Aircraft Corporation, of Bristol, Pa., for 35 Light Bombardment airplanes at a unit cost of \$24,750. Eighteen of these planes, designated as Model LB-6, will be powered with the Wright R-1750 "Cyclone" engine, and in the remaining 17, designated as Model LB-7, the Pratt & Whitney R-1690 "Hornet" engine will be installed. Both of these engines are of the radial air-cooled type.

The Keystone Aircraft Corporation is required to make delivery of the first airplane on this contract by next October, and thereafter at intervals, but the entire contract must be fulfilled by July, 1929.

These new airplanes involve an expenditure of \$1,002,785, of which sum \$866,250 represents the total unit cost of the 35 planes, \$129,535 for spare parts, and \$7,000 for drawings, etc. The cost of spare parts represents approximately 15% of the cost of the planes. The unit cost does not include the engines and the various instruments, equipment, etc., required to be furnished by the Government to the contractor for installation in the planes.

Both the LB-6 and the LB-7 bombing planes are powered with two engines having a total horsepower of 1050. Their fuel capacity is approximately 2,000 lbs. Both planes are identical in construction, the different designation given them being due to the fact that their engine installation is different.

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PANAMA FLYERS ARRIVE AT BOLLING FIELD

Two Pursuit planes appeared over the Washington monument shortly before dusk on May 16th, and at 6:00 p.m., the 3815-mile flight from Panama had been completed by two pilots from France Field, Panama Canal Zone.

Lieuts. Robert W. Douglass, Jr., and James E. Parker, bronzed and smiling, stepped from their Boeing PW-9's looking none the worse after their aerial journey, believed to be the longest cross-country flight project ever undertaken and accomplished in single-seater pursuit planes. These planes were powered with the Curtiss B-12-D engine, no serious difficulties being encountered throughout the trip. One of the planes gave no trouble whatsoever, not even the top cowling

being lifted off. In the case of the second plane, the starter and booster was broken at Managua, Nicaragua, and carburetor trouble was experienced at Minatitlan, Mexico.

The flying time for the entire journey totaled 35 hours and 57 minutes, the elapsed time being five days. But for the delays incident to the mechanical difficulties mentioned above and the fact that there was a three hours' delay at Guatemala and another one of four hours at Minatitlan due to there being no gas at these fields, the flight would have been accomplished a day sooner. Another day would have been saved had the airmen taken the southern route from San Antonio to Washington. Their orders, however, required them to follow the airways route to the Capital City via Muskogee, Okla.; St. Louis, Mo., and Dayton, O. A whole forenoon was lost at Dayton due to poor weather conditions, and instead of taking off for Washington early in the morning, the flyers were not able to start until nearly 2:00 P.M.

The average cruising speed of the Pursuit planes on the flight was 120 miles per hour. Lieut. Douglas stated that the worst country they passed over was between Guatemala and Minatitlan, where no civilization existed whatever. "The scenery was beautiful and the flight was a great experience," he said. "The people in Nicaragua and Mexico were very hospitable and did everything they could for us during our brief stops."

The territory flown over between David, Panama, and Puntarenas, Costa Rica, was one continuous jungle. A live volcano was observed five miles southeast of Managua. From Managua the flyers planned to proceed at once to Guatemala City, but the four hours consumed in repairing the starter and booster made it necessary to postpone their departure until early next morning, and they spent the night with the Marine Air Force.

Leaving Managua shortly before six o'clock, the flyers were delayed twenty minutes trying to get through a solid layer of clouds at 6,000 feet altitude. The visibility was 15 miles. San Salvador was passed over at 8:16 a.m.

After leaving Guatemala City at 12:30 p.m., the flyers passed over Huehuetenango at 1:20 p.m. and Tuxtla at 2:55 p.m. Five miles north of Tuxtla the 5,000-ft. canyons came into view, and a little further on in their journey they encountered another solid jungle which stretched along for about 100 miles. Arriving at Minatitlan at 4:25 p.m., the airmen took off again at 5:58 p.m., but were forced to return after ten minutes due to carburetor trouble. On the stretch from Minatitlan to Tampico they flew through rain for about 100 miles. The ceiling was about 600 feet and the visibility ten miles. Leaving Tampico at 3:48 p.m., Point Isabel, above Brownsville, Texas, was passed over at 6:18 p.m., the landing at Kelly Field being made nearly two hours later. Rain was encountered by the flyers on their journey from Muskogee, Oklahoma, to Dayton, Ohio, via St. Louis, Mo., the ceiling being about a thousand feet and the visibility fair.

A significant incident in connection with this long flight was the small amount of oil consumed by one of the engines, only three quarts being consumed from France Field to San Antonio, and two quarts the remainder of the journey to Washington.

The following is the itinerary of the France Field to Washington flight:

Date	Departure	Time	Arrival	Time	Miles	Flying time
May 12	France Field	5:48 am	David, Panama	7:41 am	210	1 hr. 53 min.
" 12	David, Panama	8:37 am	Managua, Nicaragua	12:02 pm	420	3 " 25 "
" 13	Managua, Nicaragua	5:53 am	Guatemala City	9:26 am	330	3 " 33 "
" 13	Guatemala City	12:30 pm	Minatitlan, Mexico	4:25 pm	375	3 " 55 "
" 14	Minatitlan, Mexico	10:25 am	Tampico, Mexico	2:15 pm	365	3 " 50 "
" 14	Tampico, Mexico	3:48 pm	Kelly Field, Texas	8:13 pm	505	4 " 25 "
" 15	Kelly Field	6:03 am	Muskogee, Okla.	9:45 am	490	3 " 42 "
" 15	Muskogee, Okla.	10:30 am	St. Louis, Mo.	2:05 pm	370	3 " 35 "
" 15	St. Louis, Mo.	2:52 pm	Indianapolis, Ind.	5:20 pm	15 minute stop	
" 15	Indianapolis, Ind.	5:35 pm	Dayton, Ohio	6:40 pm	340	3 " 33 "
" 16	Dayton, Ohio	1:54 pm	Washington, D.C.	6:00 pm	410	4 " 6 "

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THE AIR CORPS DEMONSTRATION AT FORT SILL, OKLAHOMA

With a thrilling demonstration that furnished a fitting climax to the academic year at the Field Artillery School, a vast armada of 73 army planes flew above Fort Sill Wednesday, May 16th, in the most impressive aerial exhibition

ever seen here. Attacking and defending, dropping heavy bombs and laying smoke screens for the protection of ground troops or swooping down to wipe out a marching enemy, the army pilots whisked their ships through the air while thousands of soldiers and civilian visitors watched with breathless interest.

Combat problems in cooperation with infantry and artillery, for the benefit of student officers at the Field Artillery School, occupied most of the fliers' time at Fort Sill. Attacks, observation flying and the use of bombers were demonstrated during the day, culminating in an aerial review shortly before noon.

Brigadier-General Benjamin D. Foulois, Assistant Chief of Air Corps; Brig.-General Frank Parker, Assistant Chief of Staff in charge of the War Plans Div., and Major John D. Brooks, of the Office Chief of Staff, were present as official observers, General Foulois being in command of the fleet.

Thousands of civilian visitors from all over the southwest, including members of the State air tour from Oklahoma City, saw the big air show from points of vantage on Heyl's Hill and Medicine Bluff No. 4, and every officer and enlisted man on the post turned out either to take part in the air circus or to watch. From early morning until the main road through the reservation was closed at 8:30, a steady stream of automobiles filled with eager sightseers flowed to Post Field, where inspection of the planes was permitted. Every type of machine used by the Air Corps was represented in the imposing array, and at 8:45 a.m. the planes began taking the air.

Under the personal supervision of Capt. Wilbur G. Dockum, provost marshal, the entire area covered by the flying planes was policed to eliminate possible danger to those on the ground, as many of the machines carried bombs to be used in the day's work.

A vanguard of ten planes, under the command of Major H.H. Arnold, arrived at Post Field Monday morning from Fort Riley, Kansas, and before noon on Tuesday 25 more were in line, having come here from Love Field, Dallas, Texas. By Tuesday evening all but three of the 74 planes scheduled to take part in the air circus had landed safely, and two others arrived early Wednesday. One plane which took the air at Shreveport, La., was forced back by engine trouble. Members of the Oklahoma state air tour, in a fleet of 21 ships, also reached Fort Sill early Wednesday, and when the mammoth air show got under way Wednesday morning, more than 100 planes were lined up on the local field.

Although night bombing tests had been considered, officers of the air armada found the facilities at Post Field inadequate and the tests were called off. Brigadier General Dwight E. Aultman, Commandant of the Field Artillery School, with his staff, was a member of the official party that witnessed the aerial maneuvers from Heyl's Hill, where only Army officers and official visitors were permitted. Other members of the garrison and civilians were directed to Medicine Bluff No. 4. The limited number of satisfactory points of observation made designation of these two points advisable, and every available vantage spot was occupied by eager spectators.

The purpose of the traveling air circus, the War Department has announced, is to assist in the training of officers at the various army schools in the use of the troops of their respective branches in cooperation with aircraft and in the preparation of satisfactory defense against aerial attack.

"The American tactical doctrine contemplates the employment of the Air Corps in accordance with fundamental principles which have been recognized as the basis of sound military tactics", the official announcement says. "However, the rapid development of aviation has caused intense study and attention as to new methods and new measures, both for its full utilization as an air force and in connection with the offensive and defensive operations of military forces, and also as to means for protection against hostile aircraft."

Receptions for the visiting airmen were held Tuesday evening at Fort Sill. At the officers' club an official reception welcomed the commissioned members of the air circus, and all officers of the garrison were present.

At the Post Field Service Club a reception and dance was given in honor of the 85 enlisted men who accompanied the air fleet to the Field Artillery School. Master Sergeant Frank Monroe, 1st Field Artillery, was in charge of the arrangements for the affair.

PHILIPPINE AIRMEN VISIT LEPROSY COLONY

By the News Letter Correspondent

Two Army pilots in Amphibian airplanes were recently dispatched from Kindley Field, Fort Mills, P.I., to the Island of Culion, in compliance with radiographic instructions from the Commanding Officer of the 4th Composite Group. The take-off on this cross-country flight was made at 7:00 a.m., with Lieut. Vincent Meloy, pilot, and Private Porter, radio operator, as crew of plane No. 3, and Lieut. Frederick I. Patrick and Sgt. Jolly in plane No. 4. The course planned was one direct to Culion via Golo Pass and skirting some twenty miles west of the Island of Apo, and thence across Busuanga and Coron Harbor.

Radio communication was maintained on the entire flight and was especially valuable during the time the planes were out of sight of land. The log of the first leg follows:

Take-off from Kindley Field	7:10 a.m.	Compass course 210°
Fortune Island	7:14 a.m.	
Ambil Island	7:32 a.m.	
Golo Pass	7:39 a.m.	
Cape Calavite	7:50 a.m.	Raining along Mindoro Coast
Out of sight of land	8:10 a.m.	
Changed course to 200°	8:15 a.m.	
Island of Apo in sight	8:20 a.m.	
Changed course back to 210°		
15 miles west of Apo	8:25 a.m.	
Over Nange Island	8:42 a.m.	
Crossing Busuanga	8:57 a.m.	
Culion	9:10 a.m.	

Plane No. 3 landed at Culion at 9:10 a.m., and Plane No. 4 about two minutes later. Both were taxied close to shore but, even so, had to anchor in about ten fathoms of water due to the unusually receding beach.

A boarding party came out from the pier in a launch and took the crews ashore. This party consisted of Dr. Carreon, Acting Chief of the Colony; Dr. Lara, Chief Physician; Dr. Cole, Chief Chemist; and Dr. Wade, whose connection with the Colony for the past six years has become internationally known. Our first act was to visit Headquarters, where we met other members of the Staff.

The main administrative building and all those used as laboratories, clinics etc., are all of concrete construction and exceptionally well ventilated. These having been explored, we started on our tour to see at first hand the five thousand odd people who are isolated there, eventually to become cured or victims of the dreaded disease of leprosy. We had opportunities to see at close range patients in all stages of the disease. For reasons not necessary to explain, no description of the patients will be attempted. Suffice it to say, their plight is a pitiable one. We visited dressing stations, clinics, wards, laboratories, the power plant, commissary, bakery, vocational training shops, schools and, most interesting of all, the laboratory where chaulmoogra oil used in the cure of the disease is manufactured.

We were fortunate in having the pleasure of meeting two nuns, Sister Marie, who is in charge, and Sister Calixte, to whom we talked for several minutes. The latter has been at Culion since 1906, when the colony was started, and some few years ago she was decorated by the late Governor-General Leonard Wood for her work with the lepers.

Our visit, so far, had taken us over considerable area and, as the island is rather precipitous, we were warm but nevertheless keenly interested. From a high point of vantage we gazed on the farming section, and on our return to Headquarters went through the Moro sub-division and saw the numerous private homes (nipa houses) owned by patients. It was also very noticeable that even those in advanced stages of the disease did not appear to be morose or down-hearted. Many of them work for the government and those of less mature years attend school.

Before leaving the segregated section each member of the party rinsed his hands in a lysol solution and also took the further precaution to dip their shoes in a trough of the same solution.

Before returning to our planes, we were the guests of Dr. Wade and Dr. and Mrs. Cole, and after partaking of refreshments proceeded to the launch. We were to take Dr. Wade back to Manila for a conference with Governor-General Stimson, and he was assigned as a passenger in Plane No. 3. At high noon both planes hopped off for San Jose, Mindoro, landing there at 1:00 p.m. A high wind was

blowing across the Mindoro Channel and, as the motor of No. 4 had to be worked on, it was decided to delay the return to Manila until early the next day.

As usual, the genial manager of the Mindoro Sugar Plantation acted as host to our party and, if new phrases applicable to Mr. Sinclair's hospitality could be coined, we would gladly do so right now. (How about it, you people at Camp Nichols?).

At 7:00 a.m. we shoved off for Manila, having added Mr. Sinclair to augment the crew of Plane No. 4. Since this route has practically become an airways one for the Air Corps in the Philippines, we will not go into any details, merely noting our landing at Paranaque Beach at 8:45 a.m., where the Camp Nichols car awaited to complete the trip - Dr. Wade and Mr. Sinclair going their separate ways. Both planes returned to Kindley Field, and the occupants thereof reported an unusually interesting flight.

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OPERATIONS OFFICE AT BOSTON AIRPORT PERKING UP.

The Operations Office at the Boston Airport is beginning to look like an up-to-date affair. A large weather board has been installed on which daily weather reports are recorded. Such data is obtained through the Army Radio from various Army stations from Bolling Field to Portland, Maine. Other weather data is furnished by a government meteorologist with office at the Airport. A large weather map of the United States is also put up, and weather conditions throughout the country is recorded thereon daily. In addition to weather data, several good up-to-date maps have been obtained and placed in the Operations Office, which makes it well equipped to furnish travel information to anyone.

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THIRD ATTACK GROUP LEAVES FORT CROCKETT FOR SPRING MANEUVERS

The Third Attack Group, Fort Crockett, Galveston, Texas, after a rigid inspection of airplanes and test flights, representing a war strength squadron, commanded by Major Frank D. Lackland, departed April 27th for Langley Field, Va., to participate in the annual Air Corps demonstrations held at that station. They were routed via Tallulah, La., where they spent the first night, departing the next morning, after servicing, for Maxwell Field, Alabama. Remaining at the last named station over night, the Group departed the following morning for Fort Bragg, N. C., the third leg of their flight. After spending the night at Pope Field, the following morning saw the departure of the attack pilots on the final lap of their journey, and they arrived at Langley Field on the 30th.

The Group will return via Fort Bragg, N.C.; Fort Benning, Ga.; Maxwell Field, Alabama; Shreveport, La.; Dallas, Texas; Fort Sill, Oklahoma; Fort Riley, Kansas; Fort Leavenworth, Kansas; Muskogee, Oklahoma; Dallas, Texas, and then proceed to their home station, Fort Crockett, on or about May 25th. The Group will stage flights at the principal cities visited en route.

The war strength squadron was composed of four flights, consisting of six Douglas C-1 Transports, nine Curtiss A-3 Attack planes, and eleven Douglas O-2 planes. A flight of three Curtiss A-3 Attack planes at Edgewood Arsenal, Md., where the pilots were receiving instruction in smoke materials, was scheduled to join the Squadron at Langley Field April 30th, thus making a total of 29 airplanes.

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GENERAL EXODUS OF AIRPLANES TO LANGLEY FIELD

From 11:00 a.m. until noon on May 3rd the sky was hidden from sight of Bolling Field personnel by a swarm of planes arriving from Langley Field. Big planes and little planes, new planes and old planes, swooped down to the ground and were lined up from end to end of the field. Gas trucks and ambulances dashed hither and yon servicing up the planes ready for the afternoon exodus of legislators and newspaper men to Langley Field. At 3:00 p.m., the roar of motors was so deafening that it was impossible to hear the telephones in the Operations Office frantically ringing, and the dust was so thick from the whirling props that breathing was only accomplished with the greatest difficulty.

One by one the planes departed, carrying Congressmen and reporters to Langley Field to witness what were probably the greatest aerial maneuvers ever staged in this country.

EXPLORATION OF YELLOW RIVER IN THE PHILIPPINES

For some time past rumors have been received of a river rising in the mountain range west of Camp Stotsenburg and flowing into the China Sea. This river was referred to as the Yellow River and described as being distinctly yellow in color for a stretch of several miles. Personnel of Clark Field, Pampanga, P.I., made an aerial reconnaissance, and the river was easily located, due to its dark yellow color being strikingly visible from several thousand feet.

After selecting a route from the air, a ground party was able to break a trail and explore the river for some distance. The color was found to be due to a sediment deposited on the river bed from mineral springs emptying into the river. Contrary to the hopes of some, no indications of gold deposits were found.

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GENERAL BROWN ACCUMULATES FLYING TIME

Major-General Preston Brown, Commanding the First Corps Area, is doing a great deal of flying, according to the News Letter Correspondent from the Boston Airport. When inspecting various posts in the Corps Area, General Brown travels by air. On May 3rd he left the Boston Airport with 1st Lieut. Donald G. Duke, as pilot, for Langley Field, Va. After witnessing the maneuvers there and returning to Bolling Field, Lieut. Duke, who had to get back to Boston, turned the stick over to Lieut. Cobb, who then flew General Brown to Selfridge Field. They returned via Buffalo, where the General inspected the Curtiss Airplane factory.

General Brown was very much pleased with the trip, and especially mentioned the good time made from Buffalo to Boston - 3 hours and 40 minutes. Captain Crockett, General Brown's aide, flew to Langley Field with Lieut. Cobb, and returned to Boston with Lieut. Duke. Perhaps it may be of interest to note that since November 5th last General Brown has flown 105 hours.

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INACTIVE SQUADRONS REORGANIZED

Two Air Corps stations, the Rockwell Air Depot, Coronado, Calif., and Post Field, Fort Sill, Okla., will on and after June 1st next be re-garrisoned with Air Corps troops. Under the provisions of the Air Corps 5-year expansion program, Rockwell Field, at which no Air Corps troops are now stationed, will be garrisoned by the Headquarters, 7th Bombardment Group, consisting of 35 enlisted men; the 11th Bombardment Squadron with 115 enlisted men, and the 95th Pursuit Squadron with 114 men, total 264 enlisted men. March Field, Riverside, Calif., will furnish 100 men of this total (66 noncommissioned officers and 34 privates, 1st Class). One noncommissioned officer from Scott Field, Ill., and one from Bolling Field, D.C., will be sent to Rockwell Field, and the remaining 162 men will be recruited.

The 11th Bombardment Squadron, until May of last year stationed at Langley Field, Va., was transferred to the new Primary Flying School at March Field, Riverside, Calif., where the organization was placed on inactive status and the personnel thereof organized into a school squadron. The 95th Pursuit Squadron up until June of last year was part of the 1st Pursuit Group at Selfridge Field, Mt. Clemens, Mich. This organization was also transferred to March Field, where it was rendered inactive and the personnel thereof organized into the 53rd School Squadron.

The 88th Observation Squadron, which in May of last year was transferred from Wilbur Wright Field, Fairfield, Ohio, where it was stationed for four years, to Brooks Field, San Antonio, Texas, was rendered inactive and organized into a school squadron. This squadron will be reorganized at Post Field, Fort Sill, Oklahoma, where there is stationed at present a detachment of 10 men from the 12th Observation Squadron, Fort Sam Houston, Texas. These ten men will be transferred to the 88th, and ten other enlisted men will be sent to the 12th Squadron from Brooks Field as replacements. The enlisted strength of the 88th Squadron will be 132, and in making up this total 35 men (14 noncommissioned officers and 21 privates, 1st Class) will be sent to Post Field from Brooks Field, and the remaining 87 men will be recruited.

The 15th Observation Squadron, which last year was placed on inactive status and the personnel thereof organized into the 48th School Squadron at Kelly Field

Texas, is now in process of reorganization and will be stationed at Selfridge Field, the home of the 1st Pursuit Group.

The strength of this squadron will be 132 enlisted men and, in reconstituting it, 17 noncommissioned officers and 25 privates will be transferred from various organizations at Kelly Field, and one noncommissioned officer from the 53rd School Squadron at March Field, Calif. The remaining 86 enlisted men will be recruited.

Prior to the retirement of the 15th Observation Squadron to its year of oblivion, it was stationed at the Air Corps Technical School, Chamute Field, Rantoul, Ill., for a number of years. Eight commissioned officers of the Air Corps, Regular Army, will be assigned to this organization.

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PHILIPPINE TRIBESMEN NOT ACCUSTOMED TO ROAR OF MOTOR

The 6th Photographic Section recently completed a mosaic in Southern Mindoro for the Philippine Department. The take-off was made before 6:00 a.m., and the mosaic of approximately eighty square miles was completed before 8:30 a.m. The reason for the early take-off was due to the fact that in Mindoro the sky is seldom cloudless after 8:30 in the morning.

After the mosaic flying was completed, a flight was made into the center of Mindoro for the purpose of taking oblique photographs of Patrick and Fechet Mountains, which were explored and named by Captain Aubrey I. Eagle, Air Corps, in 1926. The following day Mr. LeVoy, veteran Pathe cameraman, assisted by the 6th Photographic Section personnel, completed a number of interesting Air Corps motion picture films of a non-Christian Manyan tribe in action around the photographic and bombing airplanes at the San Jose emergency airdrome. The tribe of thirty Manyans were brought in from nearby mountains by Mr. Sinclair of the Mindoro Sugar Estate. It was the first time that the tribe had viewed airplanes at close range. The motion picture work progressed satisfactorily until Lieut. Burrows started a Martin Bomber motor directly behind the performers. Mr. LeVoy is still looking for the tribe which knocked his camera down and disappeared behind a cloud of dust headed for Mount Fechet.

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NEW ADDITION TO POPE FIELD

The contractor has finished his work on the new addition to Pope Field, Fort Bragg, N.C. Most of the work was in the southwestern corner which contained a sawdust pile, machine gun butts and a large number of stumps. All the stumps have been removed and that portion of the field completely leveled and planted with grass. While the new area is not available for flying purposes at present, it was gratifying to witness the safe landing on the new area of a heavily loaded C-1 which was among the ships arriving with the Demonstration Group from Langley Field.

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AIR CORPS MANEUVER TROOPS STOP AT MAXWELL FIELD

May 11th proved to be quite a gala day at Maxwell Field, Montgomery, Ala., as the Air Corps Maneuver Troops, composed of 79 officers and about 100 enlisted men, stopped there three days for re-servicing, etc., after having participated in the Spring Maneuvers at Fort Benning, Ga. The weather on their arrival and throughout their visit was most ideal. The first formation was sighted at 10:45 a.m., and after that it was ships to the right of us, ships to the left of us, ships above, about and around us everywhere. Quite a large crowd from the city had gathered to welcome the birdmen.

An official welcome was extended to General Foulis, Assistant Chief of Air Corps, who was in charge; to General Parker, G-3, and the officers, by the Governor of Alabama, Mayor of the City of Montgomery and the Commanding Officer of the Post. The City of Montgomery entertained the visitors at a stag dinner that evening, a Barbecue the next day (Friday), and a dinner dance at the Country Club Saturday evening. The C.O. kept "Open House" Sunday afternoon. On Monday morning the visitors took off at about 11:00 o'clock for Shreveport and other points in the South and Middle West.

CHILEAN AMBASSADOR UTILIZES AIRPLANE FOR LONG JOURNEY

His Excellency, Don Carlos Davilla, Chilean Ambassador, arrived on April 24th at Pope Field, Fort Bragg, N.C., from Bolling Field, D.C., en route to Houston, Texas. He was a passenger in an O-2 airplane piloted by Lieut. Bushrod Hoppin, Air Corps, who took off for Maxwell Field the following day.

The Chilean Ambassador arrived at Maxwell Field by automobile from Eufaula, Alabama, Lieut. Hoppin having a forced landing at that place. He stopped overnight at the field as the guest of the Commanding Officer, and at 5:15 the next morning departed for Houston in an O-2 plane, piloted by Lieut. H.F. Woolard. At 10:40 a.m., they arrived at Houston, the distance of 600 miles being covered in 5 hours and 25 minutes.

After attending a convention at Houston that night and the following day, the Ambassador took a night train back to New Orleans, where he joined Lieut. Woolard. This combination of train and air travel was arranged in order to enable him to be in New York in time to see his family before they sailed at noon Monday.

When stopping at Pope Field on the southward trip, no honors could be given the Ambassador because the artillery was in the field, but on his return trip on April 28th the band was on hand and he was given the required honors by a battery of artillery.

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THIRD PURSUIT PILOTS QUALIFY FOR EXPERT RATING

The ambition of the 3rd Pursuit Squadron, stationed at Clark Field, Pampanga, P.I., was realized during the past record machine gun firing, when all pilots qualified for the expert rating. During the past year many "hours per pilot" were spent adjusting sights, checking guns, inspecting ammunition, correcting for drift, firing short bursts and practicing on tow target and ground targets. The squadron feels gratified over the results accomplished when it is realized that before coming to Clark Field only a few of the pilots had done more than a very small amount of aerial machine gun work.

The firing at Clark Field has been greatly facilitated by a good machine gun range just on the edge of the flying field and by weather conditions which permit shooting throughout the year.

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GENERAL DAVIS INSPECTS POPE FIELD

General Richmond P. Davis, commanding the 4th Corps Area, was at Fort Bragg N.C., for three days recently to conduct the annual tactical inspection. Six artillery adjustment missions were flown in connection with the inspection, Lt. Scott piloting one ship with Lieut. Holden as observer, and Lieut. Murphy piloting the second with Lieut. Pratt as observer. Night observation missions were also flown by Lieuts. Robinson, Scott and Pratt. Landings were made with the aid of parachute flares lighted on the ground and shielded by a section of an old oil drum.

During the entire tactical maneuvers all radio communication from the artillery in the field was handled by the Pope Field radio truck and communications detachment. A rating of Excellent was given the Pope Field hangars and a similar rating for the Air Corps participation in the tactical maneuvers. Lieuts. Scott and Pratt are scheduled to be at Maxwell Field May 21, 22 and 23, when General General Davis is to conduct a similar inspection at that field.

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THIRD ATTACK GROUP VISITS MAXWELL FIELD

Twenty-six airplanes from the 3rd Attack Group, Fort Crockett, Texas, en route to Langley Field, Va., for the Spring Maneuvers, landed at Maxwell Field, Montgomery, Ala., on the morning of April 28th. That evening the officers and ladies of the post entertained in honor of the visitors at a dinner dance at Graham-Haven, which is located about 14 miles from Montgomery. A very enjoyable time was had by all. The airmen from Fort Crockett resumed their journey early on the morning of the next day, landing at Pope Field, N.C., where they remained overnight. The next morning Major Lockland and his men departed for Langley.

WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station:

Captain Floyd E. Galloway from Chamute Field to Selfridge Field.

Captain Chilion F. Wheeler, Office Chief of Air Corps, to Wright Field, Dayton, Ohio, on duty in Procurement Planning.

Captain Ira C. Baker from duty in Office of Assistant Secretary of War to Bolling Field, D.C. September 8th.

Captain Francis M. Brady, Langley Field, Va. to Mitchel Field, N.Y.

Captain Willis H. Hale, upon completion of present course of instruction at Air Corps Tactical School, to Office Chief of Air Corps, Washington.

Captain Wolcott P. Hayes from Mitchel Field to Miller Field, N.Y., as Instructor Air Corps, New York National Guard.

Following officers to report to Commandant, Air Corps Tactical School, Langley Field, Va., not later than August 25, 1928, for duty as students:

Major John D. Reardan, Office Chief of Staff, Washington.

Major George H. Peabody, University of California, Berkeley, Calif.

Captain Asa N. Duncan, Langley Field, Va.

Captain Charles W. Walton (Chemical Warfare Service).

Following officers assigned to 88th Observation Squadron, Fort Sill, Okla.:
Major Eugene A. Lehman, upon completion present course at Command and General Staff School, Fort Leavenworth, Kansas.

1st Lieut. Walter D. Eule, 21st Airship Group, Scott Field, Ill.

2nd Lieut. Harry J. Flatequal, Bolling Field, D.C.

1st Lieut. James F. Phillips, Kelly Field, Texas, and 1st Lieut. Charles B. DeShields upon completion of tour of duty in the Philippines.

1st Lieut. Paul H. Kemmer to Mitchel Field, N.Y., upon completion of tour of duty in Hawaii, and to take year's course of instruction at N.Y. University.

1st Lieut. Marion L. Elliott to Selfridge Field, Mich. Relieved as instructor National Guard, New York City.

1st Lieut. Myron R. Wood, Mitchel Field, to Office Chief of Air Corps, not later than June 25th.

1st Lieut. Raymond Morrison, Marshall Field, detailed as Instructor Air Corps, Michigan National Guard, Detroit, Mich.

1st Lieut. Frederick A. Johnson and 2nd Lieut. Charles A. Ross from Kelly Field to Selfridge Field for duty with reconstituted 15th Obs. Squadron.

1st Lieut. Arthur G. Hamilton relieved as student, Air Corps Advanced Flying School, course in observation, to Selfridge Field with 15th Obs. Squadron.

Captain Wm. E. Farthing, upon completion present course of instruction at Command and General Staff School, to Office Chief of Air Corps, Washington.

1st Lieut. Joseph L. Stromme relieved from assignment in Office Chief of Air Corps and detailed as student, Harvard Graduate School of Business Administration, Cambridge, Mass., to take effect not later than September 20th.

1st Lieut. Edgar E. Glenn relieved from duty at Georgia School of Technology, Atlanta, Ga., June 15th, and assigned to duty with Organized Reserves, 8th Corps Area, Muskogee, Okla., 365th Observation Squadron.

1st Lieut. Edwin R. Page, Wright Field, to Walter Reed General Hospital, Washington, for observation and treatment.

Major Lawrence W. McIntosh, upon completion of course of instruction at Army War College, to Office Chief of Air Corps.

1st Lieut. Francis B. Valentine relieved from duty at United States Military Academy, and to duty at Rockwell Field, Calif.

Relieved from Detail to the Air Corps:

Captain Charles R. Lehner to Field Art. 2nd Div. Fort Sam Houston, Texas.

2nd Lieut. R.F. Bleakney to Fort Infantry at Fort Lincoln, N.D.

2nd Lieut. Lester J. Tacy to Hawaiian Department for duty with Field Art.

2nd Lieut. Fred W. Kunesch to Signal Corps, 2nd Div. Fort Sam Houston, Texas.

2nd Lieut. Harold H. Hunt to Field Art. 2nd Div. Fort Sam Houston, Texas.

2nd Lieut. Wm. B. Forse to the 24th Infantry, Fort Benning, Ga.

1st Lieut. Francis W. Crary to the 17th Field Artillery, Fort Bragg, N.C.

1st Lieut. George J. Kelley to the 13th Coast Art., Fort Barrancas, Fla.

Detailed to the Air Corps, and to Brooks Field, Nov. 1st, for training:

2nd Lieut. Donald J. Bailey, Coast Artillery Corps.

1st Lieut. Charles H. Crim, Coast Artillery Corps, to Brooks Field July 1st.

Transfers:

2nd Lieut. Robert W. Harper, Infantry, to the Air Corps, May 4th, with rank from June 12.

Promotion:

1st Lieut. James F. Powell to Captain, with rank from May 11, 1928.

Reserve Officers relieved from active duty:

1st Lieut. George G. Finch, Selfridge Field, Mich.

2nd Lieut. Vernard A. Grant, Crissy Field, Calif.

2nd Lieut. Freeman Alberry, Bolling Field, D.C.

1st Lieut. James B. Dickson, Langley Field, Va.

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INTER-ISLAND RADIO WORK IN THE HAWAIIAN DEPARTMENT ✓

Probably no other station in the Air Corps performs airplane to ground radio communications in a more unique style than Luke Field, Hawaii. The tri-motored "Hegenberger-Maitland" Fokker took off from Wheeler Field at 8:00 a.m., April 18th, and immediately established two-way communications with Airways Radio Central Station WYQ at Luke Field. Each ten minutes thereafter until a landing at Upolu Point on the Island of Hawaii, a report as to location by coordinates on Navy chart, altitude and speed was made, thus giving the ground station at Luke Field and the one at Upolu Point the exact location of the ship at all times.

The landing at Upolu Point was made at 10:23. After having lunch at Upolu Point the flight was resumed to South Point, Hawaii. Immediate communication with WYQ was established and carried on until landing at South Point, at which time a signal strength of R-6 was given ship by WYQ. After a few minutes at South Point the flight returned to Upolu Point. On April 19th, at 9:12 a.m., the flight took off for the Island of Lanai, landed there thirty minutes and then resumed the flight to Wheeler Field. During the entire flight there was never a single instance where radio communication from ship to ground was not 100% perfect.

On the return to Wheeler Field off the coast of Oahu, a message was sent to the Luke Field Operations Officer, requesting transportation via air for Staff Sergeant Williams' return to Luke Field from Wheeler Field. Upon landing at Wheeler Field the transportation was waiting, and Sergeant Williams continued his flight homeward. Truly, this sort of radio communication is the ultimate object to be reached in the service, and the efforts expended in the establishment of radio communication on the airways in Hawaii deserve commendation.

The personnel on the flight were: Lieuts. Rich and Wheeler, pilots; Lieut. Brown, passenger; Lieut. Kenyon, flight commander; Tech. Sgt. Schmidt, Crew Chief; Staff Sgt. Wallace H. Williams and Corporal House, radio operators.

The radio equipment of the Fokker is the SCR-134 set with BC-138 receiver, as used by Lieut. Hegenberger in his Trans-Pacific Flight, with the addition of a 500 watt wind-driven generator to charge the battery for supply to DM14 dynamotor unit. The ground station equipment at WYQ consists of an SCR-140, SCR-132 and 70 meter high frequency set. The Upolu Point radio station has been completed, its equipment consisting of an SCR-132 set and a 70 meter high frequency set. Air Mechanic, 2nd Class, Charles C. Szumski is the radio operator in charge.

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AMPHIBIANS PLEASE AIRMEN IN HAWAII ✓

Three COAI's, otherwise known as the Amphibians, have been turned over to the 4th Observation Squadron at Luke Field, T.H., by the Station Repair Unit, and all the pilots are well pleased with them. Three more will be turned over in the near future, making six in all. The 4th Observation Squadron has been carrying out numerous missions with organizations at Schofield Barracks, and were highly complimented for their work. Lieut. Cressey and Lieut. Lober, as observers, have been turning in some fine work.

Each Transport sailing from Hawaii is given an Aloha mission, and radio aloha messages are exchanged from the Transport to the airplane.

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V-5795, A.C.

NOTES FROM AIR CORPS FIELDS

Camp Nichols, Rizal, P.I., April 10.

Flight B, 2nd Observation Squadron - Lieut. Chauncey, our Operations Officer, took advantage of detached service in the icy mountains of Baguio. After his well earned vacation he will again take over the construction of the flying field extension.

Several very long faces have been noticed among the enlisted personnel for some time; seems to be caused by the target season, which is now on in full force. With the new pistol range finished there seems to be some doubt in our minds just who will requalify, but Flight "B" always has been able to make their 80%.

All members of this command were very interested in getting a full four hours flying this month, due to the latest decision of the "See-Gee".

After years of planning and lots of talk, we have an honest-to-goodness day-room. Seems to be a big morale factor too. The last few weeks the entire command has been found perusing the latest literature obtained over here (30 days to a year old).

Sergeant Cunningham, our engine mechanic, was discharged and reenlisted during the month; we thought he was through but guess the "Grant" will have him for a passenger on her "Maiden Voyage".

Headquarters, 4th Composite Group - 1st Lieut. Corley P. McDarment assumed command of this detachment March 2nd, vice Captain Dudley B. Howard, relieved.

Staff Sgt. Albert G. Hewitt is now on detached service, Island of Luzon, and other points.

Privates Emerson, Nelson and Stein spent March 1st to 15th in Baguio.

Pvt. Air Mechanic, 2nd Class, Stackwell is now replenishing his civilian clothes at the Wah Moon Tailor Shop. "How do you pay for them, Stackwell, by the yard or piece?" (Pvt. Stackwell weighs 290 pounds).

Mess Sergeant Wirth and Corp. Livingston applied for extension to discharge for the purpose of reenlisting. Sgt. Wirth has been in the Philippines since 1923. Corporal Livingston seems to be striving for a like record; he has been here since 1923.

This detachment is just finishing the preliminary pistol practice preparatory to going on the target range, and after taking Sgt. Arant's superior instructions for the last six weeks all are expected to increase their pay at least two dollars per month.

Corp. Wilfon of the Detachment 10th Signal Service Company, and Privates Emerson, Hintz, Ende, Stein and Basil James, Headquarters Detachment, are returning to the States on the April Transport for discharge. James is being discharged by purchase.

66th Service Squadron - Staff Sgts. Charles J. Dush, Harold G. Finch and Benjamin J. Roth have been assigned to Langley, March and Mitchel Fields, respectively, and leave on the April transport.

Since the last news items were published, Pvt. Frank Rupert was discharged at Letterman General Hospital, San Francisco, Calif. Master Sergeant John Dolan was scheduled to be discharged March 31st and Sgt. Joseph Jenevides on April 16.

Our Baguio detached service quota is pretty well filled these days as the hot weather season approaches.

The firing schedule at the pistol target range is successfully drawing to a close. To date we have eight experts, thirty sharpshooters and sixty-nine marksmen. Lieut. H.R. Wells, as Assistant Range Officer, has taken a decided interest in each and every man on the line.

Thanks to our Squadron Commander, Capt. G.L. Usher, the 66th Service Squadron will soon be able to boast of her own tennis courts. None of the boys, however, have expressed any desire to be "Matched with Hellen Wills."

28th Bombardment Squadron: The morale of this Squadron is evidenced by the large number of requests for extension of foreign service tours by its personnel and for transfers to it from other branches. Five men were received by transfer and none lost during the period March 1st to 23rd.

1st Lieut. Carlton F. Bond is enjoying thirty days' detached service at Baguio and, upon expiration of the above service, is granted thirty days detached service in the Southern Islands.

1st Lieut. Harlan T. McCormick, Squadron Adjutant, is absent on 15 days' leave, upon the expiration of which he is assigned to the 3rd Pursuit Squadron with station at Clark Field. In Lieut. McCormick the Squadron loses one of the

best liked officers on the post, and we all wish him the best of luck at his new station.

The following enlisted men were recently promoted: Sergeants Burt and Hunsberger to Staff Sergeant; Corporals Garcia and Parker to Sergeant and Privates Mackey and Shaw to Corporals.

Several members of this Squadron are taking instruction in Golf from a local professional.

Upon the arrival of our new First Sergeant, Acting First Sergeant Rule was assigned to the Armament Section and is now wearing coveralls instead of walking around all polished up.

Our basket-ball team is being provided new uniforms. Practice is under way and another Post Championship is expected.

Sergeant Beckham, our Supply Sergeant, is kept busy running to and from Headquarters to the Orderly Room to hold down two important jobs. The 1st Sgt. claims that Sgt. Beckham can smoke more cigars in a day than the Post Exchange can provide.

Clark Field, Camp Stotsenburg, P.I., April 10.

A welcome addition to the 3rd Pursuit Squadron is Lieut. McCormick who reported here recently from Camp Nichols.

Since the promotion of Lieuts. P.W. Wolf and Crawford, Clark Field has the distinction of having the only Air Corps 2nd Lieutenant in the Philippines. Lieut. Schulgon holds this distinction, but he will probably be glad to relinquish it when he returns to the U.S. on the April Transport.

The enlisted personnel of the Squadron have been upholding the organization's reputation for marksmanship by turning out 92% qualified in pistol firing. Of this percentage 33.65 qualified as experts. High score for the squadron was made by Private James E. Beeson with a mark of 94.3%.

Kindley Field, Fort Mills, P.I., April 10.

The 1928 target season in both aerial gunnery and dismounted pistol practice is well under way and it is hoped that last year's splendid results may be duplicated.

Since the last news letter we have taken several scalps in the National Pastime, Baseball, and before the rainy season sets in will have added a few more to the string. The crack 91st and 92nd Coast Artillery teams are included among those who have crossed bets with the 2nd Observation Squadron and met defeat. The team is now looking forward to a trip to Cavite to obtain revenge for the defeat they recently suffered at the hands of a combined Marine Corps and Naval team who visited this station last Sunday.

Third Attack Group, Fort Crockett, Texas, May 9th.

The Group is rapidly being equipped with the new A-3 attack plane to replace the O-2's which we have at present. To date 14 A-3's have been received and deliveries are being made regularly.

Aerial training has consisted of cross-country flying formations, attack missions and preparation for maneuvers.

Lieut. Moore with Pvt. Gay as mechanic, in a Douglas C-1 airplane, made a flight to Duncan Field, returning the same day, for the purpose of ferrying supplies to this station.

No other cross-country flights were made due to the fact that all planes were being kept in for the annual Air Corps Demonstrations.

Pope Field, Fort Bragg, N.C., May 11th.

The Pope Field Exchange did a rushing business during the stay of the Demonstration Group at this field. Lieut. Scott and his assistants worked hard and faithfully in providing an almost unlimited supply of drinks, candies, cigars and sandwiches. The weather seemed to be against them, however, for after two days of blazing sun a cold drizzle set in which dampened to a certain extent the desire for cold drinks. But the same cold drizzle drove the crowd into the hangar in which the drink counter was installed, and as long as the supply of

candy and sandwiches held there was always a demand.

Lieut. and Mrs. Murphy will leave on May 12th on a thirty-day motor trip to Omaha, Neb., and return. We wish them the best of luck and a most enjoyable trip.

San Antonio Air Depot, Duncan Field, Texas, May 17th.

The Engineering Department of this Depot overhauled and repaired 20 airplanes and 103 engines during the month of April, as follows: Airplanes - 3 PT-1, 1 NBS-1, 1 EH-4M-2T, 3 C-1, 1 C-1-C, 4 C-2, 1 O2-B, 3 O2-C, 1 O2-H, 1 O2-M-4, 1 NS-5; Engines - 83 Liberty, 20 Wright-E.

Second Lieut. Bledsoe Payne, Air Corps Reserve, of Port Arthur, Texas, has been with us since May 16th, availing himself of a short period of instruction and training at this Depot on inactive status.

On May 14th the Depot enjoyed a visit from Lieut. C.E. Crumrine, accompanied by Mr. William Ewing, who came by air from Headquarters Materiel Division, Wright Field, for conference on contemplated buildings and grounds projects at this Depot and also on various matters pertaining to our Depot Supply and Engineering, and much benefit was realized from these conferences. They left here by air on May 16th on their return journey.

First Lieut. Alfred A. Kessler, Jr., left this Depot April 30th for a two months' leave of absence, visiting in the North and East. He is under orders, at the conclusion of this leave, for transfer to Wright Field, where he will take the Air Corps Engineering School course. His many friends in this vicinity regret his departure and wish him much success in his new activity.

First Lieut. Frederic B. Wieners has been on leave of absence from this Depot since May 8th. Lieut. and Mrs. Wieners have the deepest sympathies of the personnel of this post in their recent bereavement - the loss of their only son, James, who died at the Station Hospital, Fort Sam Houston, May 7th, at the age of 14 years.

Among recent visitors to this Depot were Captain Cook and Lieuts. Lawrence and Allison, Air Corps, to ferry DH's from this Depot to March Field, Calif. Captain Cook and Lieut. Lawrence left here May 9th and Lieut. Allison on the 12th.

Boston Airport, East Boston, Mass.

The flying activities, both military and commercial, are increasing as the weather is getting warmer. The past two week ends no less than 3,000 people visited the Airport daily. It is remarkable to note how enthused the natives of Boston and vicinity have become about aviation during the past year.

The commercial companies operating here are reaping a harvest carrying passengers. They are buying new ships nearly every week. Yes, everybody is prospering in that respect excepting the Army. Even the National Guard has three new O-11's, but our turn for a couple of good service ships should be before long, why kick.

There is great prospect for improvement of the Airport at present. The main difficulty for improvements is lack of funds. The Mayor of Boston, who is an automobilist and not an air enthusiast (I think the only one of that nature in Boston), at first stated that the City would have nothing to do with the Airport, and that he, as Chief Executive, would disapprove any bill or suggestion regarding spending money for improvement of the Airport. The local newspapers, however, began panning him for his attitude, with the result that the situation has been changed for the better. It is now understood that the recommendations made by the Municipal Air Board are approved, and work will start in the near future. Lieut. Duke, Commanding the Airport, who is also on the Air Board, drew up a proposed plan of modern hangars, buildings and fills of landing area. This will give us runways of 2500 feet any direction, and 4,000 feet east and west.

I want at this time to mention a public spirited citizen, Mr. Chandler Howe, who recently donated one thousand dollars for improvements of the Airport. This money was used in grading, filling and covering with conders about one acre. The same gentleman again donated \$1200, to be used for a B.B.T. Flood Light. This will be installed in front of Army Operations Office. With such spirit and assistance it is no wonder that two years hence flyers will say "They do things in Boston."

As stated, flying is beginning to increase, due largely to better weather

and the addition of another PT-1 airplane which was received from Middletown Air Depot April 21st, being ferried from there by Lieut. Cobb. This gives us four ships of that type, and we needed it, as there are about 20 Reserve pilots flying every Saturday afternoon and Thursday evening till dark. This system of flying one night a week is proving to be very popular with the Reserve Officers, as they can leave their offices and places of business and get in a good hop. Saturday, however, is their best day, as they fly from noon until 5:00 o'clock. They are operating on regular assigned missions and derive much benefit from such training and missions.

Major Cummings, M.C., the Flight Surgeon, has been busy of late with 609 examinations. Many Reserve pilots who have not flown for two or three years are now taking the 609, which will mean more flying if they pass examination and check out O.K. Major Cummings, in addition to being Flight Surgeon, is Summary Court, Morale and Athletic Officer, also President of the Cadet Examining Board.

We are expecting the German and Irish Trans-Atlantic Flyers here May 18th. They will draw at least 10,000 people to the Airport. It will be an awful day for everybody here. There will be 500 National Guardsmen to hold the crowd in check, so I guess we will live through it.

Private Neary from Mitchel Field reported for duty May 1st. He is a parachute rigger, and instead of sending parachutes to Mitchel they will be packed here. Private Zucchero was discharged today, and is going to try city life in New York, but he will soon be looking for a recruiting office again - they all do sooner or later.

Sergeant Anderson's son, who is a soldier at Mitchel Field, visited his old man for three days, coming up with Lieut. Duke in the Amphibian and returning to Mitchel with Lieut. Stromme, who was a visitor here in an O-1.

Lieut. Shankle, who is the Regular Army instructor with the Mass. National Guard at this station, recently took unto himself a wife, which no doubt will be good news to his many friends. Yes, he found himself a nice little Boston girl, and it is believed that it was somewhat of an air romance, as Mrs. Shankle prior to her marriage was taking flying instructions at one of the commercial companies here.

Rockwell Air Depot, Coronado, Calif.

For the past two weeks all available grass and weed cutting equipment has been put into use in cutting over and clearing the flying field. Clearly visible markers have been set indicating boundary lines of Army and Navy Airdromes. Roads leading across flying field have been closed and will be entirely removed. Vegetation that has probably never known opposition to an undisturbed growth is being razed and before the end of May every square foot of the flying field proper will be suitable for flying activities, leaving only the Navy lighter-than-air mooring mast a hazard.

One carload of PT-1 airplanes were shipped to the Middletown Air Depot on April 23rd. Another car is being loaded with PT's for shipment to the Fairfield Depot.

Bolling Field, Washington, D.C.

Lieut. Robert L. Brookings and Lieut. Roy S. O'Neal ferried two O-11's from the factory at Buffalo, arriving at Bolling Field at 6:45 p.m., on May 2nd.

The Bolling Field baseball team opened the season with last year's brilliant form. On May 5th they defeated the Naval Hospital nine 10 to 6. On May 12th the Anacostia Eagles were on the short end of a 10 to 7 score, and on the 19th the boys from Fort Myer went home with tears in their eyes after surrendering to the Aviators.

The pitching of McCaughey was the feature of this game. He struck out eleven, and the score at the end of the game was 17 to 8. Not so bad for a start.

Materiel Division, Wright Field, Dayton, Ohio, May 26th.

General William D. Gillmore returned May 17th from Langley Field, Va., where he went to attend the Third Annual Aircraft Engineering Research Conference of executives and engineers of the aircraft industry, held under the auspices of the

National Advisory Committee for Aeronautics, of which General Gillmore is a member.

Lieut. Bayard Johnson left the Materiel Division April 16th for duty in the Philippine Islands. He and Mrs. Johnson with their children sailed on the transport leaving New York April 20th for California where, Lieut. Johnson having been granted 28 days' leave, they were going to visit relatives until the sailing of the transport for the Philippines about June 8th. Lieut. Johnson came to the Materiel Division from the Massachusetts Institute of Technology in 1919 and, connected with power plant work, has seen almost continuous service here ever since. He was a member of the 1923 class of the Air Corps Engineering School. He and Mrs. Johnson will be greatly missed.

Lieut. William N. Amis returned May 6th from the Curtiss plant at Garden City, Long Island, where he has gone to ferry to Wright Field a Curtiss XO-18 observation airplane, which is a converted O-1B, built about a Curtiss H-1640 (Hex) engine. The plane was flown to the Materiel Division for performance testing.

Lieut. Albert F. Hegenberger left May 14th for the east to fulfill a series of speaking engagements. In Philadelphia he addressed the Chamber of Commerce, his subject being "Charles Lawrence, the Designer of the Wright Whirlwind Engine and the Recipient of the Franklin Medal". In Pittsburgh he spoke before the Technical Club of Western Pennsylvania and the High School. In Worcester, Mass., he appeared before the Worcester County Technical Club, and on June 1st will appear before the Case School of Applied Science.

Lieut. Wendell Brookley blew in to greet old friends on a return flight to Brooks Field from the east, showing the exuberance and pep of his old test piloting days at McCook Field. It was good to see him.

Major Robert A. Hale, Medical Corps, left the Materiel Division for Bolling Field on April 8th, to take up the services of Flight Surgeon at that station. Major Hale has been with the Materiel Division since 1924, with the exception of three months during 1925 when he was at Brooks Field taking flight training. Captain E.G. Reinartz replaces Major Hale.

Captain E.E. Aldrin addressed the second classmen of West Point May 25th on "Research and Experiment in Aeronautics".

Lieuts. C.F. Greene and S.P. Mills addressed the St. Louis Section, American Society of Mechanical Engineers at St. Louis, May 25th, on recent developments in Airplanes and in Engines, respectively. Colonel Peggelow, C.O. of Scott Field, spoke also.

General Preston Brown, of Boston, piloted by Lieut. Donald G. Duke, paid the Materiel Division a visit recently.

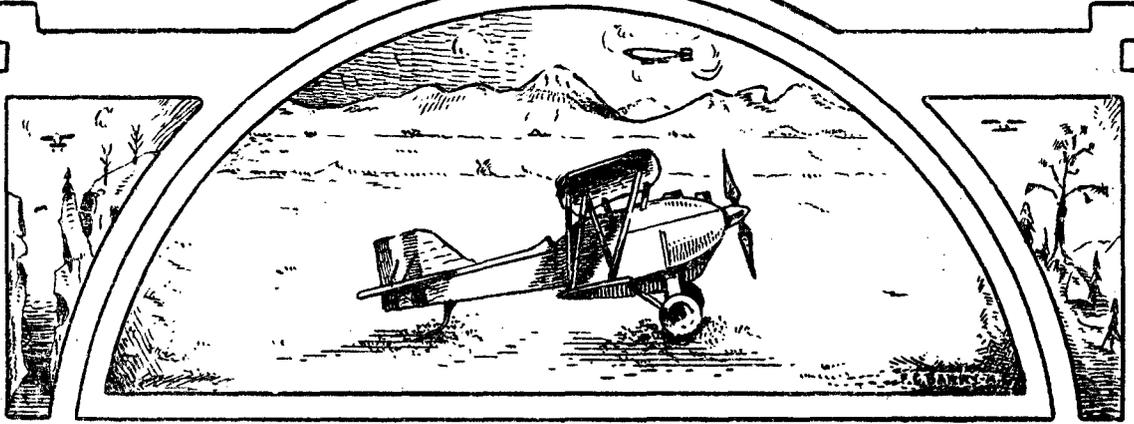
Luke Field, T.H., May 14th.

The 5th Composite Group is continuing intensive training in preparation for whatever the "Gods" have in store. The 4th Observation Squadron pilots are familiarizing themselves with the new Amphibians. "Lightning" Williamson and Earnie Moon have demonstrated that they can be safely landed on wing skid and one wheel. Chang Kemmer has hotly announced that the first man to scratch one will be summarily dealt with and, believe me, everyone steers clear of the "Terror of the Jungle".

The 23rd Bombardment Squadron, now commanded by Lieut. George W. Polk, A.C., Navigator de Luxe, Capt. L.L. Harvey having been promoted to the Elevated and Exalted Post of Group Operations Officer, will furnish two bombing teams for the maneuvers at Langley Field. Lieut. Hicks and Lieut. Morris will be the bombers and Lieuts. Ferguson and Tefft the pilots. Excellent scores were made, and the command feels assured that the boys will bring home the bacon. Lieuts. Smith, 72nd, and Shiveley, 4th, will be the Observation Team, the former firing Pilot Course "A", and the latter the rear guns.

The 72nd Squadron, otherwise known as the Light Bombardment Attack, Biplane Pursuit or what have you, commanded by Captain H.C. Drayton, "The Last of the Plainsmen", has been indulging in varied maneuvers, including missions with other branches, which have been very interesting and beneficial to all concerned.

Quite a bit of excitement was furnished the other afternoon when "Spad", famous Canine owned by "Railroad" Brown, had a chill. "Railroad" immediately called Doc Beeson, who was on his way to shoot a few innocent Golfs, and the day was saved. Doc was heard to remark that it was the first grateful patient he had had in months.



Air Corps
News =
= **Letter**



— ISSUED BY —
OFFICE CHIEF OF AIR CORPS
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 of the Regular Army, Reserve Corps, National Guard and others connected with aviation.

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SECRETARY DAVISON'S STATEMENT RE AIR CORPS PROMOTION BILL

Failure of the Senate to vote on Army Air Corps promotion legislation before adjournment may seem discouraging to many officers who expected that the Senate would follow the precedent of rapid action set by the House when it passed the Furlow measure.

While it is disappointing that the Senate did not have an opportunity to vote on the bill, the situation is not as bad as it appears on the surface. The measure is still very much alive and action upon it has not been defeated -- merely deferred. Prospects that the situation will be ironed out when Congress reconvenes in December are most promising.

The following is a brief summary of Army promotion legislation and its status at the close of Congress:

Two Army promotion bills were reported out by the House Military Affairs Committee.

1 -- The Furlow bill providing promotions for Army Air Corps officers.

2 -- The Wainwright bill containing a promotion plan for other branches of the Army.

The Furlow measure, on being reported out, was passed by the House and sent to the Senate where it was referred to the Senate Military Affairs Committee.

The Wainwright bill was released from the House Committee at a later date than the Furlow bill and, owing to the closing rush, was not put to a vote in the House.

The advanced status of the Furlow bill compared with that of the Wainwright measure caused the Senate Military Affairs Committee to amend the former. The amendments included the insertion of promotion provisions for other branches of the Army, together with several important departures from some of the features of the original measure.

The Senate Military Affairs Committee, after adopting the amendments, reported the measure favorably. This action automatically placed the Furlow bill on the Senate calendar. Unfortunately, the Senate never had an opportunity to vote on it due to the filibuster which clogged the Senate machinery during the closing hours of the session. Persistent efforts were made by the War Department to permit a vote on the promotion bill but the efforts were fruitless because of the filibuster.

Had the measure passed the Senate it would have gone into joint conference. Usually, when such action is taken and an agreement is reached between Senate and House conferees, action is speedy. There is every reason to believe that, had the bill gone into conference, the result would have been an agreement providing adequate promotion for the various branches of the Army and giving the Army Air Corps substantially the promotion called for in the original Furlow bill. The War Department did everything possible to bring this about.

That filibuster practices should delay action upon important promotion questions is regrettable. However, these delays, as already stated, must by no means be interpreted as meaning defeat. When Congress reconvenes, the Furlow measure will still occupy its present status, namely, that of a bill that has passed the House and is on the Senate Calendar ready for disposition.

In other words, progress made in advancing the measure during the closing hours of the recent session will be neither wasted nor sacrificed. An encouraging feature in this connection is the general appreciation of the seriousness of the promotion situation, particularly in the Air Corps. There seems to be an earnest desire to bring about a satisfactory solution of that problem as soon as possible. The solution would have been reached, I am sure, if a filibuster had not deadlocked the Senate during its closing hours with the result that the Furlow bill and many other important measures were barred from consideration until next December. I am thoroughly confident that Congress, when it re-convenes, will take early action.

A GIANT PARACHUTE

By A.M. Jacobs

It is quite easy for those who were at McCook Field in 1920 and 1921 to recall an exceedingly tall, grave person working with great absorption in laboratories, on the field, and in the air with eager assistants on endless billows of silk. They seemed very large, these billows, actually measuring twenty-four feet in diameter, and in the long run they became the Army Air Corps parachute which has proved of such great value to aviators. The tall grave person was Major E.L. Hoffman, at that time chief of the field's equipment activities, who last year was awarded the Collier Trophy for his efforts in the development of the parachute.

In the meantime, his duties took him to other localities, but recently it has been good to see him back at the new Wright Field and absorbed as of yore in mammoth billows of silk. Only this time, comparatively speaking, the billows are indeed mammoth, measuring 84 feet in diameter. The earlier parachute was a man-carrying type; the one upon which Major Hoffman is at present engaged it is hoped when perfected will be capable of supporting the weight of an entire airplane, bearing it in safety to the ground.

Structurally it is a reproduction in all main respects of the man-carrying type, having a pilot chute, vents in the dome, the same weight and quality of silk and the same type of shroud lines. There are a greater number of panels and shroud lines; 96 of the former, 48 of the latter. Many interesting tests have been performed with the new parachute. Twice it has successfully borne to the ground a 1600-pound bomb from the bomb bay of a plane, circling at several thousand feet altitude. So great is the lift and strength of the chute, however, that it shows little tendency to deflate upon reaching the ground and, in the bomb tests, caught by winds, dragged the great weight quite a distance across the field before it could be halted. Men who caught at it were lifted unceremoniously in the air and carried along, and Major Hoffman has one story of his own to tell that properly belongs with the thrillers of the air.

A six hundred-pound weight had been dropped one day, and when upon landing the parachute continued to bound across the field, Major Hoffman decided to get in his car and chase it. Coming abreast, he alighted and caught at the shroud lines. His strength was of no importance against the greater power of the chute, and he was pulled over and dragged, becoming enmeshed in the shroud lines. At the end of the shroud lines he could see the 600-pound weight bumping heavily over the ground and thought any moment it would land on top of him. For seconds that seemed ages he worked to free himself and had barely maneuvered his body from the path of the weight when it came on, thumping down a split second later upon the spot where he had been.

There is still much to be accomplished before the chute is ready for the final test of dropping with an airplane. A positive releasing mechanism, separating the weight and parachute upon landing, is in contemplation. This would eliminate the danger of dragging. Perhaps some quick deflation method will also be conceived. Major Hoffman is fully confident of the strength of the chute to support a weight equal to that of an airplane with passengers, and the dropping of an airplane with a parachute is, of course, not an unheard of experiment. Two such drops have been accomplished in California. What Major Hoffman hopes to obtain is a parachute of such simple mechanism, ease of application, and reliability of operation as to be practical for all passenger planes, the type of chute that will be dependable when manufactured upon a production basis. In Major Hoffman's experiments, Wright Field feels that it is in the midst of an interesting story, one that may take patient reading through the pages of testing and slow progress, but one that it wants to stick to, if only to learn how the story is going to turn out. Major Hoffman's efforts in aviation have usually been crowned with success.

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RADIO FLYING LABORATORY DEMONSTRATES EFFICIENCY

A description of the Air Corps Flying Laboratory, a Fokker C-2 fitted up with radio sending and receiving apparatus and providing sufficient space in the cabin to permit experimental work to be carried on in connection with this equipment, was contained in the February 21st issue of the News Letter. A report, recently submitted to the Chief Signal Officer by Captain Paul S.

Edwards, Signal Corps, gives an interesting account of a flight of the radio laboratory plane from Dayton to Buffalo and from there back to Dayton via Schenectady, Mitchel Field and Bolling Field. Captain Edwards states that this airplane attracted great interest at all of the points visited and has resulted in plans being made by commercial organizations and other departments to obtain similar airplanes for radio development projects in which they are interested.

In the belief that Captain Edwards' report would be of interest to News Letter readers, same is quoted below, as follows:

"On April 26, 1928, the Radio Laboratory Airplane Type C-2, XP-483, left Dayton, Ohio, at 10:00 A.M. with Captain O.P. Echols, A.C. and Lieut. L.M. Wolfe. A.C.-Pilots; Captain P.S. Edwards, S.C., and Associate Radio Engineer W.M. Knott-Radio. The equipment in the airplane consisted of:

Five types of receivers:

BC-137.

One model each of the General Electric and Westinghouse models now under development.

BC-115-116 superheterodyne.

Short Wave Super regenerative.

Transmitters:

1 SCR-134, with power source derived from Leece-Neville double voltage generator (1000 volts .5 amps. - 15 volts - 20 amps.) connected to the right outboard engine; also, the standard power installation consisting of a 50 amp. generator on the left outboard engine; battery and dynamotor Type ED-41.

1 Short Wave 75-100 meter transmitter, using a power source of 2000 volts - .4 amps. French wind-driven generator mounted on the left side of the fuselage.

"The radio beacon at Dayton was laid on the course for Buffalo. The keying system of the radio beacon utilized the new interlocking system where dots are sent on one loop and dashes on the other loop with continuous full power keying of the transmitter which result in the equi-signal zone being a solid 1000 cycle note. The beacon was heard throughout the entire trip to Buffalo, a distance of 349 miles. Two-way telephone communication was maintained between the airplane and ground station at Wright Field for a distance of over 262 miles. Just before reaching Dunkirk, New York, both stations switched to I.C.W. telegraph transmission and exchanged messages until landing at Buffalo. Upon departing one hour later from Buffalo both stations worked for about 20 minutes, but the noise level was so increased that while the signals were audible, they were not readable. We arrived at Schenectady 5:30 P.M. same date. Weather throughout the flight was clear, with the exception at Buffalo, which was slightly overcast with light fog.

"The party remained at Schenectady until Sunday, April 29, 1928. During our stay at Schenectady several flights were made with engineers of the General Electric Company as passengers, who observed the operation of the equipment in the airplane and tested a new type of General Electric super-regenerative receiver between Albany and Schenectady, where the ground station utilized an output as low as one watt. This receiver, in operating condition, worked very well, but at the present stage of development is not considered suitable for military use, as there is no standby adjustment and the critical tuning necessary to obtain signals renders it unfit for aircraft use. The General Electric Company engineers also demonstrated a new type of short wave receiver using one stage of UX-222 R.F. amplification, detector and two stages of audio. The results were so remarkable on this receiver that one was purchased for the Signal Corps Aircraft Radio Laboratory, with a view of using it as a standard of performance for aircraft short wave receiver development. We landed at Mitchel Field Sunday, afternoon, April 29, 1928.

"Departing from Mitchel Field on Monday, April 30, en route to Bolling Field a schedule with WYB, Bolling Field on I.C.W. was maintained throughout the flight. Due to delay in delivering the message of take-off, communication did not commence until we had reached Trenton, but signals at that distance were of such strength that it could have been easily possible to have secured two-way communication from both fields. Due to the fact that the Bolling Field transmitter was not in commission for telephone transmission all messages were sent and received by I.C.W.

"A flight was made from Bolling Field to Baltimore, and return, using voice and I.C.W. throughout the entire trip between the airplane and Bolling

Field. On May 3 the airplane took off from Bolling Field en route to Langley Field for the maneuvers, carrying Lieut. Wolfe as Pilot, Captain Edwards, Mr. Knott, and Congressmen James and Hoffman. Messages were exchanged throughout the trip until just before landing at Langley Field. On the return trip from Langley Field arrangements were made to work the Bombardment Squadron SCR-132 (DO 1), and Bolling Field was also advised of our departure. Throughout the trip communication was maintained with both ground stations and the airplane. Congressmen James and Chapplin and Judge Clay were passengers on the return trip.

"On Monday, May 7, arrangements were made for a flight over Washington carrying seven people: Assistant Secretary of War Davison, Mr. Adamson, Major Blair, S.C., Major Davison, A.C., Mr. Knott, Captain Edwards and Lieut. Wolfe. The Assistant Secretary of War was given a demonstration of broadcast telephone reception while in the air. He also transmitted telephone messages to Mrs. Davison who listened in at their home. Radio telephone communication was established with Bolling Field, and messages were exchanged between the Assistant Secretary and the operator at the ground station. The airplane departed from Bolling Field at 2:00 P.M., same date, en route for Dayton. Communication was maintained between Bolling Field and the airplane until Burgess Field was reached, where we landed. The last one-half hour schedule was interrupted due to a short in the keying circuit in the airplane transmitter, but signals from the Bolling Field station were as audible at Uniontown as throughout the trip. Upon taking off at Burgess Field a short schedule was worked with WYI at that station by telephone. As the beacon from Dayton was laid on the Uniontown-Dayton course, WYI was asked to stand by while the airplane worked Dayton by phone. Telephone communication was established before reaching Wheeling and maintained until landing at 6:45.

"This trip has amply demonstrated that the SCR-134 can work far in excess of its conservative rating. The experimental double voltage engine driven generator functioned perfectly throughout the 22 hour flight. This type of generator used somewhat in excess of the power requirement for the SCR-134, and will be used for the long range Bomber sets now under development. The adoption of this generator will lighten the power load on the Bomber, over the SCR-135 power installation, approximately 190 lbs. and will displace power equipment and other apparatus at a saving of approximately \$600.00 per Bomber. A similar type generator for Observation will reduce the Observation load approximately 50 lbs. and displace equipment costing approximately \$100.00. A similar generator will eliminate the need for batteries on Pursuit planes and will lighten the Pursuit load considerably by the displacement of dynamotor and battery.

"With the facilities for directly comparing various types of apparatus in the airplane during flight, and for making repairs and changes on apparatus during flight, the C-2 airplane has more than paid for itself, even in the limited time that it has been in commission as a flying radio laboratory. Considerable data has been obtained on short wave propagation during the day, and this type of airplane, due to its navigation and power equipment, will make it possible to safely and economically conduct long range night radio and navigation experiments."

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SALVAGING AN AIRPLANE IN THE CANAL ZONE

Subsequent to the crash of Lieut. Cumberpatch in a PW-9 at the mouth of the Cocle River, on the Atlantic side of the Isthmus, on May 3rd, and the disabling after its landing of an Amphibian plane sent to rescue him which carried Lieuts. Ballard and J.H. Jones to the scene of the crash, an Air Corps detachment, under the direction of Captain Armin F. Herold, A.C., and Lieut. Don L. Hutchins, of the Panama Air Depot, consisting of one enlisted man of the Medical Department and 16 enlisted personnel from the 63rd Service Squadron, proceeded by boat to their assistance and to salvage the planes.

The detachment left at one o'clock May 4th on the steam tug "Captain Nones", furnished by the coast defense forces of Fort Sherman, C.Z., and proceeded slowly through the night, arriving at daybreak at the designated point at the mouth of the Cocle River, approximately 50 miles from Colon, Republic of Panama. Owing to a very rough sea, a landing was not accomplished until about 3:00 P.M., May 5th, when the rowboat landed and located the marooned men.

The PW-9 plane was salvaged almost intact, but very little of the Amphibian was salvaged due to its having been beaten on the rocks by the unusually rough

sea. The salvage detachment returned to France Field late on the night of May 7th

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TWO ERRANDS OF MERCY BY FRANCE FIELD PERSONNEL

Captain Connell, Commanding Officer of the 25th Bombardment Squadron, piloting an NBS-1, accompanied by Lieut. Robert B. Williams in an XA-1 plane (hospital ship), flew to David, Republic of Panama, to bring Mrs. de Quintero, mother of General Quintero, to the hospital in Panama City. The patient was accompanied by Mrs. Aurelia de Jurado and the Chinese Consul, who was also ill.

One of the pilots of the 24th Squadron also performed an errand of mercy, when he flew in a PW-9 plane to David, Republic of Panama, carrying meningitis serum to a very sick child.

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24TH PURSUIT SQUADRON COMPLETES TARGET PRACTICE

The 24th Pursuit Squadron, stationed at France Field, Panama Canal Zone, recently completed the small arms target practice with the following result:

Number of men firing the course	128
Percentage qualified	83.51%
Number qualified as Expert	58
Number qualified as Sharpshooter	20
Number qualified as Marksman	21

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GENERAL PARKER PLEASED WITH AIR CORPS MANEUVERS

Brigadier-General Frank Parker, Assistant Chief of Staff, forwarded the following radiogram to General Summerall, Chief of Staff, on May 21st, following the conclusion of the maneuvers at Fort Leavenworth, Kansas:

"Air demonstration just culminated everything has passed off successfully and increasing efficiency has been demonstrated throughout the tour. Everywhere great satisfaction has been expressed by local authorities and I myself have been greatly pleased by the consistent excellence of this air force."

On June 12th General Parker submitted the following memorandum to the Chief of Staff, reporting on the visit of the air force to the service schools:

"On May 2nd I left Washington, D.C., piloted by Major John B. Brooks, and spent the 3rd and 4th of May at Langley Field, Virginia, witnessing the maneuvers of the Air Corps Demonstration Group, consisting of one war strength pursuit squadron, taken from the 1st Pursuit Group, at Selfridge Field, Michigan; one war strength attack squadron, taken from the 3rd Attack Group at Fort Crockett, Texas, each unit numbering 25 planes each, together with a provisional transport squadron numbering 16 planes, assembled from various Air Corps activities throughout the United States. This, together with the necessary staff planes, constituted 73 in all.

"During these dates I likewise looked over the past and visited the Air Corps Tactical School. An excellent state of efficiency and high general standards were in evidence everywhere.

"On May 5th, the Pursuit and Attack Squadrons and the transport planes, flew to Fort Bragg, North Carolina, rendezvousing over Raleigh, North Carolina, en route. Practical tests on targets and on actual troops were conducted at Fort Bragg, and demonstrations of air tactics and combat were held. One day was lost at Fort Bragg on account of a storm and on the 9th of May this air force proceeded to Fort Benning, rendezvousing over Columbia, South Carolina, en route.

"On the 10th, demonstrations against ground troops and air tactical exercises were carried out. On the 11th, the air force proceeded to Maxwell Field, Alabama, where it remained until the 14th.

"On the 14th, a flight was made to Shreveport, Louisiana, in spite of stormy weather. Due to weather conditions, three attack planes got off their course and eventually landed in a small town about sixty miles south of Monroe, Louisiana. Due to continuous rains which so softened the field, these planes were unable to rejoin the Demonstration Group until it reached Fort Riley, Kansas. Two other attack planes turned back due to the storm and landed with the pursuit planes at Monroe, Louisiana, but joined their organization at Shreveport later that evening.

"On the 15th, the flight was resumed and all planes, with the exception of five, reached Fort Sill about midday. Of these five, three were the attack planes previously mentioned. One of the three motored Ford transport plane which burned out a bearing due to a broken oil connection and had to return to Shreveport. The other was a Douglas transport plane which landed in the vicinity of Dallas due to generator trouble.

"On the 16th, practical demonstrations against troops on the ground, targets, and air combat and tactics were given. On the 17th, the flight was resumed to Fort Riley, and on the 18th, a program of air operations against ground troops and of air combat and tactics was carried out.

"On the 19th, the flight to Fort Leavenworth was made and on the 21st a demonstration was given against ground targets, also of air combat and tactics. This was the last of the series of exercises.

"During this tour I have constantly flown in the exercises and have observed carefully, not only the technical efficiency of this air force, both as to the handling of the ships in the air and as to their maintenance on the ground, but have likewise given special attention to the matters of discipline of the personnel.

"It affords me great satisfaction to report that no incident of any kind occurred to mar a smooth and efficient performance of duty by this air force from the beginning to the end of the expedition. From the cheerful, efficient mechanics, to the Squadron Commanders, I have to report a consistent excellence in discipline, technique and tactical maneuver.

"Of the 73 planes which completed the flight of some three thousand three hundred miles, only one transport plane had to remain behind on account of engine trouble. There were no accidents, and yet, when this flight broke up and returned to their home stations, there was probably an average of over four thousand miles for each ship, of more or less continuous operation in cross-country flights and tactical exercises.

"General Foulois has handled this mission with excellent judgment and sound discipline and at all points where his command gave demonstrations, I heard nothing but commendation of the results. The general line of this commendation is well expressed in a letter written by General King after the last demonstration given at Fort Leavenworth.

"I desire to commend the Flight Commanders, Majors, Knerr, Lackland, Lanphier and Coleman. The words of commendation of these Squadron Commanders is equally applicable to the personnel of their commands. The fact that there were no accidents and that all planes made their long trip and arduous exercises without accident, is sufficient proof of the excellent work done by the mechanics.

"Finally, as to General Foulois and his able staff, I desire to express my admiration for the able and successful manner in which this very instructive air tour has been conducted and for the unquestionably fine results achieved."

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DEATH OF GENERAL ALLESANDRO GUIDONI ✓

A report was recently submitted to the Air Corps on the death of General Allesandro Guidoni on April 27th last as the result of a parachute test jump at the experimental station of Montecchiè, Italy.

General Guidoni, who several years ago was on duty at the Italian Embassy in Washington as Air Attache, was well known in military and diplomatic circles in the Capital City. That he was keenly interested in aviation and very much alive to its unlimited possibilities was evidenced by his frequent visits to the Office of the Chief of the Air Corps, where he was a familiar figure. His untimely death is deeply regretted by all who were fortunate enough to have made his acquaintance.

The report alluded to reads as follows:

"From the information now available, Air Ministry and the newspapers, General Guidoni attempted to make a life jump with a "Salvator B" type of parachute, from an observation airplane, type R-22, piloted by Lieut. Freri, of the Regia Aeronautica.

"At the altitude of 1000 meters, the General left the plane from the rear cockpit. The only eye witness at close range was the pilot, who stated that all went well until after the General had left the plane. That at the moment he launched himself into the air he fell backwards from the fuselage of the plane, at the same time rotating his body in such a manner as to entangle himself in

the cord, which connected the tripping ring on the parachute, to the fuselage. This tension on the cord caused the parachute to open sooner than calculated, and the slip-stream of the propeller, caused the cords of the parachute to blow across the head and shoulders of the General. This method of controlling the opening of the parachute is used for students. The length of the cord, which is secured to the fuselage and is fastened to the tripping ring of the parachute, is of sufficient length to allow the body to clear the tail surfaces of the plane and the propeller slipstream, before the opening device functions.

"The pilot further stated that the pack opened properly, the pilot chute came out and the cords with the main chute followed, but due to the fouling of the cords of the main chute on the General's head and arms, it failed to fill with air, and followed the body in a fluttering trail to the ground.

"The Air Ministry states that there have been over 2000 drops, both alive and with ballast, and this is the first chute that has failed to open.

"It appears that this jump was not authorized by higher authority, as such application would have, in all probability, been disapproved due to the important position held by General Guidoni. It was a personal desire on the part of the General to test the chute, and thus place himself in a position to speak with authority on the efficiency of the Italian parachute.

"General Guidoni was Director-General of Aeronautical Construction for the Air Ministry, and was recalled from his post last year, as Air Attache in London, to assume command of this important division. He was especially fitted for this position by reason of his wide knowledge of aviation supply and airplane manufacturing. His knowledge of American and English methods of production, together with the fact that he was an aeronautical engineer, placed him in one of the highest positions in the Air Ministry. In view of this fact, it can be truthfully said that the Italian Government has lost a very valuable and experienced officer of high technical qualifications.

"General Guidoni was born in Turin in 1880, and was educated as an engineer. In 1903 he was commissioned a naval engineer in the Italian Naval Service. In this capacity he served thru the grades from Lieutenant to Lieutenant-Colonel, until he was transferred to the Aeronautical Engineering Corps in 1916. He was promoted to a Colonel of this Corps in September, 1923, a few months later was again promoted to Major-General of this Corps and appointed the Director General of Engineering and Aeronautical Construction of the Regia Aeronautica.

"General Guidoni has served as the Air Attache, both in Washington and in London, and is widely known as an aeronautical technician of ability and courage. For his scientific work, in peace and in war, he has been decorated in the United States, England and France, and has been awarded the highest Italian decorations.

"As early as 1911, General Guidoni was rated as a pilot and was one of the first engineers to experiment with the idea of aerial torpedoes. From 1907 to 1912 he made many experiments and carried on an extensive research work in aerodynamics, at the Naval Laboratory. From 1913 to 1917 he was active in aeronautical engineering on hydroplanes, dirigibles and motors. From 1917 to 1919 he made a study of the resistance of structures against under water bombs, explosives and projectiles, and in 1921 was associated with the experiments and wrote several articles, on the bombardment tests against battleships.

"He was a constructor of note, as in 1914 he constructed the naval hydroplane transport "Elba", and at a later date, 1915, he constructed the naval hydroplane transport "Europa", together with hangars of the dirigible class. During the years 1916 to 1920 his work was confined to naval ordnance, in which time he constructed a net for under water protection of battleships against large bombs, invented a blockade torpedo or mine launched by a parachute, and a bomb sight. In 1921 he invented an aerial torpedo and a variable pitch air propeller. His last research work was along the line of turbine motors for aviation.

"With the loss of General Guidoni, the Engineering Division of the Regia Aeronautica will probably function for the present time as three separate sections or branches, each under a general officer, responsible directly to the Air Minister, General Verdusio was the Assistant Director General under General Guidoni, and is now the Italian Air Attache in London. He is the senior engineer officer in his grade, and due to the present situation, there is nothing to keep him from being appointed the Director General. As the chief of this division he can remain at his post in London, as the three branches can function

without a chief in this city. However, Colonel Cristoforo Ferrari, of the Aeronautical Engineering Corps, has been promoted to the grade of General, and has been assigned to the command of two branches of the Engineering Division; namely, the Construction Branch and the Studies and Experimental Branch. This leaves the Supply Branch under the same officer as before. There is nothing to indicate that this assignment is permanent, as further changes may take place at any moment."

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NEWLY COMMISSIONED OFFICERS FOR AIR CORPS

As a result of the recent examination of candidates for appointment as 2nd Lieutenants in the Air Corps, Regular Army, ~~27 Air Corps Res.~~ officers, all of them graduates of the Advanced Flying School at Kelly Field, Texas, and holding the rating of Airplane Pilot, have been found qualified for such appointment. The Chief of the Air Corps has recommended to the War Department that these officers be assigned to the stations indicated, viz:

To Crissy Field, Presidio of San Francisco, Calif.:

Arthur L. Smith, Wentworth Goss.

To Chanute Field, Rantoul, Ill.:

Paul E. Reeder.

To Fort Sam Houston, Texas:

Jordan F. Haney, Frank Corson.

To Fort Crockett, Texas:

Elmer P. Rose.

To Kelly Field, Texas:

Edward H. Porter.

To Marshall Field, Fort Riley, Kansas:

Herbert E. Rice, Joseph H. Atkinson, Homer C. Munson, Lee F. Duncan, James L. Daniel, Jr.

To Maxwell Field, Montgomery, Ala.:

Robert C. Ashley, Louis P. Turner.

To Mitchel Field, Long Island, N.Y.:

Fay O. Dice, John A. Austin, Budd J. Peaslee, Clarence T. Mower, Ford J. Lauer.

To Pope Field, Fort Bragg, Fayetteville, N.C.:

Edgar R. Todd.

To Post Field, Fort Sill, Okla.:

Royal Leonard.

To Rockwell Field, Coronado, Calif.:

Edward L. Meadow, Frederick W. Ott.

To Selfridge Field, Mt. Clemens, Mich.:

Herbert C. Sherman, Robert L. Schoenlein, John F. Egan, Joseph C. Soper.

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MARCH FIELD GRADUATES TO GO TO KELLY FIELD

The graduating class of the Air Corps Primary Flying School at March Field, Riverside, Calif., will comprise 34 Flying Cadets. These young men have virtually completed the 8 months' course at this school and will soon be wending their way to Texas to begin the four months' advanced course at the Advanced Flying School at Kelly Field. The students who are expected to graduate shortly before July 1st next are as follows:

Donald Wells Buckman	Portland, Oreg.	Donald R. Lyon	Los Angeles, Cal.
J.P. Bauer	Pittsburgh, Pa.	A.P. Mantz	Redwood City, Cal.
John A. Carmichael	San Diego, Cal.	Emery J. Martin	Columbus, Kansas.
Russell A. Cone	Champaign, Ill.	William M. Morgan	Kansas City, Kans.
William J. Crosswell	Benecia, Cal.	Blaine B. Newcom	Chicago, Ill.
John B. Dawson	Pampa, Texas.	George E. Percefull	Lonoke, Ark.
Walter A. Fernander	Oakland, Cal.	Stanley K. Robinson	Pasadena, Cal.
Herbert L. Grills	Capleville, Tenn.	R.P. Sanders	Lawton, Okla.
Robert K. Giovannoli	Lexington, Ky.	Raymond Seider	Los Angeles, Cal.
Charles W. Haas	San Gabriel, Cal.	Willard R. Shephard	Bardstown, Ky.
Howard E. Hall	Lamar, Colo.	Elmer J. Sinclair	Cashmere, Wash.
Andrew D. Knox	St. Paul, Minn.	Andrew F. Solter	Los Angeles, Cal.
Richard H. Lee	Los Angeles, Cal.		

Leland Stranathan	Los Angeles, Cal.	Clinton P. Warner	Renton, Wash.
Hugh L. Smith	Salt Lake City, Utah.	Max H. Warren	Chicago, Ill.
Robert W. Stewart	Salt Lake City, Utah.	J.A. Winefordner	Zanesville, Ohio.
K.E. Tibbetts	Columbus, Ohio.	Sheldon B. Yoder	Almont, Mich.
Gaynor Tostavin	Little Rock, Ark.		

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THE NEW STUDENT CLASSES AT PRIMARY FLYING SCHOOLS

A total of 212 candidates, 201 civilians and 11 enlisted men of the Army, have qualified for appointment as Flying Cadet, and War Department orders are in process of being issued directing the civilian candidates to proceed to the military post nearest their home where their enlistment may be accomplished. All candidates are required to report for training not later than July 1st next.

The Primary Flying School at Brooks Field, San Antonio, Texas, will be the destination of 87 civilian candidates and 9 enlisted men, while 114 civilians and two enlisted men will receive their primary flying training at March Field, Riverside, Cal.

More than 1200 candidates took the examination for the much coveted flying cadet appointment, and while considerably more than 200 civilians made passing marks, the limited accommodations at the two Primary Flying Schools prohibited the appointment of a greater number. Enlisted men of the Army receive preference over civilians in the manner of cadet appointments, no limitation being placed on the number to be appointed provided a passing mark is made. Unsuccessful candidates have further opportunities to receive appointment, since examinations are held three times a year. New classes are started at both Primary Flying Schools on March 1st, July 1st and November 1st.

Among the successful candidates in the last examination are two American citizens residing in Canada. The State of California leads in the number of successful candidates with a total of 30, Los Angeles contributing 10 of that number. Illinois is next in line with 17 candidates, Chicago contributing seven.

The young men scheduled to go to Brooks Field are as follows:

Connecticut:		Massachusetts:	
Howard W. Yoemans	Hartford	Robert Ford	Cambridge
Roger W. Batchelder	New Haven	John C. Schroeter	"
District of Columbia:		Desmond S. Shipley	"
William J. Birthright	Washington	Gerard F. Mulligan	Dorchester
Frederick L. Lucas	"	John S. Young	Springfield
Frederic A. Middleton	"	Henry R. Harris	Winchester
Florida:		Mississippi:	
B.H. Vincent	St. Petersburg	Jesse B. Funchess	A. & M. College.
Washington L. Nichols	Chaires	William I. Marsolis, Jr.	Centreville
P.F.J.O. Smith	Lakeland	H.F. Gregory	Shelby
Georgia:		New Hampshire:	
Hugh A. Parker	Athens	Henry P. Stevens	Rye Beach
Philip D. Coates	Atlanta	New Jersey:	
Reuben C. Hood, Jr.	"	Harold E. Kelley	Haddonfield
James G. Nichols	"	John Dumont Kay	Morristown
Robert M. Page, Jr.	"	Harry C. Crumpelt	Princeton
Littleton A. Roberts	"	Caleb M. Hill	"
Mills S. Savage	"	New York:	
Albert W. Shepherd	"	Daniel Marra	Brooklyn,
Louisiana:		Eugene L. Keet	Ithaca
Austin Chaplain	Mariongouin	William R. Gladwin	Mt. Vernon
Erling A. Strand	Destrehan	Walter M. Hartung	New York City
Maine:		North Carolina:	
George F. Kehoe	Orono	Philip H. Atkinson	Asheville
Maryland:		Jennings H. Mease	Canton
Edwin H. White	Baltimore	E. George Shepard	Chapel Hill
F. Colston Young	"	Oklahoma:	
A. Robertson Middleton	Centerville	Dorman J. Condit	Bartlesville
Roswell R. Boyer	College Park	Wm. Kelso McFall	Featherston
William H. Moore	" "	Albert B. Duke	Oklahoma City
Claude M. Parks	Chestertown	Russell Martin	Stillwater
		Aubrey Lee Sharp	"
		C. Rob Neale	Shawnee
		Frank W. Abbott	Tulsa

Pennsylvania:

Charles L. Munroe, Jr. Ben Avon
 Frederick B. Betts Clearfield
 Daniel J. Barry Harrisburg
 M. Gilbert Johnson "
 Robert J. Blake Pittsburgh
 Merrill D. Burnside "
 Harold Goldstein "
 Donald L. Putt "
 J. Colin Smith New Kensington
 James P. Reilly Philadelphia
 A. Elliott Wilson Oil City
 Burton P. Lewis Sharon
 Wells H. Denny State College
 Harold B.G. Bickell Upper Darby
 South Carolina:
 Wycliffe E. Steele Bingham
 Thomas D. Ferguson Charleston
 Lorry N. Tindal Clemson College
 A.A. Freeman Columbia

Tennessee:

Rufus H. Carswell Chattanooga
 John W. Sessums, Jr. Knoxville
 William G. Catron Lebanon
 Virginia:
 Nelson S. Phillips Blackburg
 Canada:
 Bayard B. Borden Oshawa, Ontario
 Mitchel P. Borden " "
 Texas:
 William L. Kennedy Beaumont
 Hugh H. McDaniel College Station
 Carl L. Storrie " "
 Reed A. Massey " "
 Richard C. Colburn Dallas
 Dudley E. Whitten "
 Ewald J. Burgman Galveston
 Roy D. Taylor Lubbock
 Floyd B. Wood Richland Spring
 W.L. Patrick Rockport

The candidates slated to go to March Field, Calif., are as follows:

Arizona:

Gilbert B. Blackmore San Carlos

California:

Winthrop H. Towner Claremont
 Henry W. Brummel Glendale
 William Ball Los Angeles
 Benton L. Boardman " "
 Cyril Chappellet " "
 Paul T. Cullen " "
 Thomas J. Devlin " "
 Joseph E. Farmer " "
 John D. Graves " "
 John P. Guerin " "
 George E. Price " "
 Owen Eugene Wilcox " "
 Paul M. Erickson " "
 Paul M. Nold Pasadena
 H.E. Pastorius, Jr. Redlands
 Bud K. Hawkins Riverside
 Rex K. Estudillo "
 Harold G. Hess "
 T.W. Imlay Salinas
 Andrew K. Cline San Diego
 Richard H. Hoffman " "
 Kenneth A. Rogers Sanford University
 Karl H. Kieberer San Francisco
 Neville I. Wright " "
 Jack Haine Santa Monica
 Carey Stevenson " "
 Merle H. Jones Santa Paula
 Willard J. Venen San Pedro
 Pierce E. Warrington Stanford University
 Thomas L. Thurlow Venice

Colorado:

Arthur V. Cole Denver
 Vernon L. Nelson Fort Collins
 Proctor W. Nichols Manitou

Idaho:

Eugene H. Beebe Moscow
 Irving R. Selby "

Indiana:

Bernard F. Suverkrup Crawfordsville
 John H. Dorey Vincennes
 William C. Pritchard West Lafayette
 A.W. Denny " "
 Bruce Davenport " "
 Forrest E. Malick " "
 John A. Timmons " "

Illinois:

William E. Butler Champaign
 J. Harvey Gray "
 Robert K. Laughlin "
 Paul M. Norman "
 John Bonnell Chicago
 Paul W. Brown "
 Robert A. Burch "
 James Hart, Jr. "
 Earl E. Myers "
 Charles R.O'Malley "
 Harry E. Ruby, Jr. "
 Charles K. Moore Harvey
 Lawrence W. Koons Pontiac
 Ermel J. McElwee Sidney
 Harry O. Bercher Urbana
 Glenn W. Bunting "
 Raymond F. Nicholson "

Iowa:

Dick R. Petty Audubon
 Merlin I. Carter Des Moines
 Elmer R. Wycoff " "
 Harry E. Coffie Iowa City
 Myron T. Williams " "
 Frank Reed Owasa

Kansas:

Daniel D. Santry Ellsworth
 Miller H. Troup Lawrence
 Roy H. Lynn Holton
 G.S. Cook Salina
 Leslie O. Peterson "
 Fred W. Schultz Wathena

Kentucky:

Edgar B. Smith Bowling Green
 Fred G. Harlow Louisville
 Kendall E. Trautwein "

Michigan:

Lester C. Curl Ann Arbor
 Richard U. Light " "
 Bruce A. Tyndall " "
 William Bryson Detroit
 Clyde H. Mitchel " "
 Paul A. Piper East Lansing
 Frank S. Trueblood Gladstone
 Herbert J. Kline Jackson
 Jesse L. Hodgson Rockford

Minnesota:

Theodore M. Bolen Fort Snelling
 John Gordon Fowler Minneapolis
 Donald W. Gilfillan "
 Richard C. Lingsay "

Missouri:

Mervin E. Mansager Columbia
 George Leonard Blackburn Fayette
 William Basil Offutt Fulton
 George Graham Northrup Kansas City
 Jackson E. Dugdale St. Louis
 William M. Hille " "
 Wallace W. Hart " "

Montana:

Gerard J. Fesman Bozeman
 Harry J. Hinrichsen Butte
 Jack R. Lincke "
 Maurice C. Andries Virginia City

North Dakota:

Richard L. Rouzie Jamestown

Ohio:

Gerald B. Bauman Akron
 Enslin C. Brown "
 Malcolm Dulaney Cincinnati
 Richard R. Braggins Cleveland Heights
 Homer H. Shaffer Columbus
 Walter F. Martin Dayton
 Theodore F. Bennett Galena
 Ralph C. Williams Lakewood
 Norman D. Sillin Lima

Oregon:

Donald H. Baxter Portland

Washington:

Dan M. Medler Seattle

Wisconsin:

A.A. Strauble Green Bay
 Winston W. Kratz Madison

Wyoming:

Philip W. Pepoon Laramie

The enlisted men who are under orders to proceed to March Field, Calif., for flying training, are:

Private John D. Montmorency, 91st Squadron, Crissy Field, Calif.

Private Lloyd H. Watnee, Hdqrs. 13th School Group, March Field, Calif.

The five Air Corps enlisted men and four from other branches of the service, who are slated to undergo training at Brooks Field, Texas, are:

Staff Sgt. William L. Snowden, Air Corps,	Kelly Field, Texas.
Private Hudson Chadwick, Jr., Air Corps	Maxwell Field, Ala.
Private James L. Jackson, Air Corps	Marshall Field, Kansas.
Private Wm. L. Anderson, Air Corps	Brooks Field, Texas.
Private Gilbert R. Merry, Air Corps	Kelly Field, Texas.
Private Custer L. Lynn, Medical Dept.	Edgewood Arsenal, Md.
Private Stoyte O. Ross, 5th Field Artillery	Fort Bragg, N.C.
Private Harold S. Caplinger, Cavalry School Det.	Fort Riley, Kansas.
Private Paul Hinds, 2nd Cavalry Brigade	Fort Bliss, Texas.

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AIR CORPS HAS NO SURPLUS HANGAR MATERIAL FOR DISTRIBUTION

Following the receipt of numerous requests from all over the country for alleged surplus hangar material in possession of the Army Air Corps, the Chief of the Air Corps recently made an announcement to the effect that none of this material is at present available for distribution to outside aeronautical activities and will not be so available during the five-year Air Corps expansion program.

It appears that the impression has gone forth throughout the country that the Air Corps has surplus hangar material which it is trying to dispose of by reason of the fact that the old temporary expeditionary type of hangars are being replaced with new ones of a permanent and standard type of construction. As a matter of fact, however, the Air Corps intends to hold in reserve all of the old material for use in the construction of special buildings needed by the Air Corps in connection with the five-year building program.

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GRADUATION OF CADETS FROM THE ADVANCED FLYING SCHOOL

It is anticipated that 27 Flying Cadets will graduate on June 23rd from the Advanced Flying School at Kelly Field, San Antonio, Texas. The Chief of Air Corps has forwarded a recommendation to the War Department that 25 of these Cadets be commissioned as 2nd Lieutenants in the Air Corps, two of them already holding Reserve commissions in other branches of the service.

The young men who will become eligible to wear the wings to denote the fact that they are full fledged pilots are:

J.S. Bartles	Hillsboro, Ill.	Robert E.L. Pritle	Council Grove, Kans.
C. Edgar Bradshaw	West Haven, Conn.	Joel G. Pitts	Oklahoma City, Okla.
Donald Edwin Broughton	Benango, Nebr.	George Carl Price	Lowell, Mass.
Leland C. Brown	Granite City, Ill.	W.A.R. Robertson	Pittsfield, Mass.
Ralph Brownfield	Winfield, Kansas.	Kenneth A. Rogers	Columbia, Mo.
Kenneth A. Cool	Cleveland, Ohio.	Douglas M. Swisher	Gessie, Ind.
Paul L. Foster	Tulsa, Okla.	Cassius Thomas	Traer, Iowa.
Edwin R. French	Ronan, Mont.	Charles S. Vaughn	Nashville, Tenn.
Alfred F. Kalberer	Lafayette, Ind.	Ronald R. Walker	Newkirk, Okla.
Trevor Kenyon	Brooklyn, N.Y.	Roger V. Williams	Spokane, Wash.
Joel E. Mallory	Santa Rosa, Cal.	Stuart P. Wright	Dallas, Texas.
Isaac W. Ott	Osyka, Miss.	Paul B. Wurtsmith	Detroit, Mich.
James N. Peyton	Detroit, Mich.	Myron E. Zeller	Cleveland, Ohio.
Fred A. Pillet	Dallas, Texas.		

Flying Cadets Pitts and Walker hold commissions as 2nd Lieuts. in the Reserve Corps and are being recommended for transfer to the Air Corps Reserve.

Cadet Douglas M. Swisher is a full fledged member of the Caterpillar Club, having joined that exclusive mythical organization of airmen who made emergency parachute jumps on April 24th last. On that date, flying a pursuit plane at 9,000 feet altitude, a collision in the air caused it to go out of control, and he leaped out of the plane and made a safe landing with his parachute.

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COMMENDATION FOR CAPTAIN ROBERT E. ELLIS, RESERVE.

Captain Robert E. Ellis, Air Corps Reserve, on extended active duty at Bolling Field, was commended by the Chief of the Air Corps for bringing his burning airplane safely to earth, extinguishing the fire and thereby saving the government thousands of dollars which would have been lost had the pilot jumped from the plane with his parachute.

The incident occurred May 23rd near Green Springs, West Va., and the fire was apparently due to a defective gas line.

The letter sent to Captain Ellis reads as follows:

"The Commanding Officer, Bolling Field, has reported to this office the circumstances which occurred when the airplane which you were piloting caught fire in the air near Green Springs, West Virginia, on May 23, 1928.

"It is considered that your presence of mind and good judgment were responsible for saving the airplane and enabling the cause of the fire to be discovered, and that this may lead to the prevention of similar accidents in the future. The Chief of the Air Corps desires that you be informed of his official commendation for your excellent behavior under trying circumstances."

The report of Captain Ellis on his forced landing reads as follows:

"At nine-twenty o'clock, A.M., May 23, 1928, I departed from Cumberland Airport en route to Bolling Field. The plane and engine had been inspected by Sergeant Key of the Cumberland Airport both at the time of the take-off and an hour earlier. At an altitude of 2800 feet, approximately over Green Springs, W. Va., I smelled an odor of burning rubber. I immediately checked the engine and oil temperatures both being approximately 80 degrees and 60 degrees, respectively. Immediately after I noticed flames in the region of the carburetors and black smoke poured back into the cockpit. I immediately turned the gas off and prepared to jump, loosening my belt. In getting the ship in a position so I could leave it I noticed that the fire had diminished slightly. This encouraged me to believe that it might be a gasoline fire, so I opened and closed the throttle quickly at the same time side-slipping the airplane to approximately 1500 feet, deciding that I would jump at that altitude if the fire continued without abating. At that altitude the blaze appeared to be diminishing, so I continued a very rapid descent, side-slipping most of the way. At about 500

feet the blaze increased momentarily. I landed safely at 9:35 A.M. with a dead stick in a wheat field between the river and the railroad, two miles northwest of the Green Springs Railroad Station. I then extinguished the blaze with a fire extinguisher by squirting the stream thru openings alongside of the air intake manifold. After removing the cowling the ignition wires were found to be completely destroyed. Later, after engine had cooled off, the gas line was checked, and on opening the valve and using the wobble pump a spray of gasoline emerged from a crack in the gasoline line leading to the front carburetor. This crack was directly over and between the two magnetos. Upon removal it was found that there appeared to be a crack in the copper tubing and showed evidence of having been soldered with soft solder which had broken open in the air due to vibration. The solder could be easily cut with a knife. The joints of the gasoline line appeared to be properly soldered as the solder could not be easily cut with the same knife. The crack was across the tube, approximately half way around it, and on the under side of the tube and about a half inch from point where it enters the tee. This defective gas line was not discovered until after the pilot had communicated with the O.D. regarding the supplies necessary to make repairs; therefore, steps were immediately taken to have the gasoline line repaired. This was done by brazing at the Foundry of the Baltimore and Ohio Timber Preserving Plant at Green Springs, West Va."

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ADDITIONAL CATERPILLAR CLUB MEMBERS ✓

The News Letter Correspondent from Clark Field, Camp Stotsenburg, P.I., states that the good old Army parachute again functioned to perfection recently when it brought Lieut. Lawrence J. Carr, Air Corps, safely to earth after his belt had broken and allowed him to be thrown from his plane at about 2500 feet altitude.

Lieut. Carr was practicing acrobatics in a PW-9 pursuit plane, and while executing an aileron roll suddenly found that he and his plane had parted company. Lieut. Carr landed without a scratch in a cane field near the airdrome, and met the rescue party with a broad smile and an invitation to visit his headquarters about 5:00 P.M. Examination of the belt showed it had torn loose from the buckle and that the webbing at this point, although apparently in good condition, had deteriorated to such an extent as to cause it to fail when the full weight of the pilot came against it. Needless to say, all belts are being checked, and any which show signs of deterioration are being discarded.

Lieut. Stanley M. Umstead, on duty at Mitchel Field, N.Y., joined the ranks of the Caterpillar Club on May 28th last, when the supercharged P-5 he was flying over the field caught fire at 2500 feet altitude. He had been performing acrobatics for approximately 30 minutes over the field at 3,000 feet. These acrobatics consisted mostly of slow rolls and flying on his back. During all the upside down maneuvers he noticed a slight gasoline spray on the wind shield, but as this spray was no more than the customary one prevailing when flying on back he paid little attention to it. In returning to normal flying position the plane suddenly burst into flames. Practically all of the fire was inside of the fuselage around the gasoline tank, and flames came out of the cockpit. Lieut. Umstead was forced to leave the cockpit instantly on account of the heat. Standing on the seat he was forced back over the fairing in rear of cockpit by the propeller blast. Pulling the rip cord in this position he was pulled back over the rail of the plane.

Lieut. Umstead stated that he was quite nervous until he found himself hanging in parachute, after which he was perfectly at ease. Both of his hands were slightly burned; his back was stiffened from the pull of the parachute and he received a slight bruise on his right leg, probably due to hitting the fin in leaving the ship.

Mitchel Field on June 8th was the scene of another initiation into the fold of the Caterpillar Club, this time two candidates vowing their allegiance to the "bit of silk" which, as far as can be ascertained at this time, has been responsible for saving the lives of 84 airmen. Lt. Max Balfour, Air Corps; was testing an O-11 airplane and had as his passenger Lieut. John A. McCormack of the Signal Corps. While executing a slow roll the wings collapsed. No official report on this accident has thus far been received, but press reports state that after

both wings were suddenly torn from the plane the fuselage dropped like a rocket, while gasoline from the broken wing tanks sprayed over it. Lieut. Balfour cut his switch, which doubtless prevented a fire. McCormack went over the side first with Balfour close behind. The wrecked plane hurtled through the roof of a stable owned by Averill Harriman, killing two of his best polo ponies.

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AIR CORPS TO TRANSPORT PRESIDENTIAL MAIL ✓

Arrangements have been completed for the transportation of the President's mail via airplane during his summer vacation in Wisconsin. The Army Air Corps will handle the mail between Superior, Wisconsin, and Chicago, Ill., while the Air Mail Service will take care of all the east bound mail out of Chicago.

Army Air Corps pilots will alternate in short tours of duty in charge of the Army air mail operations between Chicago and Superior. Lieut. Charles T. Skow, stationed at Marshall Field, Fort Riley, Kansas, is the first officer assigned to this duty.

The route from Chicago westward follows the Chicago and Northwestern R.R. to Madison, Wis.; the Chicago, Milwaukee and St. Paul R.R. to Wisconsin Rapids, and the Soo Line to Ladysmith and Superior. The Post Office Department is making arrangements with the three railroads concerned to stop trains between Madison, Wisconsin Rapids and Superior on signal from a man in uniform to prevent delay in the transportation of the Presidential mail in the event of a forced landing of a plane at any time.

Funds have been allotted by the War Department for the erection of an airplane hangar on the field at Superior, Wisconsin, to house the Army planes.

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A CHALLENGE TO THE 24TH SQUADRON

In the News Letter of February 21st last there appeared an item from France Field, Panama Canal Zone, to the effect that 11 officers assigned to the 24th Squadron made a score of 610 (expert qualification) or better in target practice. The sentence "If any squadron has a better record, let us hear from them", has brought a response from the News Letter Correspondent of Clark Field, Pampanga, P.I., who states:

"We note in a recent News Letter that the 24th Squadron at France Field desires to hear from any squadron which has a better record than theirs for machine gun firing. The 3rd Pursuit Squadron, Clark Field, which turned out 100% experts takes the air in squadron formation to reply to the challenge of the 24th Squadron. We admit that the record machine gun firing of the 24th Squadron is good and we compliment them on their scores. However, the comparative scores given below indicate that France Field still has room for considerable improvement if it would compete with Clark Field.

<u>3RD PURSUIT SQUADRON, CLARK FIELD</u>		<u>24TH SQUADRON, FRANCE FIELD</u>
<u>Pilot</u>	<u>Score</u>	<u>Score</u>
Lt. P.W. Wolf	1091.2	947.6
Lt. G.F. Schulgen	1043.0	910.8
Lt. A.R. Crawford	941.4	767.3
Lt. C. McMullen	877.2	766.2
Lt. A.S. Heffley	880.0	721.2
Major L.A. Walton	873.6	672.5
Lt. E.B. Bobzien	847.2	662.9
Lt. K.B. Wolfe	827.4	650.4
Lt. L.J. Carr	761.8	618.8
Lt. J.G. Williams	749.0	610.4
Average score	889.18	722.1 "

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SHORT WAVE RADIO COMMUNICATION BY KINDLEY FIELD PERSONNEL

The radio personnel at Kindley Field, Fort Mills, P.I., has reached a period in the development of short wave radio communication where they now maintain a regular nightly schedule with San Diego. The News Letter Correspondent states that anyone having messages for personnel at this field can be assured of delivery.

ery by mailing them to Don C. Good, 1821 Altura Place, San Diego, California, for transmission. Better enclose a stamp or two so that Mr. Good can forward your reply.

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AERIAL MAPPING WORK IN THE PHILIPPINES ✓

The 6th Photo Section, stationed at Camp Nichols, Rizal, P.I., completed a number of mapping and oblique missions during the month of April. The most important project was made for the Forestry Bureau of the Agno River near Baguio. Two DH photographic planes were employed, one for making the verticals and the other for making the obliques. The project was flown at 12,000 feet, and the actual flying time of non-stop flight working out of Camp Nichols was 3 hours and 45 minutes.

The Forestry Bureau was very pleased with the results obtained, and will use these photographs in connection with the planning of a National Forest Reserve. Governor-General Stimson was personally interested in the project.

Airplanes are being called into service in Coast and Geodetic Survey work. Owing to the rugged coast line and extremely rough water along the northeastern coast line of the island of Luzon, Coast and Geodetic Survey craft have found it difficult to approach the shore and remain there long enough to make accurate soundings and observations. The aid of the airplane service has, therefore, been requisitioned.

The 6th Photo Section, acting in cooperation with the U.S. Coast and Geodetic Survey, will attempt an extensive aerial photographic survey. The photographic planes will operate from Appari, from which point daily flights will be made along the coast of Luzon and photographs taken. This will enable accurate plotting of coast line. This work is being done in conjunction with Governor-General Stimson's plan for the further economic development of the Philippine Islands. The results obtained by the photographic record will be of inestimable value in such development of that section of the archipelago.

Lieut. George W. Goddard, Air Corps, will be in charge of the planes and of the photographic work. The other members of the surveying party will be Lieut. Howard Wells, Sergeants Kelly, Stockwell and Patterson, and one mechanic. All of the men are members of the Photographic Section.

The survey will probably take eight or nine days to complete, depending considerably upon the weather. All pictures taken will be developed at the established base of operations at Appari and will be sent back to Camp Nichols as soon as they are developed.

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STANDARD OIL COMPANY CONSTRUCTS BEACONS IN CALIFORNIA. ✓

Recently the Standard Oil Company of California established in California two 36 inch, ten million candle power beacons, surmounting 75 ft. steel towers, one on the summit of Mt. Diablo, Contra Costa County, Calif., the other in the Merced Mountains, just north of Montebello, Los Angeles County. These beacons were officially set in operation April 15th and will be invaluable as guides to all flyers whose activities carry them over the routes covered thereby.

This is but another of the many very definite, valuable contributions the Standard Oil Company has made to flying -- another expression of its consistently constructive policy in relation to air development.

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MANY IMPROVEMENTS AT CAMP NICHOLS, P.I.

As a result of mutual arrangement with officials of Headquarters, Philippine Department, and Camp Nichols, Rizal P.I., the water system of the post has been greatly improved. The five large storage tanks have been removed and the abandoned swimming pool has been reconcreted, made leak-proof and converted into a reservoir. The water storage of the post has been increased about 20%. New high pressure motor pumps have also been installed.

The building formerly used as a pump house and tank house was converted into a gymnasium and E.& R. building. The construction is under the supervision of Captain Usher and is progressing rapidly. The building will be completed by June 1st. The roof was raised to an 18 foot ceiling, affording an excellent

basketball floor. Twenty foot lean-tos are being erected on three sides to provide for a library, E.&R. reading room, billard room, two bowling alleys and a balcony. When completed this building will be one of the best athletic halls in the Islands.

The old dobie church building which stood near the post entrance has been torn down and the yard is being made into a very artistic flower garden.

The members of the command are looking forward to the installation of a modern telephone system with a common battery, instead of the "crank and try and get 'em" system. The building formerly used by the E. & R. was reconstructed into a telephone exchange and message center for Camp Nichols and the Air Office. It also contains a conference room and bath for the Officer of the Day.

The Air Corps activities in the Islands are now largely centralized at Camp Nichols. The office of the Air Officer has been moved from Headquarters Philippine Department, and the Group Commander, now Air Officer, with his chief clerk and administrative personnel, are at Camp Nichols. This arrangement has greatly simplified administration and the handling of Air Corps activities in this department.

Construction work on the flying field has been very extensive during the last month. By July 1st an additional sixty acres will have been added on the southern end of the field, affording a very spacious field for all types of airplanes.

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A BOUQUET FOR THE RADIO BEACON

The Radio Branch of the Materiel Division, Wright Field, Dayton, Ohio, which is responsible for the pioneer development of the radio beacon and for the operation of a radio beacon service between Hawaii and California during the Dole flights of 1927, is rather proud of a photograph recently received from Arthur C. Goebel, the winner of the Dole Race. Upon it is inscribed: "The radio beacon has guided us continuously on our successful flight from San Francisco to Honolulu, T.H. -- Sincerely, Arthur C. Goebel."

Mr. Goebel was a recent visitor at the Materiel Division.

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FORD AUTO AND CARABAO HAVE A SET -TO

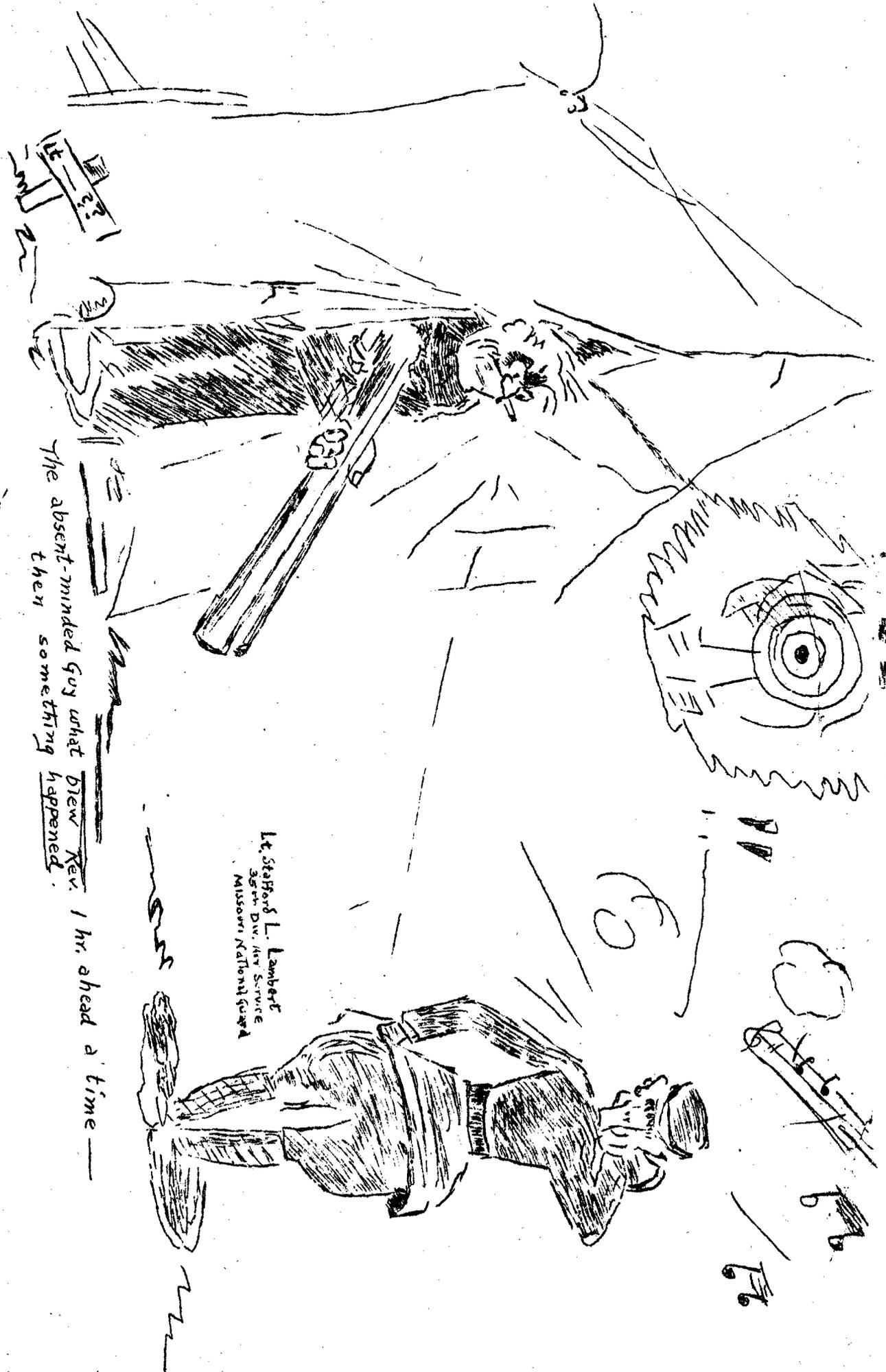
According to the News Letter Correspondent from Clark Field, P.I., the carabao is a peculiar animal and recently lived up to its reputation for doing unexpected things. Sergeants Willard and Mehnert were peacefully driving along the road in their Ford Roadster and slowed down to pass a sedate old carabao. The carabao, possibly recalling having been bumped by a Ford or mistaking it for a young indiscreet rival, suddenly turned around and with a wild snort charged, head down, at the trembling Ford. The net result of the impact was the loss of one carabao horn and a ruined radiator and headlights for the Ford.

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RECONNAISSANCE FLIGHT IN PHILIPPINES IN AMPHIBIANS

Lieuts. Meloy and Hodges, and Staff Sgt. Cox, stationed at Kindley Field, Fort Mills, P.I., recently took off on a reconnaissance flight to Casiguran Bay and Baylor Bay. En route a stop was made at Paranaque Beach to pick up Lieut. George W. Goddard. The nature of the mission was for the purpose of looking over locations to be used as a base for the aerial mapping expedition which is under Lieut. Goddard's supervision.

Both planes left Paranaque at 7:30 A.M., flying over the mountains to Lamon Bay and then turned north up the coast. A landing was made on Casiguran Bay at 9:50 A.M., and after a short conference with the Constabulary detachment, the airmen pushed off at 10:30 A.M. for Baler. The bay at Casiguran is almost a perfect lake and is surrounded by very rugged wooded terrain. The flight down the coast to Baler consumed 50 minutes, and the lay-over there was only a matter of about 25 minutes. A long horseshoe beach borders the bay, but unusual eccentric currents and a heavy ground swell prompted both pilots to shove off just as soon as available landing fields had been looked over. The flight from Baler to Kindley Field proved uneventful and the Amphibians taxied up the ramp at that field at 1:40 P.M.



The absent-minded guy what Drew Rex 1 hr. ahead a time —
then something happened.

Lt. Stafford L. Lambert
3rd Div. Air Service
Missouri National Guard

THE AERIAL GUNNERY AND BOMBING MATCHES

To Lieut. Earle E. Partridge, Air Corps, belongs the distinction of winning for the third consecutive time the Distinguished Aerial Gunnery Badge. According to an official report received by the Chief of the Air Corps, giving the results of the Machine Gun and Bombing Matches recently completed at Langley Field, Va.; Lieut. Partridge's score in the Pilots Match (Observation and Attack) was 627.8. Firing in competition in this particular match were 11 other Air Corps officers and 4 National Guard officers. Lieut. John W. Bowman finished second and Lieut. Lotha A. Smith, third, in this competition, with respective scores of 544.8 and 512.9.

In the Pilots Match (Pursuit), 2nd Lieut. John J. Williams was the winner with a score of 765.4. Lieut. Robert W. Douglass, who flew all the way from France Field, Canal Zone, in company with Lieut. James E. Parker, to participate in the gunnery matches, and who was the winner in 1925, finished second with a score of 751.7, while Lieut. Wm. L. Cornelius finished third with 750. There were six competitors in this event.

Lieut. Orin J. Bushey, with a score of 175.5, won the Observers Match, while Lieuts. James W. Andrew and James T. Shively followed with respective scores of 155 and 141.5. There were 17 competitors in this event, five of them being National Guard officers and two Air Corps Reserve officers.

The team of Lieuts. John F. Whiteley (pilot) and Wm. M. Lanagan (bomber) won the Bombardment Match with a score of 1537. The bombing team of Lieuts. Harold A. Wheaton and David L. Behncke won second place with 1499, and Lieuts. Fred G. Richardson and Edward H. Holterman, third place, with 1458. There were seven bombing teams in this event.

The following tabulation gives the standing of the contestants in the Machine Gun and Bombing Matches for 1928:

PILOTS MATCH (PURSUIT)

1. 2nd Lieut. John J. Williams
2. 1st Lieut. Robert W. Douglass
3. 2nd Lieut. Wm. L. Cornelius
4. 1st Lieut. Russell J. Minty
5. 2nd Lieut. Luther S. Smith
6. 2nd Lieut. Glenn O. Barcus

OBSERVERS MATCH

1. 1st Lt. Orin J. Bushey
2. 2nd Lt. James W. Andrew
3. 1st Lt. James T. Shively
4. 2nd Lt. Norfleet C. Bone (Res.)
5. Capt. Warner B. Gates
6. 1st Lt. Ennis B. Mallette (Conn. N.G.)
7. 2nd Lt. George J. Eppright
8. 2nd Lt. Chas. B. Overacker
9. 2nd Lt. Budd J. Peaslee (Reserve)
10. 2nd Lt. Narcisse L. Cote
11. 2nd Lt. Earl C. Robbins
12. 1st Lt. Garnett O. Caldwell (Ark. N.G.)
13. 2nd Lt. Walter W. Gross
14. Capt. Clarence E. Hodge (Mass. N.G.)
15. Capt. Wm. G. Rector (N.Y. N.G.)
16. Capt. George Cobb (Md. N.G.)

PILOTS MATCH (OBSERVATION & ATTACK)

1. 2nd Lieut. Earle E. Partridge
2. 2nd Lieut. John W. Bowman
3. 1st Lieut. Lotha A. Smith
4. 2nd Lieut. Howard M. Turner
5. 2nd Lieut. Lawrence H. Douthit
6. 1st Lieut. Royal B. Lea
7. 2nd Lieut. Henry W. Dorr
8. 2nd Lieut. Joseph H. Atkinson
9. Captain Victor E. Nelson (N.Y. N.G.)
10. 2nd Lieut. Harold T. Brown
11. 2nd Lieut. Ivan M. Palmer
12. 1st Lieut. Edward V. Harbeck
13. 1st Lt. Robert A. Nagle (Mass. N.G.)
14. Capt. Earl W. Fleet (Conn. N.G.)
15. 2nd Lieut. Reuben Kyle
16. Capt. Chas. A. Masson (Md. N.G.)

BOMBARDMENT MATCH

1. 1st Lt. John F. Whiteley (pilot)
1st Lt. Wm. M. Lanagan (bomber)
2. 2nd Lt. Harold A. Wheaton (pilot)
1st Lt. David L. Behncke (bomber)
3. 2nd Lt. Fred G. Richardson (pilot)
1st Lt. Edward H. Holterman (bomber)
4. 1st Lt. Homer W. Ferguson (pilot)
1st Lt. Joseph H. Hicks (bomber)
5. 1st Lt. Charles H. Howard (pilot)
1st Lt. Robert T. Cronau (bomber)
6. 2nd Lt. Alfred H. Johnson (pilot)
1st Lt. Werner O. Bunge (bomber)
7. 2nd Lt. Gilbert L. Tefft (pilot)
1st Lt. Joseph T. Morris (bomber)

The winners of the various events in the annual Machine Gun and Bombing Matches from their inception in the year 1925 up to and including 1928, and the scores made are given below as follows:

PILOTS MATCH(PURSUIT)

Year	Winner	Score
1925	Lt. R.W. Douglass	737
1926	Lt. L.M. Merrick	730
1927	Capt. Hugh M. Elmendorf	901.2
1928	Lt. J.J. Williams	765.4

PILOTS MATCH(OBS. & ATTACK)

Year	Winner	Score
1925	Lt. W.R. Carter	1700 *
1926	Lt. Earle E. Partridge	646.0
1927	Lt. Earle E. Partridge	656.6
1928	Lt. Earle E. Partridge	627.8

OBSERVERS MATCH

1925	Lt. James T. Curry	1606 *
1926	Lt. H.C. King	197
1927	Lt. James E. Parker	253
1928	Lt. Orin J. Bushey	175.5

BOMBARDMENT MATCH

1925	Lt. L.L. Beery (pilot)	
	Lt. C.E. Shankle (bomber)	720 *
1926	Lt. H.L. George (pilot)	
	Lt. E.E. Harmon (bomber)	1472
1927	Lt. W.T. Larson (pilot)	
	Lt. H.C. King (bomber)	1519
1928	Lt. John F. Whiteley (pilot)	
	Lt. Wm.M. Lanagan (bomber)	1537

* Subsequent to the matches for 1925 a new method of scoring was adopted, hence the variation in the scores of 1925 and those made in succeeding years.

On June 9th at Langley Field, Va., the Hon. F. Trubee Davison, Assistant Secretary of War, presented a newly created emblem in the form of a gold medal, officially termed, "Distinguished Aerial Gunnery and Distinguished Aerial Bomber Badges", to the majority of the officers who were winners in the Machine Gun and Bombing Matches set forth above. The medals will be forwarded to those officers who were not in attendance at the first presentation of same.

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GENERAL KING COMMENDS AIR CORPS DEMONSTRATION

Brigadier-General Edward L. King, Commandant of the General Service Schools, Fort Leavenworth, Kansas, in an official communication to The Adjutant General, on the subject of the demonstration by the Air Corps units, states:

"1. I have to report that the demonstration given by the units of the Air Corps at this station was a splendid success in every way. I was most favorably impressed with the quiet, orderly and skillful manner in which the different units of the command reached this station -- with their appearance, conduct and demeanor while here, and with the prompt, efficient and effective demonstration given yesterday afternoon:

"2. The demonstration, while primarily for the instruction of the students at the Command and General Staff School, was witnessed by a large concourse of the civilian population from the surrounding country.

"3. The whole demonstration was so conducted as to impress me with the splendid efficiency and discipline of the units of the Air Corps which participated."

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERSChanges of Station:

Major H.H. Arnold, C.O. of Marshall Field, Fort Riley, Kansas, to Command and General Staff School, Ft. Leavenworth, Kansas, as student 1928-1929, 1-yr. course.

Following officers to Philippines, sailing from New York about Sept. 5th:

Captain Wm.F. Volandt, Wright Field, Dayton, Ohio.

1st Lieut. Charles A. Horn, Office Chief of the Air Corps, Washington, D.C.

2nd Lieut. John G. Salsman, Scott Field, Ill.

Following officers, upon completion of tour of duty in Philippines, to proceed to stations indicated:

Captain David S. Seaton to Langley Field, Va.

1st Lieut. Armour S. Heffly to Mitchel Field, N.Y.

1st Lieut. Charles E. Thomas, Jr., to Rockwell Air Depot, San Diego, Calif.

1st Lieut. Hugh A. Bivins to Langley Field, Va.

1st Lieut. Charles C. Chauncey to Mitchel Field, N.Y.

1st Lieut. Hex McClellan to Mitchel Field, N.Y.

1st Lieut. Frederick I. Patrick to Kelly Field, Texas.

Captain Dudley B. Howard to Office, Chief of the Air Corps, Washington

Following officers assigned to 11th Bombardment Squadron, Rockwell Field, Coronado, Calif.:

2nd Lieut. Henry R. Baxter, Langley Field, Va.
2nd Lieut. Herbert C. Lichtenberger, Langley Field, Va.
2nd Lieut. Robert L. Brookings, Bolling Field, D.C.
1st Lieut. Odas Moon, Advanced Flying School, Kelly Field, Texas.
1st Lieut. Raphael Baez, Jr., Chanute Field, Ill.
1st Lieut. Frederick P. Kenny, Brooks Field, Texas.
1st Lieut. James F. Phillips, Brooks Field, Texas.
2nd Lieut. James S. Stowell, Student, Advanced Flying School, Kelly Field.
Capt. Edward C. Black, Intr. Maryland National Guard.

The following officers, upon completion of tour of duty in Hawaii, to proceed to stations indicated:

1st Lieut. John S. Griffith to Kelly Field, Texas.
1st Lieut. Milton J. Smith to Middletown, Pa., Air Depot.

Orders assigning Major George H. Peabody to duty as student at Air Corps Tactical School, Langley Field, Va., revoked.

1st Lieut. Robert D. Moor to Mitchel Field, N.Y. upon completion of tour of foreign service. Orders assigning him to Selfridge Field revoked.

1st Lieut. Harlan W. Holden, Pope Field, to Selfridge Field, Mich.

Major Lewis H. Brereton, upon completion of present course of instruction at Command and General Staff School, Ft. Leavenworth, Kansas, to Fort Sill, Okla., for duty with 88th Observation Squadron.

1st Lieut. Donald D. Fitzgerald from Wright Field to Brooks Field, Texas.

2nd Lieut. Herbert K. Baisley from temporary duty, New York University, N.Y. City, and 2nd Lt. George V. Holloman, Kelly Field, to 88th Observation Squadron, Post Field, Fort Sill, Okla.

Capt. Richard H. Ballard, upon completion present course of instruction at Air Corps Tactical School, to Fort Sill, Okla., as student Field Artillery School.

Capt. Frank H. Pritchard, Selfridge Field, to 7th Bomb. Group, Rockwell Field.

1st Lieut. Aubrey C. Strickland, from duty with Organized Reserves, 8th Corps Area, to Rockwell Field, Calif., with 95th Pursuit Squadron.

Following officers relieved from Selfridge Field, Mich., and assigned to 95th Pursuit Squadron, Rockwell Field, Calif. Capt. Hugh M. Elmendorf, 2nd Lieuts. Kirtley J. Gregg, Joseph G. Hopkins, John J. Williams, Irvin A. Woodring.

Major Wm. O. Ryan relieved assignment Kelly Field upon completion present course at Advanced Flying School and to duty with Org. Reserves, 2nd Corps Area, New York City.

Captain Alfred F. King from Brooks Field to Maxwell Field, Ala.

1st Lieut. Charles W. Sullivan from Brooks Field to O.C.A.C., Washington, D.C.

1st Lieut. Charles Y. Danfill, Brooks Field, to Baltimore, Md. as instructor Maryland National Guard.

Major Eugene A. Lohman to 12th Obs. Squadron, Fort Sam Houston, Texas.

Orders assigning him to Fort Sill, Okla., revoked.

1st Lieut. Lucan V. Beau, Jr., from Grissy Field to March Field, Calif.

Detailed to the Air Corps and to Brooks Field, July 1st, for training:

1st Lieut. Bradford W. Kunz, Infantry: Captain Carl H. Strong, Cavalry.

2nd Lieut. Samuel W. Van Meter, Cav. 2nd Lt. Lindsey R. Wingfield, F.A.

2nd Lieut. Frederick A. Bacher, Jr., F.A.

Reserve Officers to active duty for one year to June 30, 1929:

To Rockwell Field, Calif.:

1st Lieut. Earle E. Garbutt, Portland, Oreg.

1st Lt. Herald Walker, Seattle, Wash.

1st Lt. Archie F. Roth, Portland, Oreg.

2nd Lt. Norman H. Ives, Los Angeles, Calif.

2nd Lt. Howard Wm. Keefer, San Diego, Calif.

To Selfridge Field, Mich.:

2nd Lt. Clifford V. Abbott, Fremont, Ind.

2nd Lt. Julius A. Barr, Pittsburgh, Kans.

2nd Lt. Lewis M. Gravis, Martinsville, Ind.

2nd Lt. Royal Leonard, Waco, Texas.

2nd Lt. Arthur C. Lybarger, Lima, Ohio.

2nd Lt. C. T. Robertson, Fayetteville, Ark.

To Langley Field, Va.:

2nd Lt. Clarence T. Mower, Malden, Mass.

2nd Lt. Paul E. Reeder, Kokomo, Ind.

To Post Field, Fort Sill, Okla.:

2nd Lt. Lilburn D. Fator.

To Maxwell Field, Ala.:

1st Lt. Chas. M. Gravatt, Asheville, N.C.

2nd Lt. Wm. H. McArthur, New Orleans, La.

1st Lt. Edwin S. Delaplane, Jr.

Montgomery, Ala.:

To Marshall Field, Ft. Riley, Kans.:

1st Lt. Guy F. Hix, Dayton, Ohio.

2nd Lt. Harry W. Fowler, San Antonio, Te.

2nd Lt. Wm. Erickson, Omaha, Nebr.

1st Lt. Melville C. Robinson.

To Crissy Field, Calif.:

1st Lt. Raymond J. Little, Piedmont, Cal.

Active duty of following Reserve officers extended to June 30, 1929: 2nd Lt. Robert D. Johnson, Capt. Cecil G. Sellers, 2nd Lt. Leo Katzman, 1st Lt. David L. Behncke.

NOTES FROM AIR CORPS FIELDS

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Air Depot, Middletown, Pa., May 31st.

Well, here we are back in the News Letter. In case you have forgotten us, who run the snappiest Depot in these United States, take a look at our line up

Lieut.-Colonel Fravel	-	Commanding
Capt. Christine	-	Depot Supply
Capt. DeFord	-	Adjutant
Capt. Hart	-	Quartermaster
Lieut. Zellner	-	Asst. Depot Supply
Lieut. Estabrook	-	Engineer Officer
Lieut. Harris	-	Asst. Engineer Officer
Lieut. McGregor	-	Operations
Lieut. Mills	-	Inspection
Lieut. O'Neal	-	Station Supply.

During the merry month of May, the engineers auctioned off 23 beautifully overhauled motors on a grateful world -- 15 Libertys and 8 D-12s. Not content with this seemingly stupendous effort they also major overhauled 14 aircraft including numerous PTs, not to speak of O1s, O2s and P1s. Libertys are taboo from now on, so tools and jigs for D-12s have been manufactured and installed.

Depot Supply, under the able guidance of Capt. Christine, nonchalantly shipped and received 348,660 lbs. of material valued at \$766,061.57. Yes, all in the same month.

The Ass't. Sec'y of War, Hon. C.B. Robbins, flew in on May 10th, for a one day visit, departing the next morning for Bolling.

Colonel Fravel spent the 28th in New York City, where he met the S.S. "California", bringing Mrs. Fravel home from a pleasant visit to Panama.

Captain DeFord flew to Williamsport on the 25th, delivered a speech before the Aero Club at that place, and journeyed, the next day to Berwick, Penna., where a most successful air port dedication took place.

Lieut. Harris flew to Whitney Point, N.Y., where, with the aid of kindly citizens, he gathered up the wreck of an O-1 for shipment back to the Depot.

Lieut. McGregor Pennsylvania'd to Mitchel on the 2nd and returned the next day with an Amphibian for overhaul.

Lieut. Mills ferried a brand new Marmon 68 home from Indianapolis, but there being slight indications and prophesies of rain in this part of the state, said Marmon has remained securely lashed in its hangar.

Lieut. O'Neal made two quick trips to Baltimore the other afternoon, one to secure a radio specialist to doctor our ailing static producer; the other to return him safely to his native smoky environs.

Rockwell Air Depot, Coronado, Calif., May 28th.

The following is an account of the annual picnic of Rockwell Air Depot, held May 23rd, afternoon and evening: The weather was ideal and everybody turned out, neighbors and all. The program was a varied one. From 12:00 noon to 1:30 P.M. inspection and sightseeing of shops took place. The festivities commenced at 1:30 with the singing of "America" followed by three numbers rendered by the Olivewood Choral Society. Mr. H.A. Spellman, Chairman, next introduced Major A.L. Sneed, Commanding Officer of Rockwell Field, who gave an address of Welcome.

At 2:00 P.M. a fine mounted exhibition of U.S. Cavalry was given by the troops of Camp Hearn. The Field events, in charge of Mr. William Woodall, commenced at 2:30 P.M. and included ladies' egg race, high jump, centipede race, sack race for children, 100-yard dash, chariot race, horse-shoe pitching contest, golf tournament, nail driving contest for ladies, wardrobe contest, casting for distance, fat men's race, etc. Lieut. O.P. Gothlin, Jr., in a PW-9, gave the crowd some thrills with his acrobatic flying.

At 5:00 o'clock a picnic lunch, in charge of Mr. J.W. Buis, was served to about six hundred and fifty people, and all agreed that the Chairman had spared no pains in his efforts to please with his delicious sandwiches, potato salad, baked beans, fruits, ice cream, cake and coffee. The children had their fill of soft ice cream, for they had the privilege of calling at the "Stand" at any time during the afternoon for a "cone". Another very thoughtful plan of the Com-

mittee was furnishing the children with balloons and base balls.

At 6:30 the company adjourned to the Officers' Club, where the last half of the festivities took place. The awarding of the prizes to winners was first on the program. As an athlete, Mr. Albert Corwin, of the Operations Office, took highest honors, winning first prize in the 100 yard dash and also first prize for the high jump. The awarding of the prizes was followed by two minute talks by the Heads of the various Departments, for which a prize was also given and won by Mr. C.W. Knight, Chief Clerk. At 7:00 P.M. a splendid program of professional talent, arranged by Mr. Clarence D. Springer, of the Engineering Department, was given. Mr. Springer's fine bass voice was appreciated in several vocal numbers. Other numbers on the program was a pianist, a whistler, song and dance act, bag pipers, and dance Novelty.

Dancing commenced at 8:30, the Grand March being led by Major and Mrs. J.H. Houghton. A prize waltz was one of the features of the dance. Door prizes were also given.

The Depot Personnel was divided into three divisions for competitive purposes and the winning points were awarded accordingly. Division No. 1 received 42 points and was declared winner. Division #2 came in second with 32 points and Division #3 received 17 points. A beautiful bronze trophy in the form of a shield mounted on black walnut, was awarded Division #1, and this trophy will be contested for next year.

The committee, which worked hard and long to make the picnic a success and deserve the highest praise, consisted of the following civilian employees: Messrs. Spellman, Black, Buis, Duthie, Hopwood, Schoot, Springer, Woodall, Mrs. Wiseman and Miss Linden, besides many others who put their shoulder to the wheel, and the results obtained plainly showed what can be accomplished by enthusiasm and cooperation.

Rockwell Field, Coronado, Calif., June 5th.

Brigadier General Frank M. Caldwell, commanding the Ninth Coast Artillery District, accompanied by Major W.E. Duvall, Commanding Officer of Fort Rosecrans, paid a visit to Rockwell Field on May 12th. The same day Dr. Carl Gustaf Rossby, Chairman of the Meteorological Committee for the Guggenheim Fund for Promotion of Aeronautics, visited this station, arriving in a Crissy Field plane, piloted by Lieut. W.R. Taylor, A.C.

Captain Wm.C. Ocker, with passenger, from Crissy Field arrived at this Field, May 15th in an O-2-A airplane. After having a new starter and wheel assembly installed, they departed the following day for Bolling Field via Tucson, El Paso, Fort Sill, and St. Louis.

Captain C.E. Giffin, with John V. Mumma, Parachute Inspector, left Rockwell Field June 2nd on a Parachute Inspection Tour. This trip will take in all Air Corps activities in the Ninth Corps Area supplied by Rockwell Air Depot, and will be of approximately ten days duration.

A great deal of activity is taking place right now at Rockwell Field preparing to receive Headquarters 7th Bombardment Group, 11th Bombardment Squadron, and 95th Pursuit Squadron. Buildings are being overhauled, tent camp erected, etc., and it is expected by the twentieth of June the troops will have arrived.

San Antonio Air Depot, Duncan Field, Texas, June 2nd.

This Depot was glad to receive a short visit from Brigadier-General Benjamin D. Foulis, Assistant Chief of the Air Corps, accompanied by Major Carl Spatz, who were in this vicinity May 23rd in connection with plans for the new Air Corps Training Center. Lieutenant E.C. Whitehead, of Wright Field, was also a visitor at this Depot on that date, having arrived in connection with General Foulis' visit.

Captain Trunk and Lieuts. Vanaman, Halverson and Chapman of this Depot attended the formal opening of the new Municipal Airport at Beaumont, Texas, May 19th, on the invitation of the Beaumont Chamber of Commerce.

Lieut. Thomas H. Chapman, under orders for foreign service, left here May 21st on a two weeks' leave of absence, at the conclusion of which he is to proceed to San Francisco and sail on June 8th for the Philippine Islands. On Thursday evening, May 17th, the officers of Duncan Field honored Lieut. Chapman with a stag dinner at the Alamo Club. Lieut. Chapman has been on duty at this Depot over three years, and carries with him the sincere wishes of the Depot personnel

and his many other friends in this vicinity for bon voyage and happiness at his new station.

Lieut. Norman D. Brophy ferried a PT-1 to Love Field, Dallas, Texas, on May 28th, returning here by rail on the 29th.

2nd Lieut. Bledsoe Payne, Air Corps Reserve, completed on May 29th a two weeks' tour of instruction and training on inactive status at this Depot, and returned to his home at Port Arthur, Texas.

Lieut. James E. Duke, Jr., left this depot on June 2nd for Buffalo, New York, under orders to secure one of the new A-3 attack planes from the Curtiss Factory and ferry it to Kelly Field.

The erection of a new Engine Cleaning Department for the Engineering Department of this Depot is now under way. This, when completed, will fill a long-felt need.

France Field, Panama Canal Zone, May 31st.

Major Carlyle Wash, A.C., arrived from March Field, California, on May 4th and immediately assumed command.

Lieut. Pardoe Martin, A.C., departed on the U.S. "NITRO", May 8th, for Managua, Nicaragua, where he will be on duty as Assistant Attache to observe the work of the U.S. Marine Air Forces in their campaign against the bandit Sandino.

It is understood that Lt. Martin is averaging about five hours per day over the theatre of operations in Marine planes.

Lieuts. James E. Parker and Robert W. Douglas departed in two PW-9s on May 12th for Washington, D.C. -- flying by way of Managua, Nicaragua; Guatemala City, Gua.; Minatitlan, Mexico; Tampico, Mexico; Brownsville, Texas; and San Antonio, Texas; -- thence over the Airways to St. Louis, Mo.; Dayton, Ohio and Washington.

Lieut. R.B. Davidson flew to David with Captain Connell and remained five days -- returning on the 14th in a DH.

On May 18th Colonel Gohn, the new Commanding Officer of Fort Davis, C.Z., accompanied by Capt. Greer and Lieut. Beatty, flew with Lieut. Davidson on a reconnaissance mission to Nombre de Dios, R. de P., and in the vicinity of the Chagres River. Colonel Gohn and his officers were greatly pleased with the flight in that they were able to gather much valuable information.

Privates Cenders and Myers of the 63rd Service Squadron, A.C., recently returned from a fifteen day hunting trip in the vicinity of Bouquete, R. de P., and report bagging a red deer, a sloth bear and four monkeys -- one of which was a black howler with a young one which was kept as a mascot.

On May 26th a party of five officers and six enlisted men went to Porto Bello on a fishing expedition and returned the next day with several sea bass and barracudas.

Camp Nichols, Rizal, P.I., May 9th.

Flight "B", 2nd Observation Squadron: Our Flight Commander, Captain Donald Wilson, with Mrs. Wilson and family, left Camp Nichols for a trip into the wilds of Baguio and the Mountain Province. When they signed out at the main gate about all of the humanity visible was thru the wind shield and one small head sticking up from among some golf bags. The flight gave them a full cheer for a pleasant trip -- in thought, if not verbally.

Capt. C.M. Savage just arrived from the States and is equipping himself for a stay with Flight "B".

Staff Sgt. Ray Willet, our First Sergeant, stepped out of the shadow into the spotlight during the month by taking second prize in the Departmental Golf Tournament for enlisted men, he winning first place in the second flight. All of the golfers here are certain that Willet would have won first place had he been playing in the first flight. He is confident of taking a bag cup next tournament, although the cup which reposes upon the desk in Flight Headquarters is a classy piece of workmanship.

Headquarters, 4th Composite Group: 1st Lieut. Donald R. Goodrich is now in command of this detachment, having relieved 1st Lieut. Corley P. McDarment.

We have just finished a very successful season on the target range. In the dismantled pistol course five men qualified as experts, eight as sharpshooters, and fourteen as marksmen. Sergeant Arant is still the best shot in the organization, with Sergeant Fitzpatrick a close second.

The Camp Nichols Tennis Team, consisting of Private Carr, Manager, Corporal

Livingston and Corporal Ligon, Headquarters Detachment; Privates Griffis and Ditter, 66th Service Squadron; Staff Sergeant McDerment and Private Jones, 28th Bombardment Squadron, recently went to Clark Field for a few sets. Final score is not known, but we understand they came back as winners.

66th Service Squadron: Sergeant Joseph H. Benevides, acting 1st Sergeant of the Squadron for the past fifteen months, who was discharged on April 18th took on another three years, and is now waiting for the 25-year bill to pass.

The Transport "Grant" arrived in Manila April 21st with Staff Sergeant Archie L. Cathie, replacement for Staff Sergeant Harold G. Finch; Staff Sergeant Harvey C. Kidd, replacement for Staff Sergeant Charles J. Bush; and Staff Sergeant John E. Morris, replacement for Staff Sergeant Benjamin Roth. The Squadron wishes the non-commissioned officers returning to the States the best of luck and to the new arrivals -- a hearty welcome.

The target season is over for this year. Some very good scores were made with the pistol. The Squadron gave prizes for the five highest individual scores and prizes for the five highest team scores.

28th Bombardment Squadron: The Squadron lost Captain D.S. Seaton, the Commanding Officer, who was assigned to the Philippine Air Depot. Captain Seaton is leaving for the States on the July transport. Lieut. James A. Woodruff, ranking officer, assumed command.

The Squadron received two officers on the April transport, 2nd Lieut. Wilfred J. Paul, who was assigned to duty with Post Headquarters, as Assistant Personnel Adjutant, and 2nd Lieut. George L. Murray assigned as Communications Officer.

Four more members of the Infantry transferred to this squadron during the month of April. One of them is the much talked of ball player, Larry Doyle.

Lieut. Bond, Staff Sergeants Gail, Tyler, Garrison and Roberts are leaving on the April transport and we wish them the best of luck at their new stations.

The April transport brought to this squadron, Staff Sergeants Butler, Crawford and Staff, and we hope they will enjoy themselves during their two-year stay in the Islands.

Private 1st Class Harry Kramer, our Squadron Clerk, was promoted to the grade of Corporal. We knew he would make the grade working overtime every night. Guess he will work until 10:00 P.M. every night now to earn the other stripe.

The Squadron is lucky in having 1st Sergeant Hamer, and he is one who deserves the credit for having qualified all but five members of this Squadron on the pistol range. He spent many weary hours on the range coaching the men prior to the target season in trigger squeeze.

Staff Sergeant Rule is going to Baguio for 30 days to rest up and get his finger nails clean from the Armament Section prior to leaving for the States on the July transport.

6th Photo Section: Sergeant Charles W. Shattuck of March Field, arrived on the transport "Grant" and was assigned as Supply Sergeant of the Section.

A number of the enlisted men contracted the golf craze and have constructed a two-hole golf course along side the Photo Section Barracks. Sergeant Winfrey has been playing on the Municipal Course, but due to the high cost of the 19th hole, has discontinued playing until pay day.

A new Brunswick phonograph was purchased out of the Section funds and installed in the Section Barracks. The dark room boys are playing everything from Caruso to Al Jolson.

Clark Field, Pampanga, P.I., May 9th.

A despedida party was given at the transport hop last week by Major Walton in honor of the Clark Field personnel leaving on the May transport. The guests of honor were Lieut. and Mrs. John G. Williams, Lieut. and Mrs. Kenneth B. Wolf, Lieut. Schulgen and Mrs. Clements McMullen. Practically the entire Third Pursuit Squadron was present at the party to bid farewell and wish a bon voyage to its departing members.

Kindley Field, Fort Mills, P.I., May 9th.

The baseball season is over and Kindley Field is again resting on its laurels. A fitting finale was given the schedule when most of the Squadron journeyed to Manila and watched the team take the U.S.S. Goldstar aggregation into camp to the tune of 6-2.

We now claim the finest recreation room in the Islands. We have moved it, bag and baggage, from the Post Exchange Building to the old Guard House, and everything that paint, varnish, elbow grease, and a few pesos could do toward improvement has been done. Pool tables are in the best of repair and are well patronized. The new location affords the best view of Kindley Field -- straight over the China Sea. Of course, the breezes will blow during typhoon season, but that will only add to the fun.

The Post Exchange building was remodeled and is now available as a dance pavilion. The first Kindley Field dance was held on April 19th in honor of our "short timers". Camp Nichols is wondering why they didn't attend. May be they will next time. If enthusiasm is any criterion, we can count on a series of successful parties.

During the month we were visited by Brigadier-General George S. Simonds, U.S.A., who is on an inspection tour. He arrived via an Amphibian on April 25th and returned to Manila by air on the same date. He was accompanied by Major W.G. Kilner, A.C. and Major E.N. Hardy, G.S.C.

Among the new arrivals on the Grant were Technical Sergeant James A. Lee from Langley Field, who is assigned to the line as an enlisted pilot, and Staff Sergeant Conrad O. Krogstad from Brooks Field, Texas, who has taken over the job of Post Sergeant Major. Both express themselves as tickled to death with getting a Corregidor assignment. We received no officer personnel on this boat, but are looking forward to getting two on the next transport.

At the conclusion of the regular target season, the Coast Artillery allotted seventy-five rounds of ammunition for use by the Air Corps in position finding practice. Five practices were scheduled, two in which fire was directed on a stationary target and three in which fire was brought to bear on a towed target. Very interesting results were obtained in these tests and it is believed that the Coast Artillerymen were rather startled when in the first practice, a hit was secured on the fourth shot. The "lay-on-me" method was used, the target being invisible to the battery in all practices.

During the past month the rising thermometer sent many week-end guests to the hospitality of Corregidor. Among them were Captain and Mrs. Lawrence Hickey, Mrs. John Pirie, Captain and Mrs. David Seaton, Lieut. and Mrs. K.B. Wolfe, Lieut. and Mrs. J.G. Williams and Lieut. W.R. Paul.