

Air Corps

NEWS

LETTER

F. C. BARRY

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

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Information Division
Air Corps

July 1, 1939

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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MEXICAN PEOPLE EXTEND U. S. ARMY FLYER A WARM WELCOME

Following a flight in the B-15 to Mexico City, bearing the body of Francisco Sarabia, Mexican ace, who was killed in an airplane crash at Bolling Field, D. C., Major Caleb V. Haynes, pilot of the huge Bombardment airplane, returned to Langley Field, Va., on June 15th.

Proudly displaying an ocelot (small tiger), which was presented to him by Captain Sarabia, brother of the deceased Mexican flyer, Major Haynes expressed concern over the reports to the effect that actions on the part of a very small portion of the huge crowd of 300,000 spectators present at the airport to witness the landing of the big American Bombardment plane indicated unfriendliness to the crew of the plane or to the United States. What actually happened was that some 100 spectators, in their eagerness to obtain a closer view of the airplane, broke through the lines. It is unfortunate that some newspaper reporter, who was probably a member of the opposition party to the Mexican Government, seized the opportunity to report this incident as an anti-American demonstration.

Major Haynes, speaking formally, stated:

"Neither I, nor any member of the crew, saw or heard anything that could be interpreted as animosity to us or this country. The hospitality was excellent, and if there were any demonstrations we knew nothing about them. Our itinerary was not planned and, if there had been any desire for such action, I feel sure there would have been. Naturally, the necessary precautions were taken, but there were no special guards nor were we personally guarded. Just as in this country, when a large crowd of spectators gather, extra police were placed about the field, and, as we landed, the crowd, eager to see the plane and to pay homage to their deceased hero, rushed on the field. However, I and the crew had little or no trouble, and the crowd was well in hand. We could not accept all of the several invitations we received, and everyone seemed to go out of his way to show us a good time."

Relating one instance when he visited

a theatre, Major Haynes stated that, when he started to leave, the entire audience stood up as a tribute to him.

Touching on the flight down to Mexico, Major Haynes stated that the actual flying time was 12 hours and 15 minutes, but that two more hours were consumed in circling and waiting for the commercial airplane, bringing Sarabia's family from Washington, to land. He added that no effort was made to establish any speed record, but that the B-15 arrived at Mexico City five hours before the commercial plane bringing the family, when the time of departure was considered. The commercial airplane left Washington at about nine o'clock, and Major Haynes took off three hours later.

In conclusion, Major Haynes said that he had traveled all over South America and that he had never been treated any better than he was in Mexico City.

Major Haynes appeared pleased with the tiger given him by Captain Sarabia and, while playfully scratching the animal's head, declared that a name had not been selected, but he expected officially to register it on the rolls of the Second Bombardment Group and that it would no doubt become the mascot of the outfit.

In addition to the crew, Major Haynes was accompanied to Mexico City by Lieut. Jesse Auton, aide to the Assistant Secretary of War, who took a special message of condolence from President Roosevelt to President Lazaro Cardenas, of Mexico.

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PROMOTION OF NONCOMMISSIONED OFFICERS

Through the retirement on June 30, 1939, of Master Sergeants William F. Feiertag and Leo Richter, stationed at Barksdale Field, La., and the allotment to the Air Corps on July 1, 1939, of three additional Master Sergeants, five Technical Sergeants were slated for promotion to the grade of Master Sergeant on July 1, 1939, viz:

Henry A. Witsch, Hawaiian Department
Delana A. Shephard, Barksdale Field
(Continued on Page 2.)

V-8111, A. C.

YOUNG AMERICA'S ENTHUSIASM FOR AVIATION

Unbounded youthful enthusiasm for the Air Corps in general, and Randolph Field in particular, is exemplified in the following letter received recently at the Air Corps Primary Flying School. The writer is a boy....

"710 East _____ Street
_____ Wisconsin

Dear Mr. Commandant:

I am madly about aviation mechanics and, if it isn't asking too much, will you ask one of the mechanics over there to write me? or send me one of their addresses. Honest I'd love to be an airplane mechanic at Randolph Field in the dear old army. Boy, I'll bet I can take a plane apart with my eyes closed, and boy, I can just see all the planes there, a big band, lots of pilots and mechanics marching, and flags. If I ever come there as an airplane mechanic, I'll kiss the General. Happy landings. Write as soon as possible.

Very truly yours,

P.S. Give my regards to all the rest of the School."

According to the News Letter Correspondent from Randolph Field, this letter was answered in considerable detail, advising the youthful admirer to continue his education and, after finishing his college education, to then consider a career in the Air Corps. Extracts from his reply follow:

"Dear Captain _____:

I just changed my mind about being a mechanic. I want to fly and have the thrills in the dear old army..... I can just see me in an army bomber. When that day comes I'll kiss you a million times..... I'm going to give you a ride when I'm a pilot. How's that?..... Give my regards to all the planes there and everybody. So long.

Yours very truly,

---oOo---

TACTICAL TRAINING OF GRADUATED PILOTS

The Correspondent of the 36th Pursuit Squadron, Langley Field, Va., stated that June 12th marked the influx of the newest class from the Air Corps Training Center. Because of the expansion program, a new system is being tried for the indoctrination of these new pilots. Instead of being assigned directly to tactical squadrons, the men will form a semi-squadron for tactical instruction. Captain Rich, the ex-36th flight leader, will be in charge of the training, and Lieuts. Munker and Brabham, also of this Squadron, will be two of his four assistants.

YARDS OF PUBLICITY FOR RANDOLPH FIELD

A total of 894 feet of newspaper and magazine publicity was received by the Randolph Field Public Relations Office during the past eight months ending May 31st, a measure of the accumulated clippings revealed recently. In column inches, the usual newspaper measure of space, the total reaches 10,742 inches with additions being received daily.

The survey also disclosed that of this publicity, 5,998 column inches were received in newspapers other than those in San Antonio; 3,248 inches in local papers, and 1,426 column inches in magazines of national distribution. No organized clipping service was employed in the collection of these news items and, from the normal percentage used by national advertising agencies, it is logical to assume that the actual number of column inches received by the "West Point of the Air," but which did not filter back to the Public Relations Office in the form of clippings, will increase the space by five fold.

According to these calculations, almost 24,000 column inches of national publicity has been given Randolph Field, not counting magazines. Lay-out of double page spreads in "St. Louis Dispatch," Kansas City "Star-News," "Post," Fort Worth "Star-Telegram" all featured a pictorial story of Flying Cadet life at the Air Corps Primary Flying School. The Cleveland "Plain Dealer," the "Times-Picayune" of New Orleans, the Baltimore "Sun," the Dallas "Morning News," the Minneapolis "Journal," the Omaha "World-Herald," the Philadelphia "Public Ledger" and the New York "Times" magazine section also featured Randolph Field, both in type and pictures in full page layouts.

The most recent release of the Public Relations Office at the Primary Flying School was a series of nine photographs, showing the various activities of the Flying Cadet training program, which were furnished to a total of 72 newspapers and eight national syndicates.

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Promotion of Noncommissioned Officers

(continued from Page 1)

Richard E. Wing, Barksdale Field, La.
Louis Kohn, Barksdale Field, La.
Edward A. Koziboski, Fort Riley, Kas.

Technical Sergeant Edward J. McLaughlin was retired at Kelly Field, Texas, June 30, 1939.

RANDOLPH INSTRUCTORS ASSIGNED IN AIR CORPS EXPANSION PLAN

Twenty-six Air Corps officers, now stationed at Randolph Field, Texas, the "West Point of the Air," are involved in the creation of nine Air Corps Elementary Schools to aid in the recently inaugurated pilot training expansion program. Orders have been received naming 23 officers who will act as military supervisors at the civilian flying schools selected to aid in the Air Corps program.

In charge of the program as "Officer in charge of the Civil Elementary Schools," as the nine of them will be called, is Lieut. Colonel Edwin B. Lyon, former Assistant Commandant of the Primary Flying School at Randolph Field, although official orders have not been received as yet.

As his assistant, Colonel Lyon will have 1st Lieut. Jacob E. Smart, former Assistant Adjutant of Randolph Field. Both Colonel Lyon and Lieut. Smart will have their headquarters at Randolph Field. A third member of the staff, a Director of Flying, has not been announced.

Captain Charles A. Harrington, former Assistant Primary Stage Commander at Randolph Field, will be the senior military supervisor at the Spartan School of Aeronautics at Tulsa, Okla. His assistants will be Lieuts. Bob Arnold, Herman A. Schmid and Charles B. Root.

Other civilian flying schools participating in the training program and the Randolph Field officers who will be assigned there as supervisors include the Dallas Aviation School, Dallas, Texas, where Captain Emmett F. Yost will be in charge, assisted by Lieuts. James H. Price and Daniel E. Hooks; Santa Maria Flying School, Santa Maria, Calif., with Captain Edward H. Alexander in charge, and Lieuts. O.R. Deering and John R. Kilgore as assistants.

At the Grand Central Flying School at Los Angeles, Calif., Captain Edwin M. Day will be in charge of the military flying and will have Lieut. Leslie Raybold as his assistant supervisor.

Lieuts. John C. Horton and Lloyd P. Hopwood will be stationed at the Ryan School of Aeronautics, San Diego, Calif.

Lieut. Robert B. Davenport has been assigned to Parks Air College, East St. Louis, Ill., and will have Lieuts. William B. Brown and Robert L. Johnston to aid in the carrying out of the Flying Cadet training plan. Another civilian flying school selected by the War Department to train student pilots is the Lincoln Airplane and Flying School at Lincoln, Nebraska, where Lieuts. R.T. Wright and O.E. Ford, Jr., will be stationed.

Lieut. A.J. McVea, whose orders to attend the Air Corps Engineering School have been revoked, will be in charge of

the North Suburban Flying School at Glenview, Illinois, and will have Lieut. Noel F. Parrish as Assistant Supervisor.

Ordered to the Alabama Institute of Aeronautics at Tuscaloosa, Ala., as military supervisor, is Lieut. James W. Gurr, and as assistant supervisor, Lieut. Robert F. Burnham.

According to the present plans, pilot training will be carried on at these civilian flying schools where the normal Primary Stage course of flying will be given. Upon completion of the twelve weeks' course, Flying Cadets will be transferred to Randolph Field for the second phase of the course, which has been shortened to nine months as compared with the former course of one year. Civilian instructors will be used throughout the flight training at the civilian flying schools, and ninety of these men are now at Randolph Field for a course in the Primary Stage Instructors' School. The course is not designed to teach these instructors how to fly, but merely to teach them the Air Corps method of instruction in order that training throughout the country will be of a uniform character, Randolph Field officials pointed out. A second group of instructors were expected to report to Randolph Field about June 15th for the same course.

The new organization, tentatively headed by Colonel Lyon and known as the Civil Elementary Flying Schools, will have headquarters at Randolph Field, but will be subdivided into the Western and Central District, with Captain Kenneth MacNaughton, formerly Commandant of Cadets at Randolph Field, as regional supervisor of the Western District and Captain Leonard H. Rodieck, also a former Commandant of Flying Cadets, as Regional Supervisor of the Central District.

The first class of Flying Cadets will report to the nine schools about July 1st, according to the present plans, with a new class reporting every six weeks for the twelve-week course.

Randolph Field will be devoted exclusively to Basic Training, while the final twelve weeks' course will be given at Kelly Field.

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Major Richard H. Magee, Air Corps, who recently completed the course of instruction at the Harvard School of Business Administration, Cambridge, Mass., has been assigned to duty at the Materiel Division, Wright Field, Dayton, Ohio.

Major Robin A. Day, Air Corps, was relieved as instructor, Washington National Guard Air Corps, and assigned to duty at March Field, Calif.

V-3111, A.C.

PROMOTION OF AIR CORPS OFFICERS

The following-named first lieutenants of the Air Corps were promoted to the grade of Captain, with rank from June 13, 1939:

Don Z. Zimmerman	Robert M. Losey
Frederick R. Dent, Jr.	John J. O'Hara, Jr.
Harold E. Bassett	Emery S. Wetzel
Howard Moore	William E. Karnes
Harry G. Montgomery, Jr.	William G. Bowyer
Roger J. Browne	Ezekiel W. Napier
Joseph J. Ladd	Thomas B. McDonald
Clayton E. Hughes	Charles T. Arnett
Thomas L. Bryan, Jr.	Melie J. Coutlee
Harold Q. Huglin	Thomas J. DuBose
Charles Sommers	Daniel C. Doubleday
John C. Horton	Jerald W. McCoy
Marshall S. Roth	Pearl H. Robey
Rudolph Fink	Chas. G. Williamson
Sidney A. Ofsthun	George P. Moody
William E. Hall	John N. Stone
Frederic H. Smith, Jr.	Phineas K. Murrill, Jr.
Donald J. Keirn	Thomas R. Lynch
Dwight B. Schanep	

The following-named second lieutenants of the Air Corps were promoted to the grade of first lieutenant, with rank from June 12, 1939:

Cecil E. Combs	James W. Twaddell, Jr.
Charles B. Stewart	William R. Grohs
Dwight O. Monteith	John M. Bartella
Gordon H. Austin	Clinton U. True
Jay D. Rutledge, Jr.	Turner C. Rogers
Robert D. Gopen	George P. Champion
John K. Arnold, Jr.	Harry R. Melton, Jr.
Clinton D. Vincent	William G. Lee, Jr.
Seward W. Hulse, Jr.	Carl T. Goldenberg
Richard H. Carmichael*	Jackson H. Gray
Frank W. Gillespie	Von R. Shores, Jr.
James R. Gunn, Jr.	Wm. E. Covington, Jr.
Carl K. Bowen, Jr.	Clark L. Hogner
Albert P. Clark, Jr.	William W. Jones
John R. Kelly	Joseph J. Nazzaro
Norman C. Spencer, Jr.	William L. Kimball
Frederick R. Terrell	Ernest S. Holmes, Jr.
Frederick Bell	Wallace C. Barrett
Charles M. McCorkle	Conrad F. Necrason

*Subject to examination.

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ASSIGNMENTS TO CIVILIAN FLYING SCHOOLS

Under Special Orders of the War Department, recently issued, the following-named Air Corps officers were relieved from further assignment and duty at Randolph Field, Texas, effective about June 20, 1939, and assigned to the stations indicated for duty.

To the Spartan School of Aeronautics, Tulsa, Oklahoma:

Captain Charles A. Harrington, 1st Lieut. Bob Arnold, 2nd Lieuts. Herman A. Schmid and Charles B. Root.

To the Santa Maria School of Flying, Santa Maria, Calif.:

Captain Edward H. Alexander
First Lieut. Othel R. Deering
Second Lieut. John R. Kilgore

To Dallas Aviation School and Air College, Dallas, Texas:

Captain Emmett F. Yost
First Lieut. James H. Price
First Lieut. Daniel E. Hooks
To Ryan School of Aeronautics, San Diego, Calif.:

Captain John C. Horton
Second Lieut. Lloyd P. Hopwood
To Alabama Institute of Aeronautics, Inc., Tuscaloosa, Ala.:

First Lieut. James W. Gurr
Second Lieut. Robert F. Burdette
To Grand Central Flying School, Glendale, Calif.:

Captain Edwin M. Day
Second Lieut. Leslie Raybold
To Parks Air College, East St. Louis, Illinois:

First Lieut. Robert B. Deavenport
Second Lieut. William M. Brown
Second Lieut. Robert L. Johnson
To Lincoln Airplane and Flying School, Lincoln, Nebraska:

First Lieut. Roy T. Wright
Second Lieut. Oliver E. Ford, Jr.
To Chicago School of Aeronautics, Glenview, Illinois:

First Lieut. A.J. McVea
First Lieut. Noel F. Parrish
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FORMATION FLIGHT FOR ROYAL VISITORS

Fifty-two airplanes from Langley Field, Va., were flown to Washington for participation in the historic ceremony of welcome for the British Royal visitors on June 8th. The fliers performed an eye-commanding mass flight high above the nation's capital.

Ten of the latest type Bombardment planes of the Second Bombardment Group and 42 speedy Pursuit planes, attached to the 8th Pursuit Group from Langley Field took off that morning at 9:55 o'clock enroute to Washington for the impressive ceremonies incident to the official welcome to King George and Queen Elizabeth.

Flight formation was adopted at Upper Marlboro, Maryland, 22 miles from the District of Columbia, and the entire complement of winged fighting machines roared over the Capital as the Royal visitors were escorted from the Union Station along Pennsylvania Avenue with its sidewalks of densely crowded humanity to the White House.

It was a fitting tribute by Uncle Sam's winged warriors to the British rulers and was conducted along lines similar to a flight recently conducted in honor of President Somoza, of Nicaragua.

Leading the group of huge Bombardment planes was Lieut. Colonel Robert Ochs, Commanding Officer of the 2nd Bombardment Group. Lieut. Colonel William E. Kepner, Commanding Officer of the 8th

(Continued on Page 5)

INTERCEPTOR PLANE ARRIVES AT LANGLEY

A new single-seater Pursuit interceptor plane, recently described by officials of the War Department as the "cigar on a tricycle," is being introduced to the pilots at Langley Field, Va., to which field it was flown by 1st Lieut. Mark E. Bradley, Jr., from Wright Field, Ohio.

This speedy Pursuit ship was announced recently by the Hon. Louis Johnson, Assistant Secretary of War, as one of the two interceptor types purchased by the Army Air Corps as part of the general program of national defense expansion. A product of the Bell Aircraft Company, of Buffalo, N.Y., the cigar-shaped craft has been designated as XP-39.

American experts from the Buffalo plant have declared this futuristic-like rocket ship as the equal, if not the superior, of any of the foreign fighting planes. The top speed of the XP-39 has not been announced. It has undergone regular routine test flights at Wright Field, Ohio.

The Bell Fighter represents a considerable departure from other Pursuit types in that it has a tricycle landing gear which is retractable in flight. It has a wing spread of 35 feet and a length of 25 feet. Power is furnished by a single Allison engine, supercharged and rated at 1,000 horsepower. The propeller is a three-bladed, constant speed type. Another feature of the Pursuit ship is that exceptional visibility is afforded the pilot by means of side door in the cockpit.

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TRAINING PLANES FLOWN TO CIVILIAN SCHOOLS

With 57 civilian flying instructors having already completed the Primary Stage Instructors' School, and an additional 96 of them now in training at Randolph Field, the recent departure of 69 Primary Training planes, the destinations of which were the nine civilian flying schools designated for the primary flying training of Flying Cadets, marked another step forward in the expanded Air Corps pilot training program.

The first group of civilian instructors, who came to Randolph Field in order to standardize their methods of instruction with that of the Air Corps, completed their two weeks' course on June 14th, and early the next morning the task of ferrying the more than 150 training planes was started. Eleven flights, varying in size from four planes to the largest of nine planes, each led by an officer from Randolph Field, took off - their final destinations being spread from California to Nebraska.

Air Corps officers leading the flights and their destinations were: Lieut.

D'Rose Ellis, leading seven PT-13's and Lieut. B.T. Kleins, a flight of six PT-3's, to the Spartan School of Aeronautics at Tulsa, Oklahoma;

Lieut. C.T. Edwinston, leading five PT-3's and Lieut. S.O. Ross, leading six PT-3's to the Dallas School of Aviation at Dallas, Texas;

Lieut. C.F. Tieman, leading nine PT-13's to Santa Maria School of Flying at Santa Maria, Calif.;

Captain Walter E. Todd, leading nine PT-13's to the Ryan School of Aeronautics at San Diego, Calif.;

Lieut. Cy Wilson, leading four PT-13's to the North Suburban Flying School at Glenview, Illinois;

Lieut. Marion Malcolm, leading seven PT-13's to the Lincoln Flying School at Lincoln, Nebraska;

Lieut. Q.Q. Rankin, leading five PT-13's to the Grand Central Flying School at Glendale, Calif.;

Lieut. Horace A. Sheppard, leading seven PT-11's to the Alabama Institute of Aeronautics at Tuscaloosa, Ala.; and

Lieut. G.S. Buchanan, leading four PT-13's to Parks Air College at East St. Louis, Ill.

The civilian instructors ferrying the planes will remain at their respective schools, while the Air Corps personnel will be picked up by transport planes and returned to Randolph Field.

Upon completion of the second Instructors' School course, now being held for the second contingent of civilian instructors, those who successfully complete the course will also ferry planes to the various schools. The same procedure of an Air Corps officer being in command will be followed, Air Corps Training Center Headquarters stated.

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Formation Flight for Royal Visitors (Continued from Page 4)

Pursuit Group, headed the mass formation of the speedy P-36A Pursuit planes.

Major Russell L. Maughan, Commanding Officer of the 33rd Pursuit Squadron, acted as Deputy Group Commander of the Pursuit ships, with Captain Clyde Rich, of the 36th Pursuit Squadron, as spare echelon commander.

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Personnel in the Office of the Chief of the Air Corps will miss the genial personality of Major Karl S. Axtator, who for the past four years has been on duty in the Buildings and Grounds Section. Major Axtator was recently assigned to duty in the Puerto Rican Department. He was directed to proceed to Langley Field, Va., to take transition training on the OA-9 airplane and then to fly to his new station.

V-8111, A.C.

AERIAL REVIEW FOR GOVERNOR OF HAWAII

The Hon. Joseph B. Poindexter, Governor of the Territory of Hawaii, was honored with an aerial review on June 1st when paying a return call upon Brigadier General Walter H. Frank, Commanding the 18th Wing, Air Corps.

Beginning at 11:00 a.m., the Governor, accompanied by his Aide; Commander E.W. Tod; General Frank; Colonel Philip Hayes, Assistant Chief of Staff, G-3, of the Hawaiian Department; Colonel W.W. Hicks, Department Inspector, and Captain James F. Olive, Jr., Wing Intelligence Officer, made an inspection tour of the planes and their crews as they were drawn up in long lines on Hickam Field. The party first inspected the Douglas B-18 Bombers of the 5th Bombardment Group, followed by the Pursuit and Attack planes of the 18th Pursuit Group from Wheeler Field.

Following the inspection, the Governor and the Wing Commander and their party took station on the top of the operations tower, where they watched the small fighting ships of the Pursuit Group, under the command of Lieut. Col. William E. Lynd, take to the air. The airplanes composing the 26th Attack and the 6th and 19th Pursuit Squadrons of the Group were then followed by the big Bombers of the 5th Bombardment Group, under the command of Lieut. Colonel Walter F. Kraus. This Group includes the 23rd, 31st and 72nd Bombardment Squadrons and the 4th and 50th Reconnaissance Squadrons.

After passing the reviewing stand at 1,500 feet altitude, the airplanes climbed higher to go into a series of precise and intricate aerial drills. Following the review, the Bombers came back to land at Hickam Field, while the smaller planes returned to Wheeler Field.

The Governor highly praised the appearance of the planes and their crews, also the skill displayed by the pilots in their aerial drills.

Interested spectators at the aerial show were Shirley Temple, the little movie star, and her parents. Quite a few children were thrilled to have their pictures taken with the gracious Shirley.

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CONTACT COURSE OF INSTRUCTION AT NICHOLS FIELD.

An average of five officers of the various arms of the service attended each week a special contact course of instruction at Nichols Field, Rizal, P.I., during the months of April and May, 1939. Officers of field and company grades participated and were from the Infantry, Cavalry, Field Artillery, Corps of Engineers and Coast Artillery Corps. They hailed from Fort McKinley, Rizal; Fort Stotsenburg, Pampanga; Fort

Mills, Corregidor, and the Post of Manila.

The general program of instruction was of six days' duration, and was as follows:

First day: Study of organization, equipment and training objectives of Air Corps units in the Philippine Department. Care, maintenance and use of parachutes.

Second day: Organization, equipment and training objectives of Observation aviation. This included participation in aerial observation missions by all officers attending the course.

Third day: Same as second day. At the conclusion of the third day, instruction period, all officers were transported by air to Clark Field, Pampanga (about 40 miles) for orientation of Bombardment Aviation activities.

Fourth day: Organization, equipment and training objectives of Bombardment aviation which included participation in aerial bombardment missions.

Fifth day: Same as fourth day. All were returned to Nichols Field at the completion of the fifth day's instruction for continuation of training at Nichols Field.

Sixth day: Devoted to participation as observers in a group tactical problem and instruction in the use of photographic equipment.

Organizations of the Air Corps participating in the training were the 2nd Observation and 3rd Pursuit Squadrons, both stationed at Nichols Field; and the 28th Bombardment Squadron, stationed at Clark Field.

All the ground officers were loud in their praise regarding the scope of the course and departed with a broader conception of Air Corps aims and objectives.

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IT IS AN ILL WIND, ETC.

Upon the recent establishment of an office and classroom for the Officer in Charge of Transition Flying in the 18th Pursuit Group, Langley Field, Va., it became necessary for the administrative personnel of the Hqs. and Hqs. Squadron to pack up the Orderly Room, which has been in the hangar since the organization was formed, and move to the barracks.

The News Letter Correspondent says it seems rather strange going to work in the morning and not hearing the usual rattle and roar of the hangar activities, the hum of engines warming up, the smell of gasoline, the clatter and bang in the Armament Shop, and numerous other noises, to which we have become so accustomed and which we will never forget, but, even so, we are not kicking.

(Continued on Page 7)
V-8111, A.C.

FLIGHT PERFORMANCES OF THE FIRST PROVISIONAL TRANSPORT SQUADRON.

Major Paul H. Prentiss, Air Corps, Commanding Officer of the 38th Reconnaissance Squadron, March Field, Calif., submitted the following, after reading the April 15th edition of the Air Corps News Letter:

"Under your article of 'A Review of the Army Air Corps for 1938,' many memorable flights and interesting events are mentioned. However, I believe the following account of the 1st Provisional Transport Squadron is of sufficient interest to warrant your consideration.

"For the GHQ Maneuvers in May, 1938, the New England area was assigned to the 1st Wing. In order to carry the personnel over and above the required number for combat crews to this exercise, B-18 transport squadrons were organized. The 1st Provisional Transport Squadron of 11 B-18's was formed from the 38th Reconnaissance Squadron, which furnished five airplanes and crews, and from the 19th Bombardment Group, which furnished six airplanes and crews. Eleven passengers, with their baggage, were carried in each airplane, and with a crew of four the total load was nearly 25,000 pounds. All personnel were informed of an alarm bell signal system in case of emergency, and all flat on radio sets were calibrated to the same frequency so that the squadron commander could communicate at all times by voice with any airplane in the squadron. It was found in actual practice that two-way voice communication could be carried on easily from distances up to 500 miles.

The schedule for this service called for two days out, two days on the return trip and another trip to start on the following morning, and this schedule maintained until three loads had been delivered in New England. In order to carry this out, the Air Base had maintenance crews ready to jump on to the airplane as soon as they landed and continue work throughout the night to be ready for the morning take-off. A summary of the necessary maintenance was radioed ahead so the engineering officer could have some idea of how to divide the maintenance crews.

During the first ten days in May, five trips were made from coast to coast and four hundred officers and men were transported and took part in the maneuvers.

At the end of the exercises these same crews started the evacuation, and on May 31st returned all personnel to March Field without an injury to crews or passengers.

Crews on transport duty only averaged 185 hours for the month.

Each pilot had over 200 hours for the month as they also flew in the actual exercises.

The squadron flew 2035 aircraft hours

during May, 1938.

The squadron flew 319,000 aircraft miles during May, 1938.

The squadron flew 2,105,400 passenger miles during May, 1938, not including crew.

Is there any other Air Corps organization which has equaled or bettered this record?"

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19TH GROUP MOVES TO NEW BARRACKS

On the long awaited morning of June 13th, the 19th Bombardment Group evacuated its old home and moved into March Field's newest set of recently constructed barracks. A procession of trucks and heavily laden soldiers continued back and forth from early morning until dusk. First Sergeants and Privates alike were wearily glad when the last item was in its place and the move officially completed. Everyone commented on how swell the new barracks really are. Open house will be announced at a later date.

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RANDOLPH BACHELOR MESS ALMOST CLOSES

The membership roster of the Bachelor Officers' Mess at Randolph Field, Texas, has undergone some very drastic and far-flung changes recently, due to a series of coincidental circumstances. Recent orders transferring Class 39-C to Kelly Field depleted the ranks of fifty officers who had been members since last September. In addition, one officer departed for Maxwell Field to pursue the special three months' course at the Tactical School. Rumors of orders involving civilian school details further cut the membership by five.

Just when the outlook seemed darkest and a threatened closing seemed eminent, however, an influx of 21 officers from the recent class at Kelly Field has augmented the strength so that the Mess, "like the winding river, will continue to operate as a service to its members and as an added convenience to the large number of transient officers who make Randolph Field a popular stopping place," the News Letter Correspondent concluded.

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It is an Ill Wind, Etc. (From Page 6)

ing at all, because having such a nice, quiet place to work is certainly a great improvement and relief, that fact being verified by the obvious contentment of all personnel concerned.

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Colonel George E. Lovell, Jr., is assigned to duty at Scott Field, Ill., upon completion of his tour in Panama. V-8111, A.C.

RANDOLPH FIELD BECOMES INTERNATIONAL PORT OF ENTRY.

Randolph Field became an international port of entry for the first time on June 15th, when the Air Corps giant B-15 Bombing plane landed there on its return flight from Mexico City, where it had gone to return the body of Francisco Sarabia, Mexico's ace pilot, who was killed in a recent airplane crash at Washington, D.C.

Customs officials and Immigration officials of San Antonio were notified of the expected arrival of the airplane earlier in the day and were at the air-drome to make the usual inspection when the plane landed at 2:40 p.m., after a non-stop flight from the Mexican Capital.

Major Caleb V. Haynes, pilot of the craft, was greeted by Major Leland R. Hewitt, Operations Officer of Randolph Field. Due to the size of the B-15, no attempt was made to land at Brownville, Texas, the regularly assigned port of entry.

Lieut. Commander Manuel Zermeno, Naval Attache to the Mexican Embassy at Washington, D.C.; Lieut. Jesse Auton, aide to the Hon. Louis Johnson, Assistant Secretary of War; Lieut. Gerald E. Williams, navigator of the plane, and Lieut. John B. Montgomery, flight engineering officer, spent the night at the Primary Flying School after their trip from Mexico City. The B-15 departed the following morning for a non-stop flight to Washington, D.C.

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MITCHEL FIELD FARMERS

A portion of the additional land recently acquired by the War Department for the expansion of the present area of Mitchel Field is being utilized by some members of the post for farming purposes, pending the construction of new runways.

The Base Quartermaster has sub-divided approximately 16 acres of fertile ground into plots 60 x 100, and assigned plots to those desiring to work the land. To date, approximately 20 enlisted men and several officers have been toiling in the fields that they might produce a worthy crop of vegetables. Miniature plows are very much in evidence, with the wife doing the driving while the "Old Sarge" is heaving down on that position which is usually occupied by the horse. The farmerettes are a great help to the boys in weeding out the gardens. The only drawback is that they proceed to pull out the vegetable plants along with the weeds.

It is a common occurrence to see the "Farm Boys" talking about their crops and wishing for rain, that they might dust off a radish or peel an onion.

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KELLY "GRADS" TAKE POST GRADUATE COURSE

A "Post Graduate Course" in the art of flying BT-9's is now being followed by 24 newly commissioned Reserve officers, graduates of the May, 1939, Class of the Advanced Flying School, Kelly Field, who reported to Randolph Field for extended active duty recently.

The supervised course of flight training, designed by Major E. R. Hewitt, Director of Flying Training, and Captain John T. Sprague, recently appointed Basic Stage Commander, will prepare them for the regular Basic Stage Instructors' School, which is scheduled to start on July 3rd.

In addition to their "Post Graduate Course" of flying, each of the officers has been assigned to a squadron on duty prior to the start of the Instructors' School course.

Numerous personnel changes have been made in the Basic Stage organization. Captain Bernard A. Bridget, former Basic Stage Commander, is attending the Tactical School at Maxwell Field, Ala., and, as before stated, Captain John T. Sprague has been named Basic Stage Commander. Lieut. Robert W. Burns, former Assistant Basic Stage Commander, has been named Assistant Post Adjutant and was replaced in the Stage House by Lieut. Thomas J. DuBose, a former Flight Commander on the Basic Stage.

The present roster of flight commanders on the Basic Stage includes Captain Lambert S. Callaway, "A" Flight; Captain Robert W. Warren, "B" Flight; Captain Sam W. Cheyney, "C" Flight; and Lieut. Casper P. West, "D" Flight. Two assistant flight commanders and thirteen instructors are assigned to each flight in addition to the flight commander.

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PURSUITERS CAMP ON HISTORIC

The 35th Pursuit Squadron of Langley Field, Va., on June 9th established a temporary training camp in the vicinity of historic Yorktown. The purpose of the trip was to select a suitable site, instruct the enlisted personnel in field maneuvers and conduct tests with available equipment.

It was announced that the camp had been set up in such a manner as to enable the Squadron to operate an independent unit for a prolonged period, although the outfit occupied the Yorktown site for only a 24-hour period.

Immediately upon arrival at the designated area near the York River, communications were established between the camp site and the 8th Pursuit Group's main radio station, located in the operations room of the Air Base.

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6TH PURSUIT SQUADRON IN FIELD MANEUVERS

THIRTIETH ANNIVERSARY OF ARMY AVIATION

The 6th Pursuit Squadron, Wheeler Field, T.H., left its home base on May 1st for five days of field maneuvers at Hilo, Hawaii. The transportation of the nine officers, thirty men and their equipment was accomplished entirely by air. The Squadron took off at 8:00 a.m., accompanied by the "Duck" (QA-8), one C-32 and three B-12A's. After a comparatively uneventful crossing of the various channels between Oahu and Hawaii, the Squadron landed and pitched camp at the Inter-Island Airport. By noon, the camp was up and in full operation.

For the purpose of reconnaissance, the "Big Island" was divided into three sectors. The south sector included the Kilauea Crater, South Cape and the east slope of Mauna Loa in general. The middle sector took in the territory between the two volcanoes and most of the west coast, and, finally, the north sector covered the west slope of Mauna Kea, Parker Ranch and Upolu Point.

Although it was not the Squadron's first visit to Hawaii, pilots were very enthusiastic about their reconnaissance flights and left no stones unturned. From the snows of Mauna Kea to the coffee plantations along the shore, all three fields on the Island - Hilo, Morse and Sutter Fields - were used extensively.

Besides reconnaissance flights, the Squadron also flew as a unit for approximately one hour every morning practicing various formations which might be used in Aloha Reviews for Army Transportation.

Recreation in the afternoons took on varied forms, ranging from volleyball to supervising the raising of a hangar. The latter was for the benefit of a two-man corporation who plan to become an Inter-Island Airways. Their only assets now are a well constructed hangar (?), a Stinson cabin job and the whole-hearted support of the 6th Pursuit Squadron.

Lieut. Colonel William E. Lynd, Commander of the 18th Pursuit Group, flew the B-12A which brought additional perishable foods to the Squadron on May 5th. After inspecting the camp, he had only one criticism - the Squadron was leaving too well.

A number of men took advantage of the Hilo camp, making trips to Black Sands Beach and the volcanoes of Hawaii National Park.

The return flight was made on May 8th. Everyone was glad to get back, despite the numerous and pleasant acquaintances which were made on the "Big Island." Many pleasant contacts were made with the civilian population. These people opened their arms to Army personnel, and their hospitality was greatly appreciated.

AERO DIGEST magazine is dedicating its August, 1939, issue to the U.S. Army Air Corps as a fitting commemoration of the thirtieth anniversary of the existence of this branch of the armed services.

In paying this tribute to the Army Air Corps, AERO DIGEST will devote the greater portion of this issue to an extensive series of articles covering practically every phase of the development of the Air Corps from 1909 to date.

Tentatively, AERO DIGEST will feature articles by:

Hon. Louis Johnson, Assistant Secretary of War.

Major General Henry H. Arnold, Chief of the Air Corps.

Major General Delos C. Emmons, Commanding General, GHQ Air Force;

Brigadier General George H. Brett, Chief of the Air Corps Materiel Division.

Colonel A. W. Robins, Commanding Officer of the Air Corps Training Center and other ranking officers.

These articles will cover the history of the Air Corps; descriptions of the GHQ Air Force, the Technical School, the Training Center; various bases, details on supply and procurement; a directory of Air Corps officers, etc.

Suitable illustrations of equipment and personnel will accompany each article.

The Air Corps News Letter of August 1, 1939, will be a special issue in commemoration of the thirtieth anniversary of Army aviation. A series of special articles, especially written for this issue, will be found of particular interest. Another feature will be a series of photographic inserts descriptive of various Air Corps activities.

The Information Division, Office of the Chief of the Air Corps, Washington, D.C., has prepared, incident to the celebration of the thirtieth anniversary of Army aviation, August 2, 1939, interesting material and a series of photographs to form the basis of articles in newspapers and magazines to mark this occasion.

Publishers of newspapers and magazines may obtain this material, as well as photographs, by sending their Washington representatives to the Information Division for same.

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Major John M. McCulloch, Air Corps, was relieved from duty as Instructor, 28th Division Aviation, Pennsylvania National Guard, Philadelphia, Pa., and assigned to duty at Mitchel Field, N.Y.

V-8111, A.C.

THE NEW CLASS FOR PRIMARY FLYING TRAINING

At this writing a total of 394 students was selected to undergo a three months' period of primary flying training at 9 civilian flying schools, thus ushering in the new method of flying instruction adopted incident to the Air Corps expansion program.

This new class, comprising 17 officers of the Regular Army and 377 Flying Cadets (35 of whom are enlisted men of the Regular Army) is scheduled to begin flying training on July 1, 1939.

Under the new program of flying instruction, the students who successfully complete the primary course at the various civilian flying schools will then be sent to Randolph Field, Texas, to take the basic course of flying training, also of three months' duration, following which the successful students will be sent to the Advanced Flying School at Kelly Field, Texas, for the final three months of the course.

The 17 officers, who are members of the July class, and the civilian flying schools they will attend, are given below, as follows:

To the Alabama Institute of Aeronautics, Inc.,
Municipal Airport, Tuscaloosa, Ala.:

- 1st Lt. Peter McCordrick, Inf. Fort Dix, N. J.
- 1st Lt. A.M. Cochran, Inf. Washington, D. C.
- 1st Lt. Edward W. Moore, CAC Fort Monroe, Va.
- 1st Lt. Jergen B. Olson, Cav. Picatinny Arsenal, Dover, N.J.
- 1st Lt. Edgar O. Taylor, CAC Fort Monroe, Va.
- 1st Lt. Stanley T. Wray, C.E.
- 2nd Lt. Wm. R. Crawford, Inf. Arlington Cantonment, Va.
- 2nd Lt. Jesse F. Thomas, S.C. Ft. Monmouth, N.J.

To the Chicago School of Aeronautics,
Glenview, Illinois:

- 1st Lt. Richard H. Smith, Inf. Ft. Snelling, Minn.
- 2nd Lt. John H. Griffith, Inf. Ft. Preble, Me.
- 2nd Lt. Samuel McC. Swearingen, Inf. Ft. Snelling, Minn.

To the Dallas Aviation School and Air
College, Love Field, Dallas, Texas:

- 1st Lt. Howell M. Estes, Jr., Cav. Fort Bliss, Texas

To Parks Air College, East St. Louis, Ill.:

- 1st Lt. Carl L. Rickenbaugh, Cav. Fort Des Moines, Iowa
- 1st Lt. Jack W. Turner, Cav. Fort Knox, Ky.

To Santa Maria School of Flying,
Hancock Airport, Santa Maria, Calif.:

- 2nd Lieut. John T. Ewing, Inf. Fort Huachuca, Ariz.

To Spartan School of Aeronautics, Tulsa
Municipal Airport, Tulsa, Oklahoma:

- 1st Lt. Howard M. Batson, F.A. Ft. Sill, Okla.
- 2nd Lt. John C. Pitchford, F.A. Ft. Sill, Okla.

Three other civilian flying schools participating in the training program, and not mentioned above, but at which other students will be sent, are:

- Grand Central Flying School, Los Angeles, Calif.;
- Ryan School of Aeronautics, San Diego, Calif.
- Lincoln Airplane and Flying School, Lincoln, Nebraska.

The students from civil life who were appointed Flying Cadets are enumerated below, as follows:

- Adams, Jack N. Alexander City, Ala.
- King, George L. Alexander City, Ala.
- Hogmer, Robert Smith Brookwood, Ala.
- Richards, Donald K. Bufala, Ala.
- McGehee, Thomas K. Greenville, Ala.
- Sheppard, William A. Tuscaloosa, Ala.
- Lamothe, Charles Joseph Tucson, Ariz.
- Mills, Charles Joseph, Jr. Tucson, Ariz.
- Swanson, Clyde William Yuma, Ariz.
- Berkenkamp, Eugene Henry Berkeley, Calif.
- Joham, James Edward Long Beach, Calif.
- Robinson, Raymond E. Los Angeles, Calif.
- Sullivan, Robert Bernard Los Angeles, Calif.
- Holderman, Armind T. Napa County, Calif.
- Kilgore, James Marshall Needles, Calif.
- McDonald, John Cunningham Needles, Calif.
- Seaman, Owl McNeill Oakland, Calif.
- Wolery, Riley Samuel Oakland, Calif.
- Weed, Hampton Francis Porterville, Calif.
- Hanson, Robert Taylor Oakland, Calif.
- LeBailly, Eugene Bernard Oakland, Calif.
- Gwyn, Howard R. Pasadena, Calif.
- Thornquest, Frank Purvis Redlands, Calif.
- Zins, William Elmer San Diego, Calif.
- Smith, Hall Frank San Francisco, Calif.
- Stoffel, Fred C., Jr. San Juan Capistrano, Calif.
- Hummel, Ernest Benjamin Selby, Calif.
- Spade, James Clifton Torrance, Calif.
- Mahony, Grant Vallejo, Calif.
- Barlow, James Dudley Walnut Creek, Calif.
- Ashton, Thurlow Martin Whittier, Calif.
- Gilman, Leo Hartford, Conn.
- Greco, Joseph Alfred L. Hartford, Conn.
- Locke, John D. Hartford, Conn.
- Halstead, Paul Colton New Canaan, Conn.
- Berg, Raynold A. New Haven, Conn.
- Cavadine, Octavius John North Haven, Conn.
- Calderbank, John J.B. Old Greenwich, Conn.
- Taylor, Howard Wendell Ridgefield, Conn.
- Carter, William Harding Washington, D.C.
- Hubbell, Robert B. Washington, D.C.
- Harbeson, Richard Brown DePue, Ill.
- Baldwin, Ernest Frederick Gainesville, Fla.
- Wright, Donald McLarty Gainesville, Fla.
- Banks, Richard Griffin Lake Worth, Fla.
- Gould, Elmer M. Atlanta, Ga.
- Robertson, Lyman Hall Atlanta, Ga.
- Parris, Howard Lindsey Cedarhurst, Ga.
- Foster, Harold Mason Flippin, Ga.
- Adams, Benjamin C. Macomb, Ga.
- Andrews, Harold S. Plains, Ga.
- Lyons, John R. Savannah, Ga.
- Marshall, John Donald Savannah, Ga.
- King, William Warner Woodbury, Ga.
- Soper, Ray Ed Fort Logan, Colo.
- Hyne, Reuben Wood Lyons, Colo.
- Kramer, Glen Howard Montrose, Colo.
- Stillman, Harold C., Jr. Pueblo, Colo.
- Perkaus, Gerald F. Berwyn, Ill.
- Thompson, James Herman Chicago, Ill.
- Wohlers, Albert H. Chicago, Ill.
- Ernst, Sol Eugene East St. Louis, Ill.
- Johnson, William Stephen East St. Louis, Ill.
- Pulliam, Warren Smith East St. Louis, Ill.
- Prange, Robert M. Louisville, Ill.
- New Douglas, Ill.
- V-811, A.C.

Willey, Lucian D.	Macomb, Ill.	Wilhite, Kenneth Taylor	Clayton, Mo.
Penman, Alex Dixon	Oak Park, Ill.	Pond, Leroy Richard	Jefferson Barracks, Mo.
Captivity Duane Miles	Rockford, Ill.	Grinter, John C.	Independence, Mo.
Florey, Harold Marcus	Tamalco, Ill.	Blase, George Harman	St. Louis, Mo.
Meadows, Edward Oscar	Toluca, Ill.	Garber, Harold	St. Louis, Mo.
Hitsck, John Milan	East Chicago, Ind.	Caxwell, Jonathan Eugene	Billings, Mont.
Herman, George Ross	Ft. Benj. Harrison, Ind.	Demers, Robert J.	Missoula, Mont.
Springer, Robert Wayne	Indianapolis, Ind.	Hartzell, Bert H.	Beatrice, Neb.
Thomas, Harold W.	Mishawaka, Ind.	Cargill, Wayne M.	Kimbell, Neb.
Edum, Owen Judson	Princeton, Ind.	Thyng, Harrison R.	Barnstead, N.H.
Olsen, Robert B.	South Bend, Ind.	Rosinski, Francis J.	Claremont, N.H.
Underwood, Robert W.	Terre Haute, Ind.	McCarthy, John D.	Dover, N.H.
Strauss, Allison Wayne	Wadesville, Ind.	Normand, Yves Charles G.	Manchester, N.H.
Crocker, John Powers	Ames, Iowa	Church, Russel Morse	Dumont, N.J.
Hydes, William Gordon	Ames, Iowa	Walter, Carl Paul	Farmwood, N.J.
Seymour, Thomas M.	Dubuque, Iowa	Trass, Norman Peter	Highland Park, N.J.
Andrew, Jack J.	Clinton, Iowa	Gibbons, Robert Joseph	Jersey City, N.J.
Meyer, Ivan John	Basehor, Kans.	Springfield, Berkeley I.	Jersey City, N.J.
Smith, Stephen M.	Girard, Kans.	Lippincott, Robert Stapler	Medford, N.J.
Hall, James H.	Lawrence, Kans.	Christensen, George Henry	Paterson, N.J.
Stedman, Beverly Earl	Junction City, Kans.	Perry, Arthur Clarke	Rahway, N.J.
Merts, Kenneth Elliot	Wichita, Kans.	Brettell, Robert A.	West Orange, N.J.
McGowan, Charles Allison, Jr.	Wichita, Kans.	McCauley, Robert F.	Hachita, N.M.
Huestels, Carl Eugene	Wichita, Kans.	Compton, Wm Robert	Las Vegas, N.M.
Glaik, George B.	Madison, Kans.	Smith, Robert M.	Tulacosa, N.M.
Mankins, Charles Frank	Bowling Green, Ky.	Snyder, Robert W., Jr.	Kimberly, Nevada
House, Garth	Louisville, Ky.	Brandon, Donald K.	Lovelock, Nevada
Morse, Woodrow W.	Princeton, Ky.	Bafford, Thomas W.	Reno, Nevada
McStuskey, Jack Lawrence	Baton Rouge, La.	Fairhurst, Kirk S.	Reno, Nevada
Bishop, George C.	Kinder, La.	Foster, Leo J., Jr.	Reno, Nevada
Stranmer, Ivan Ray	University, La.	Johnstone, Charles William	Reno, Nevada
Reed, David Earl	West Monroe, La.	McLeod, Robert M.	Reno, Nevada
Tower, John Russell	Easton, Md.	Kantarian, Mack Christian	Astoria, N.Y.
Wildner, Carl Richard	Amherst, Mass.	Karuzas, John James	Amsterdam, N.Y.
Birtisall, Ernest Leslie	Andover, Mass.	Flynn, John T.	Brooklyn, N.Y.
Hays, Stephen P.	Buzzard's Bay, Mass.	Peck, Richard Ernest, Jr.	Buffalo, N.Y.
Miller, John Joseph, Jr.	Framingham, Mass.	Gehrig, Raymond Miller	Cohocton, N.Y.
Stoddard, Edward F.	Framingham, Mass.	Bedient, Hugh P.	Falconer, N.Y.
Depp, Harry F., Jr.	Malden, Mass.	Patton, Charles B.	Glens Falls, N.Y.
Dyer, Joseph Patrick	Medford, Mass.	Pecheur, Allen Joseph	Jamaica, N.Y.
Billings, Robinson	Hokesdale, Mass.	Loomis, Philip LeRoy	Madison Barracks, N.Y.
LeVeber, Leverett Howard	Newburyport, Mass.	Colpitts, Walter W.	Niagara Falls, N.Y.
Lebberts, Paul M.	Newton Highlands, Mass.	Lehni, John H., Jr.	New York, N.Y.
Broslin, Joseph Damien	Somerville, Mass.	Alberding, Glen Henry	Oriskany Falls, N.Y.
Bassett, Buhl K.	Hyannis, Mass.	Berger, Charles	Schenectady, N.Y.
Johnson, Leland Warren	Wellesley Farms, Mass.	Stepp, Richard D.	Woodside, L.I., N.Y.
Yeo, Frederick L.	Winchester, Mass.	Drohan, Joseph David	Yonkers, N.Y.
Jungman, Ernest Nils	Worcester, Mass.	Osborne, Thomas F.	Arden, N.C.
Campbell, Floyd Francis	Allegan, Mich.	Borden, Paul L., Jr.	Chapel Hill, N.C.
Beag, Robert Clare	Ann Arbor, Mich.	Huffines, Lloyd George	Elon College, N.C.
Ferris, Jack Herbert, Jr.	Detroit, Mich.	Lancaster, Albert G.	Henderson, N.C.
Meys, Ralph Eugene	Cassopolis, Mich.	Bumgarner, Willis C.	Crossmore, N.C.
Amatta, Frederick T.	Escenabe, Mich.	Satterwhite, Robert B.	Roanoke Rapids, N.C.
Thompson, Henry C.	Muskegon Heights, Mich.	Zigler, Frank C.	West Charlotte, N.C.
Tropak, Maurice E.	Hillsdale, Mich.	Kittel, Louis Richard	Fargo, N.D.
Amos, Henry John	Lanesboro, Minn.	Moore, George A.	Fargo, N.D.
Caldwell, Harry E., Jr.	Minneapolis, Minn.	Crossen, Charles Morris	Canton, Ohio
Carlsen, Francis T.J.	Minneapolis, Minn.	Prentice, George W.	Cleveland Heights, Ohio
Nelson, Leonard Albert	Minneapolis, Minn.	Murphy, Harry L.	Glendale, Ohio
Linquist, Donald Sydney	St. James, Minn.	Stephenson, Mac B.	Lancaster, Ohio
Taylor, Alton Randolph	Clarksdale, Miss.	Trees, Earl	Linworth, Ohio
Frane, Richard Bankhead	Durant, Miss.	Sands, Harry James, Jr.	Pataaskala, Ohio
Carlisle, Richard T.	Hattiesburg, Miss.	Dearth, Ralph Lee	Portsmouth, Ohio
McWilliams, Martin C.	Hattiesburg, Miss.	Schirmer, Robert F.	Springfield, Ohio
Bonnet, Thomas Woodrow	Jackson, Miss.	Caven, Alfred D.	Washington, Ohio
Brown, Grover Cleveland	Jackson, Miss.	Callahan, Walter Lloyd	Broken Bow, Okla.
Spiff, Lyman H., Jr.	Jackson, Miss.	Himes, Charles Woodrow	Lawton, Okla.
Scott, Edward Walcot, Jr.	Hollandale, Miss.	Kelly, Thomas Clyde	Oklahoma City, Okla.
Collins, James F.	Meridian, Miss.	McIver, Otto Bill	Oklahoma City, Okla.
McKee, James T.	Picayune, Miss.	Selman, Clarke James	Oklahoma City, Okla.
Lucas, Walter Yeates	Starkville, Miss.	Schaller, Otto Henry	Oklmulgee, Okla.

Sims, Mitchel Escoe
 Schumacher, Fred Louis, Jr.
 Casey, Leroy Virgil
 Keck, Robert Byron
 Beck, Richard Hancock
 Wojoik, Henry L.
 Coss, Walter Leroy
 Burhanna, Howard, Jr.
 March, Carl Anthony M.
 Zelonka, Adam Francis
 Burchinal, David Arthur
 Seeley, John M.
 Skaliy, Peter
 McCurry, John Earle
 Horner, Lawson C.
 Wallace, John Braxton
 Allen, Sebey F.
 Workman, Hayne Bell
 Sloan, Raymond A.
 McCarter, Robert Yandell
 Johnson, William E., Jr.
 Kirtley, Robert Eberle
 Eddy, Lyman Harvey
 Brown, Harry L., Jr.
 Lane, Cameron Wilbur
 Hedman, Robert P.
 Loveless, Cecil Rudolph
 Connor, Ingram Cecil, Jr.
 Esterbrook, Thomas John
~~Essex~~, William L.
 Thomas, Robert Bruce
 Thompson, James Burl
 Petty, Thomas Merts
 Chambers, Joseph Andrews, Jr.

Boyd, William Knight
 Clark, Roland Lavoyce
 Ott, William Dumnica
 Bushnell, Kenneth
 Garrett, Rufus E.
 McCallum, Gerald
 Harrington, Marvin Horn
 Davis, Everett
 Hasserner, David W.
 Early, Robert G.
 Colley, Floyd Durant
 Potts, Francis Morgan
 Tuohy, Robert James
 Repass, Rex
 McKemie, Jack F.
 Greenwood, Marvin Henderson
 Smith, Robert Edward
 Harper, Clarence Cecil
 McCauley, Harris Kelley
 Craven, Frank Nathaniel
 Corbin, Clyde Daniel
 Fletcher, Henry Turney, Jr.
 Hicks, Doyle
 Crump, James F.
 Wendell, Jack Arista
 Browne, Hal, Jr.
 Goodwin, Walter Allen, Jr.
 Simon, Wyatt Adolph
 Thornhill, John James
 Coll, John A.
 Clark, Jack Whalen
 McNeill, William Gowin
 Jowers, Milton Warren
 Allen, Augustus J.
 Briggs, Leran D.
 Davis, Raymond Ernest

Norman, Okla.
 Portland, Ore.
 Salem, Ore.
 Allentown, Pa.
 Bala-Cynwyd, Pa.
 East McKeesport, Pa.
 New Brighton, Pa.
 Philadelphia, Pa.
 Philadelphia, Pa.
 Pottsville, Pa.
 Washington, Pa.
 Pottstown, Pa.
 Pawtucket, R.I.
 Anderson, S.C.
 Chester, S.C.
 Columbia, S.C.
 Fort Moultrie, S.C.
 Goldville, S.C.
 Marion, S.C.
 Rock Hill, S.C.
 Spartanburg, S.C.
 Spartanburg, S.C.
 Travelers Rest, S.C.
 Aberdeen, S.D.
 Brookings, S.D.
 Webster, S.D.
 Chattanooga, Tenn.
 Columbia, Tenn.
 Elizabethton, Tenn.
 Kingsport, Tenn.
 Knoxville, Tenn.
 Lewisburg, Tenn.
 Nashville, Tenn.
 Tellico Plains, Tenn.
 Amarillo, Texas
 Austin, Texas
 Austin, Texas
 Beaumont, Texas
 Bogota, Texas
 Belleville, Texas
 Corpus Christi, Texas
 Eastland, Texas
 Fort Crockett, Texas
 Waco, Texas
 Waco, Texas
 Waco, Texas
 Fort Worth, Texas
 Graham, Texas
 Hearne, Texas
 Houston, Texas
 Kingsville, Texas
 Lubbock, Texas
 Lubbock, Texas
 Lubbock, Texas
 Lubbock, Texas
 Lubbock, Texas
 Marfa, Texas
 Medicine Mound, Texas
 Paducah, Texas
 Randolph Field, Texas
 San Antonio, Texas
 San Antonio, Texas
 San Antonio, Texas
 San Antonio, Texas
 San Marcos, Texas
 San Benito, Texas
 Seymour, Texas
 Shiner, Texas
 Wills Point, Texas
 Bountiful, Utah
 Bountiful, Utah

Birleffi, Arthur L.
 Lezenby, James E.
 Ross, Aaron B.
 Avery, Delwin B.
 Bailey, Roland W.
 Brown, George Evans
 Heath, Joseph H.
 Jones, Wilson Tolman
 Garfinkle, Jerry H.
 Oberhansley, Ray M.
 Quinn, Elwyn F.
 Sharp, John Ferrin
 Thomas, Jay F.
 Wheeler, John Howard
 Einspahr, Raymond L.
 Daley, Lawrence P.
 McCutcheon, Robert H.
 Rux, Vernon Andrew
 Sykes, Philip Avery
 Putney, Samuel Waverly, Jr.
 Hite, James C.
 Hime, Frank Leslie
 Campbell, Roland Arthur
 Lamson, Robert Tashian
 Cay, John E.
 Berglund, Gordon K.
 Frost, Charles Hanna
 Dow, Leonard Ferrell
 Campbell, Roland Arthur
 Jordan, Myron Oris
 Reay, David N.
 Grinn, John W.
 Moores, Howard O., Jr.
 Pesse, Richard Harrison
 Harmon, Charles William
 Benzel, LeRoy Hugo
 Waddeleton, Thomas Renan
 Carter, Charles Hanna
 Cole, James Lawrence
 Bechtel, Paul S.
 Robbins, Jack Stuart
 Mallet, Francis
 Ross, Charlie Merrell
 Baker, Wallace J.
 Robinson, James Cregg, Jr.
 Sager, Joseph E.
 Toomey, James Caraher
 Michaelis, Ralph Leslie
 Thomas, Bert L.
 Patch, Lloyd Edwin
 Dow, James Frederick
 Ferris, Schuyler D.

Fert Douglas, Utah
 Ogden, Utah
 Ogden, Utah
 Salt Lake City, Utah
 Salt Lake City, Utah
 Salt Lake City, Utah
 Salt Lake City, Utah
 Salt Lake City, Utah
 Salt Lake City, Utah
 Salt Lake City, Utah
 Salt Lake City, Utah
 Salt Lake City, Utah
 Salt Lake City, Utah
 Salt Lake City, Utah
 Fort Douglas, Utah
 Burlington, Va.
 Bishop, Va.
 Crewe, Va.
 Danville, Va.
 Farmville, Va.
 Arlington, Was.
 Bellingham, Wash.
 Greenacres, Wash.
 Seattle, Wash.
 Spokane, Wash.
 Spokane, Wash.
 Spokane, Wash.
 Wenatchee, Wash.
 Winnsboro, Wash.
 Huntington, W. Va.
 Morgantown, W. Va.
 Talbot, W. Va.
 Madison, Wis.
 Madison, Wis.
 Marinette, Wis.
 Watertown, Wis.
 Laramie, Wyo.
 Sheridan, Wyo.
 Wheatland, Wyo.
 Encampment, Wyo.
 Helena, Ariz.
 Little Rock, Ariz.
 Magnolia, Ariz.
 Newark, Del.
 Newark, Del.
 Washington, D.C.
 Chevy Chase, D.C.
 Kimberly, Idaho
 Maeda, Idaho
 Fort McKinley, Mont.
 Houlton, Mont.
 Portland, Mont.

The following-named enlisted men of the Air Corps and of other branches of the service qualified for Flying Cadet appointment, viz:

Air Corps
Privates

Keenan, Gerald Martin Chicago, Ill.
 2nd Communication Sqdn., Selfridge Field, Mich.
 Willis, Elmer H. Coal City, Ill.
 49th Bomb. Sqdn., Langley Field, Va.
 Wallace, Harry C. Tower Hill, Ill.
 Hqrs. A.C. Tactical School, Chanute Field, I.
 Vinson, Robert H. Madisonville, Ky.
 49th School Sqdn., Randolph Field, Texas
 Lamar, David W. Middleton, Md.
 Base Hqrs. and 18th Air Base Squadron,
 Wheeler Field, T.H.

Tower, Harry N. Medway, Mass.
2nd School Squadron, Lowry Field, Colo.

Catchel, Russell W. Roseville, Mich.
27th Pursuit Squadron, Selfridge Field, Mich.

Bowling, Robert H. Newton, Miss.
Base Hqrs. and 6th Air Base Squadron,
Barksdale Field, La.

Hewitt, Joseph G. Kansas City, Mo.
Hqrs. and Hqrs. Sqdn., Chanute Field, Ill.

Hogers, Robert L. Johnson City, N.Y.
Base Hqrs. and 2nd Air Base Squadron,
Mitchel Field, N.Y.

Diamond, Horace E. South Ozone Park, N.Y.
2nd Weather Squadron, Mitchel Field, N.Y.

Wilkinson, Warren S. Lincolnton, N.C.
13th Air Base Sqdn., Maxwell Field, Ala.

Jackson, Thomas E. Oklahoma City, Okla.
2nd Air Base Sqdn., Lowry Field, Colo.

Carpenter, John Woodward Fryor, Okla.
Base Hqrs. and 6th Air Base Squadron,
Barksdale Field, La.

Slough, Andrew E. Medford, Ore.
88th Reconnaissance Sqdn., Hamilton
Field, Calif.

Straig, Lawrence A.L. Hatboro, Pa.
Hqrs. and Hqrs. Sqdn., Langley Field, Va.

Johns, Robert G. Mansfield, Pa.
Base Hqrs. and 18th Air Base Squadron,
Wheeler Field, T.H.

Picson, Robert A. Scotland, S.D.
3rd Obs. Squadron, Langley Field, Va.

Mumfrey, Richard B. (Corp.) Dallas, Texas
8th Attack Sqdn., Barksdale Field, La.

Beavers, Tom R. Houston, Texas
2nd Weather Sqdn., Selfridge Field, Mich.

Home, Robert E. Midland, Texas
Base Hqrs. and 6th Air Base Squadron,
Barksdale Field, La.

Adkins, George M. Cape Charles, Va.
26th Bombardment Sqdn., Langley Field, Va.

Shields, Gordon C. Mt. Vernon, Wash.
3rd Balloon Squadron, Ft. Lewis, Wash.

Thompson, John A. Tacoma, Wash.
21st Observation Sqdn., Fort Lewis, Wash.

Castello, George Milwaukee, Wis.
2d Communications Sqdn., Selfridge Field,
Mich.

Other Branches of Service
Privates

Mallick, Albert E., Jr. Ramona, Calif.
Battery E, 6th C.A., Fort Wilfield Scott,
Calif.

Hine, John A. Venice, Calif.
Hqrs. Battery, 6th Coast Artillery, Fort
Winfield Scott, Calif.

Wright, Alfred G. Venice, Calif.
Battery K, 6th Coast Artillery, Fort
Baker, Calif.

Calhoun, Robert T. Fort Davis, C.Z.
Hqrs. Battery, 1st Btl., 51st C.A.C.,
Fort Monroe, Va.

Worcott, Lawrence A. Washington, D.C.
18th Field Artillery, Ft. Myer, Va.

Chicot, Leo A. (Corporal) Fall River, Mass.
Co. H, 5th Infantry, Fort Preble, Me.

Calley, Edwin F., Jr. St. Louis, Mo.
Hqrs. Battery, 51st C.A.C., Fort Monroe, Va.

Allen, Alan F. Marfa, Texas
2nd Signal Co., Ft. Sam Houston, Texas

Wilde, Charles E. Hesper, Va.
Co. F, 29th Inf., Fort Niagara, N.Y.

Spalding, John B. Richmond, Va.
Co. F, 5th Engineers, Fort Belvoir, Va.

Additional Cadets from civil life

Royall, Reyster Richard, Jr. Avenal, Calif.
Knox, Jonathan Horace Hartford, Conn.
Ballard, Elmo Keyes Chicago, Ill.
Brandenburg, Walter H., Jr. Chicago, Ill.
Wright, Fred Chicago, Ill.
Hanson, Robert Taylor Lafayette, Ind.
Fandel, William Herbert Dedham, Mass.
Jacob, Norman Maurice Vicksburg, Miss.
Kisun, Philip D. Brooklyn, N.Y.
MacInnis, Raymond Lawrence, Williamsville, N.Y.
Young, Ernest Claypool Tulsa, Okla.
Tower, John Russell Oil City, Pa.
Badgett, James C. Floyadada, Texas
Hummel, Ernest Benjamin Houston, Texas

Among the States represented in the new class, Texas is far in the lead with 40 students, followed by California with 26, New York with 19, Massachusetts with 18, Utah with 17 and Illinois with 15. Other States represented in the class with five or more students are: Mississippi, 13; Pennsylvania, 12; Washington, 11; Oklahoma and South Carolina, 10 each; Connecticut, Indiana, Michigan, New Jersey and Ohio, 9 each; Georgia, Kansas, North Carolina and Tennessee, 8 each; Missouri, Nevada and Virginia, 7 each; Alabama, 6; Minnesota and Wisconsin, 5 each.

Salt Lake City leads the cities represented in the July class with 11 students. Other cities represented by three or more students are: Chicago, Ill., 6; Washington, D.C. and Reno, Nevada, 5 each; Hartford, Conn., Oklahoma City, Okla., Lubbock and San Antonio, Texas, 4 each; Wichita, Kans., Minneapolis, Minn., Jackson, Miss., St. Louis, Mo., Waco, Texas, and Spokane, Washington, 3 each.

The number of students to be trained at each of the civilian elementary flying schools previously enumerated has been fixed, as follows:

Spartan School of Aeronautics, 86; Dallas Aviation School and Air College, 60; Santa Maria School of Flying, Inc., 50; Alabama Institute of Aeronautics and Parks Air College, 40 each; Ryan School of Aeronautics and Grand Central Flying School, 35 each; Lincoln Airplane and Flying School and Chicago School of Aeronautics, 25 each. A similar number will begin training at each of these schools each six weeks.

The period covered by the contracts awarded these schools is from July 1, 1939, until graduation of the class which is in training on January 1, 1941. A sum of \$3,528,360 will be spent by the Government for flying instruction during this period.

It is estimated that the total number of flyers which will be trained during the entire period is 2,134. The estimated maximum number in training at any one time will be 1,445, including Randolph and Kelly Fields, Texas.

Each school will provide one or more flying fields, and such supplies and facilities as may be necessary for the training required by the Government. The Army Air Corps will fur-

nish the airplanes required to give the necessary flying time to each student. The average flying time per student will be about 65 hours. To provide a suitably rounded-out course, about 225 hours of "ground instruction will be given in addition to flying instruction. The payments to each school are based on the number of flying hours per student.

It is the job of each school to maintain the airplanes with its own mechanics, although the Government will supply, when necessary, new engines, propellers, or other replacement parts.

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OXYGEN WANT PLAYS TRICKS ON PILOT'S SENSES

The following experience was encountered by 2nd Lieut. Oliver G. Cellini, Air Reserve, 17th Pursuit Squadron, Selfridge Field, Mich., during his first performance flight in a P-35 Pursuit plane:

"I had taken off on my first performance flight. I was going to go as high as my P-35 would take me. At 12,000 feet I began taking oxygen. As I gained altitude I kept watching the instruments and observing the performance of the ship. At 20,000 feet the sky was cold and hazy and the higher I ascended the hazier it got. At 22,000 feet it was so bad I decided to fly on instruments. The ship was trimmed for climb. As I kept climbing, the haze was thickening - altitude 23,400; rate of climb, 800; manifold pressure 16"; RPM 2350; mixture control was half way back; fuel analyzer, .076; air speed, 100; and pilot feeling fine.

A few seconds later - altitude, 12,000; rate of climb ????; manifold pressure, too high; RPM, excessively high; mixture, full rich; air speed 280; position of plane, vertical climb; pilot still feeling fine; sky, still foggy but rapidly clearing. I must be reading these instruments wrong! After checking and re-checking, I was wrong. It took my dull brain a full minute to realize I had taken a nap.

MORAL: ** Use enough oxygen."

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CORRECTION ON MASTER SGT. EDWARDS' SERVICE

In an article in the June 1st issue of the Air Corps News Letter, regarding the retirement on April 30, 1939, of Master Sergeant George W. Edwards, Air Corps, wherein a resume was made of his entire service in the Army, it was stated that he served with the 3rd Company, U.S. Disciplinary Barracks, from April 11, 1914, to June 23, 1930. The latter date was a typographical error and should have read "June 23, 1920."

Even with the date so corrected, a wrong impression is gained of Sergeant Edwards' service, and may be attributed to the Army paper work custom of crediting the organization of discharge as that of the entire enlistment. As a matter of fact, this veteran noncommissioned officer's service in the Disciplinary Company was for a period of about six months during the Army readjustment immediately following the war, the remainder of his seven-

months being with the Coast Artillery Corps, 15 months of which were in an anti-aircraft battery overseas during the World War.

Master Sergeant Edwards' career in the Air Corps began on June 24, 1920, and he has served with this branch of the service until the date of his retirement. He was promoted to the grade of Staff Sergeant early in 1921; to Technical Sergeant, May 11, 1933, and to Master Sergeant, February 8, 1939. He served two tours of duty in the Panama Canal Department.

Master Sergeant Edwards is a native of Sydney, Australia, where he was born on April 21, 1883.

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SELFRIDGE FIELD PURSUIT PILOTS COMPLETE THOUSAND-MILE NAVIGATION FLIGHT.

The training flight of the 27th Pursuit Squadron, 1st Pursuit Group, Selfridge Field, Mich., recently completed a thousand-mile navigation mission to Mitchel Field, L.I., New York, and return. The flight started on June 9th. Some members of the flight returned on June 11th and the remainder the next day. Inclement weather forced several to land at intermediate airports, after leaving Mitchel Field on the return trip. The entire trip, however, was completed without mishaps and it was enjoyed by all concerned.

Participating in the flight were Captain Murray C. Woodbury, Air Corps, leading; 2nd Lieuts. George F. Ramney, Harold E. Kofahl, Lewis M. Sanders, Charles N. Fenrich, Paul L. Moore, Haman W. Randall, Jr., Archibald W. Moore, John L. Brownwell, Frederick C. Grambo, Joseph C. Smith, Eugene L. Strickland, Harry A. Jenkins, and James A. Barnett, Air Corps Reserve.

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GENERAL EMMONS INSPECTS GHQ AIR FORCE BASES

Major General Delos C. Emmons, Commanding General of the GHQ Air Force, returned to Langley Field, Va., on the afternoon of June 16th, after having been away slightly less than two weeks on an inspection tour of GHQ Air Force bases.

Piloting his Douglas Transport plane, General Emmons left June 5th and inspected the GHQ Air Force units at Barksdale Field, Shreveport, La., and March and Hamilton Fields, Calif. He was accompanied by Colonel Clinton W. Howard, of his staff, and Captain Wentworth Goss, his aide.

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Lieut. Colonel Junius H. Houghton, Air Corps, has been relieved from assignment and duty at the Fairfield Air Depot, Patterson Field, Fairfield, Ohio, and from additional duty as Commandant, Air Corps Weather School, Patterson Field, and assigned to duty at Barksdale Field, Shreveport, La.

Major Robert Kauch has been relieved from duty in the Office of the Chief of the Air Corps and assigned to duty as student in the 1939-40 course at Army Industrial College.

38TH RECONNAISSANCE SQDN. TAKES A FLYER
By 2nd Lieut. John A. Hilger, Air Corps

In attempting to live up to its name as a long-range Reconnaissance Squadron, the 38th Reconnaissance Squadron on May 24th dispatched a flight to Mitchel Field, New York. The flight of one plane was scheduled non-stop, if possible.

Although the good book says a B-18A will cruise 2700 miles, there was quite a bit of skepticism among the members of the Squadron as to whether or not it could be done. The arguments finally resulted in the pilots, Lieuts. H.K. Mooney and C.J. Herlick, wagering the goodly sum of \$2.00 each (American money) that it could be done.

The flight left March Field at 3:00 p.m. on May 24th with fairly good weather conditions on most of the route. After being reported over various and sundry places throughout the night, the flight finally landed at Pittsburgh at 9:35 a.m. E.S.T., after an elapsed time of 15 hours and 35 minutes. When the ship landed, it still had gas for an hour and a half of flight.

Even though the flight fell somewhat short of its destination, it is probable that the good book is still right, since the navigator reported a ground speed of only 137 m.p.h. Members of the Squadron were prone to believe that this low ground speed was caused by the circular (not the same as great circle) course flown. The flight at one time was reported 30 miles north of Lawton, Okla., but the navigator, Lieut. Herlick, hotly denied the truth of this report. However, under cross examination he admitted that he was asleep at this particular point in the itinerary.

The crew members on the flight were Lieuts. H.K. Mooney, pilot; C.H. Herlick, co-pilot and navigator; Private Frank Sayko, Engineer, and Private Verle Harris, Radio Operator.

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DEMONSTRATION OF OBSERVATION AVIATION

In a demonstration for the Artillery unit of the R.O.T.C., in camp at Fort Riley, Kansas, the 1st Observation Squadron at Marshall Field presented an impressive picture of the type of work that is done by an Observation Squadron. Under the able direction of Captain Ford L. Fair, Operations Officer, the demonstration went off very smoothly.

The Photographic Section gave proof of its efficiency by taking aerial photographs of the group early in the demonstration, and a short time later distributing the finished picture among the group.

A public address system, set up by the Communications Section, enabled the students to hear the communication between

AIR CORPS SERGEANT DEFIES PET "JINX"

According to the Maxwell Field Correspondent, Bob Ripley and John Hix have nothing on a noncommissioned officer at that field for a series of incidents belonging under the category of "Believe it or Not," or "Strange as it Seems."

Sergeant B.L. Stringfellow, Personnel Sergeant Major of Headquarters and Headquarters Squadron, Air Corps Tactical School, can relate varied and unprecedented happenings under the dates including the often shunned "13," for which he has no superstition or fear, which fact may be well decided by noting some of the things which happened to him on the "13th."

Sergeant Stringfellow departed on June THIRTEENTH on a THIRTEEN-day furlough to visit New York and the World's Fair; his furlough was approved on May the THIRTEENTH; he was the THIRTEENTH man in his organization on furlough at that time; he was 27 years and THIRTEEN days old on the THIRTEENTH of June; his Army serial number is six million three hundred and twenty thousand and THIRTEEN; his wife, Mrs. Angely Katherine Stringfellow, was born in the year Nineteen Hundred and THIRTEEN; he was authorized permission to marry on Friday the THIRTEENTH and was married on Friday the THIRTEENTH of November, 1936; his son, Paul Vincent, was born on September the THIRTEENTH, 1937; his first expenditure for household furnishing was THIRTEEN dollars; he had been a Sergeant two years, ten months and THIRTEEN days on June THIRTEENTH.

In conclusion, the Correspondent says that the only thing that seems wrong is that Sergeant Stringfellow is not a member of the 13th Air Base Squadron, Air Corps, of Maxwell Field, instead of the Headquarters Squadron.

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the Command Post and the airplane, the airdrome and the airplane, or the battery and the airplane on a simulated reconnaissance mission and an artillery adjustment problem. The use of drop and pick-up messages and panel communication in the event of radio failure was also demonstrated.

Of much interest to the students was the drop test of the parachute. The dummies attached to the parachutes might well have been food and supplies being dropped to isolated troops in time of war. The packing of the parachute and its care and use was explained.

To conclude the demonstration, the airplanes and the departments in the

hangar were open for inspection. The personnel of the various departments were kept busy answering the many questions about the equipment.

The whole demonstration was designed to show the speed and accuracy with which information can be obtained, verified, and distributed, which is a vital part of strategy and tactics.

Fifteen officers and eight enlisted men of the 1st Observation Squadron, Marshall Field, Fort Riley, Kansas, recently spent an interesting morning inspecting the Stearman Aircraft plant at Wichita, Kansas. Of most interest to the pilots was the new Attack Bomber constructed at the Stearman plant to enter competition with other companies building similar airplanes.

Following the inspection, the officers and men attended a special luncheon arranged by J. Earl Schaefer, Vice President of the Boeing Airplane Company and General Manager of the Stearman Aircraft Division, at the plant. Major R.G. Harris, recently appointed Air Corps Representative in the Kansas area, assisted in making the arrangements for the inspection and luncheon.

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WAR DEPT. ORDERS AFFECTING A. C. OFFICERS Changes of Station

To Bolling Field, D.C.: Major James B. Jordan, from the Office of the Chief of the Air Corps, Washington, D.C.

To Baltimore, Md.: Major Oliver P. Gotlin, Jr., for duty as Air Corps Representative at the aircraft plant of the Glenn L. Martin Company. Previous orders in his case amended.

To Hot Springs, Ark.: Major Harold W. Beaton, from Barksdale Field, La., for observation and treatment at Army and Navy Hospital.

To Middletown Air Depot, Pa.: Major John P. Richter, from Wright Field, Ohio.

To Kelly Field, Texas: Captain William H. Maverick, from March Field, Calif.; Captain Thomas E. Culbertson, from Fairfield Air Depot, Fairfield, Ohio; Captain Thomas R. Lynch, from March Field, Calif.; 2nd Lieut. Herbert M. West, Jr., from Barksdale Field, La.

To Los Angeles, Calif.: Major Harry A. Halverson, from March Field, Calif., for duty as instructor, 40th Division Aviation, California National Guard.

To Randolph Field, Texas: Major Donald D. Fitzgerald, from Billing Field, D.C.; Captain John P. Kenny, from Barksdale Field, La.

To Sacramento Air Depot, Calif.: Major Fred C. Nelson, from Moffet Field, Calif.; Major Bernard J. Toohar, from Langley Field, Va., previous orders in his case revoked.

To Selfridge Field, Mich.: Major Clarence E. Crumrine, upon completion of

course of instruction at the Command and General Staff School, Fort Leavenworth, Kansas. Previous orders in his case revoked.

To Washington, D.C., for duty in the Office of the Chief of the Air Corps: Major Myron R. Wood, from Wright Field, Ohio; Captain Thurston H. Baxter, upon completion of tour of duty in Panama Canal Department, previous orders in his case amended.

To Materiel Division, Wright Field, Ohio: Captain David J. Ellinger, from Fort Sill, Okla.; Captain John S. Mills, from Langley Field, Va., and 1st Lieut. Douglas M. Kilpatrick, Jr., from Langley Field, Va.

Second Lieut. William S. Steele was promoted to first lieutenant, with rank from June 12, 1939.

Major Robert S. Heald, Air Corps, was ordered to proceed to his home to await retirement.

Orders assigning Lieut. Colonel Arthur E. Easterbrook, Office of the Chief of the Air Corps, for duty as student in the 1939-1940 course at the Army Industrial College, were revoked.

The following-named second lieutenants, Air Reserve, on active duty at Randolph Field, Texas, are continued on such active duty to June 15, 1940:

George Severson Buchanan, Palo Alto, Calif.; Frank Vines Haynes, Clyde, N.C.; James Crawford McGehee, Birmingham, Ala.; Frank Beard Scott, Little Rock, Ark.

The active duty of the following-named Reserve officers was extended to the dates indicated: To June 25, 1940: 2nd Lieut. Willard Glenwood Ewing, of Chicago, Ill., at Chanute Field, Ill.

To June 30, 1940: 2nd Lieuts. James Austin Philpott, of Pomona, Calif., in the Hawaiian Department, and Monty Duran Wilson, of Spokane, Wash., at Lowry Field, Colo.

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On June 16th, a group of about 43 R.O.T.C. students, then in training at Camp Bullis, led by four officers, made a visit through the shops and other activities of the San Antonio Air Depot, Duncan Field, Texas. The visitors expressed themselves as having been greatly pleased and interested in viewing the Depot's operations. The party was conducted by Lieut. A.R. Del Campo, Ordnance Department, Fort Sam Houston, Texas.

The annual inspection of the San Antonio Air Depot was made May 31 to June 3, 1939, by Colonel Junius W. Jones, Inspector General's Department.

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AIR CORPS

NEWSLETTE

ISSUED BY
THE OFFICE OF
THE CHIEF OF THE
AIR CORPS

WAR
DEPARTMENT
WASHINGTON



MARCH FIELD
6/27/39

Information Division
Air Corps

July 15, 1939

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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THREE HUNDRED PERCENT SAFER THAN THE AIRLINES !!

By the Randolph Field Correspondent

American-operated airlines, criss-crossing the United States and also plying their way into the frozen reaches of the north country and the tropical heat of equatorial lands, established an enviable record in safety of operation during the calendar year of 1938, figures recently released by the Civil Aeronautics Authority revealed. A total of 81,058,127 revenue airplane miles was flown, with only 45 deaths during the entire one-year period. Therefore, the average number of airplane miles per accident was almost two million - to be exact, 1,801,291 miles for each death in a scheduled air transport plane.

However, during the fiscal year from July 1, 1938, to June 30, 1939, the Primary Flying School at Randolph Field, Texas, where almost 90 percent of the flying is of the student training variety, boasts of a safety record that surpasses the airlines by more than 300 percent! Approximately 150,000 airplane hours, or 17,000,000 airplane miles were flown at the "West Point of the Air" during the twelve-month period and with only three fatalities, a death for every 5,600,000 airplane miles, as compared with the 1,801,291 miles - the airline record.

That such a phenomenal record for safety of operation should be built up by a Primary Flying School is even more remarkable, for actuarial statistics show that, although training activities are not any more hazardous than the early years of a pilot's career after his graduation with his coveted set of wings, never-the-less, there are slightly more fatalities during this period than later, when experience and judgment have been developed.

Of the three fatalities occurring at Randolph Field during the 17,000,000 miles of flying, two of them can readily be termed "freak accidents." Last August, a Flying Cadet and his instructor had landed and were stationary on the airdrome, when another plane, piloted by a student, swerved during the take-off, crashed into the first plane, killing the student pilot seated

therein.

Again, during May, 1939, a Flying Cadet, returning to Randolph Field during the course of a night navigation flight, part of the curriculum of the Basic Stage, was trapped by a miniature tornado, which suddenly broke off from a thunderstorm several miles off the course, cut a swath less than a mile wide, and as suddenly dissipated itself. The Cadet made a successful parachute jump, but the landing in a high wind and in total darkness resulted in death.

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DOUGHTY LITTLE FIGHTERS GO INTO DISCARD

Eight obsolescent P-6E's recently made their last flight. Headed by Captains Joel E. Mallory and Thomas J. DuBose, eight Randolph Field pilots ferried the time-worn Pursuit airplanes from Maxwell Field, Ala., to the civilian flying schools being utilized by the Air Corps as Primary Flying Schools, there to find their final resting place in the ground school hangars.

Before they departed from Randolph Field, each of the eight pilots provided themselves with a large placard reading: "FOR GROUND INSTRUCTIONAL PURPOSES AND NOT TO BE FLOWN." Upon completion of the flights, the signs were affixed to each plane, thus ending the career of another group of planes whose performance has been far surpassed by later developments.

Other pilots participating in ferrying the P-6E's down the "last long mile" were Lieuts. James M. Treweek, William H. Council, Frank E. Rouse, William L. Hayes, Jr., Thomas S. Power and Lester S. Harris, all of Randolph Field.

The P-6E Pursuit airplane is about eight years old. A contract for 46 of these planes was approved by the Secretary of War on July 8, 1931. The 17th Pursuit Squadron, Selfridge Field, Mich., was the first organization to receive this plane.

ACTIVITIES OF 77TH PURSUIT SQUADRON

The past three months have been busy ones, indeed, for the 77th Pursuit Squadron, Barksdale Field, La., what with the gunnery camp, examinations, inspections and reviews coming in rapid succession. The inevitable rush to complete the training schedule, coupled with the above activities, has left practically no opportunities for idleness.

The gunnery camp proved very successful this year, both from the standpoint of the field set-up and aerial gunnery scores. The basing of the Squadron at the Galveston Municipal Airport instead of Fort Crockett greatly facilitated daily operations, due to good runways and the larger area of the field. Prior to the firing, low scores were anticipated due to the outlawing of hits in the tubes of the target. However, after the scores were calculated, it was discovered that this fear was unfounded, as evidenced by the high scores of most of the pilots. Upon return from the gunnery camp, the Reserve officers in the outfit hit the books in preparation for the examination for Regular commissions, this in the endeavor to make up for time lost at Galveston. They learned that gunnery camp is not conducive to good study and concentration.

An epidemic of inspections and reviews has kept both pilots and enlisted personnel going at top speed. The enlisted men are to be complimented on the splendid and efficient manner in which they have functioned during this period of extensive operations, keeping a maximum number of planes in the air at all times, day and night.

Lieut. Arman Peterson was recently detailed as Group Engineering Officer, and is well qualified for so responsible a position. "Pete" was graduated from the Training Center in October, 1937, and he received his Regular commission just a year ago. He is ably filling the shoes of Lieut. Norman Sillin, also from the 77th, who was recently detailed to the Air Corps Tactical School. Captain John W. Kirby, "B" Flight Commander, also recently reported to Maxwell Field to attend the Tactical School.

Practically every night for the past two weeks has seen the 77th take to the air in an endeavor to insure that its 10% night flying would be completed by July 1st. Trips to Brownsville, Oklahoma City, and San Antonio after dark are the order of the day.

The 77th is proud to welcome four new pilots - Lieut. Gilchrist, an aeronaut-

ical engineer from Alabama Polytechnic Institute; Lieut. Lawrence, a mechanical engineer from L.S.U.; Lieut. Hubbard, of Fort Worth, and Lieut. Grossetta from Tucson, Arizona. All four officers were graduated in Pursuit Aviation.

LIGHTER-THAN-AIR ACTIVITIES AT FT. SILL

Pilots of the 1st Balloon Squadron, Fort Sill, Oklahoma, made two free balloon flights during the month of June. Majors Ira R. Koenig and William C. Farnum, Air Corps, took the first flight together, using a 35,000-cubic ft. balloon, and carrying Private 1st Class Kenneth Elgin as passenger. Major Farnum took the second flight, using a 19,000 cubic ft. balloon and carrying Private 1st Class James E. Cable as passenger.

Captain Gerald C. Johnston, 1st Balloon Squadron, is at the Air Corps Tactical School, Maxwell Field, Ala., being a member of the class which started on June 1, 1939.

Privates W.M. Thompson, 1st Balloon Squadron, and B.B. Skaggs, of Flight "C," 12th Observation Squadron, were recently appointed to the United States Military Academy, West Point, N.Y., reporting there on July 1st. Both men attended the West Point Prep School at Fort Sill, and later "preped" at Camp Bullis. In the final examination at the last-named post, Private Skaggs rated second in the Corps Area.

Staff Sergeant Thomas V. Wallace, 1st Balloon Squadron, was recently ordered to Hawaii, and will sail from Charleston, S.C., on the September transport. "We regret his leaving," says the News Letter Correspondent, "and the best wishes of all Air Corps troops go with him to his new station."

POOL IN "FULL SWIM" AT BOLLING FIELD

The swimming pool at Bolling Field, D.C., was opened recently for the current season, and is under the care of Corporal Quinn, of the 14th Air Base Squadron. The hours for enlisted men have been changed as compared with other years, so that the men might enjoy the privileges of the pool for longer periods. From the remarks of the men, it appears that the change is meeting full approval. Free swimming lessons and life-saving lessons under the direction of a life-saving instructor, are available at all times.

BRAZILIAN MILITARY MISSION VISITS AIR CORPS POSTS

Randolph Field, Texas

The assembled air strength of the Air Corps Training Center, almost 300 airplanes, ranging in size from the Primary Training planes to the giant twin-engine Bombers, were displayed before Major General Pedro Aurelio de Goes Monteiro, Chief of Staff of the Brazilian Army, and his staff during their visit to Randolph Field recently as part of a nation-wide inspection trip of U.S. Army stations.

Traveling in six Air Corps Transport planes, the party arrived at the "West Point of the Air" at noon on June 25th. They were met by Major General H. J. W. B. Commanding General of the Eighth Corps Area; Colonel A. W. Robins, Commanding Officer of the Air Corps Training Center; Lieut. Colonel Edwin B. Lyons, Commanding Officer of Randolph Field, and other high ranking Army and Air Corps officials. A seventeen-gun salute was fired in honor of the visiting dignitary, and a 150-man guard of honor was presented to him.

Following luncheon at the Officers' Mess, an inspection tour of Randolph Field was made, during which General Monteiro appeared to be particularly impressed with the assemblage of planes. Both ramps of the huge airdrome were crowded with planes, arranged three abreast in order to accommodate them all. The Kelly Field contingent, numbering almost 100, staged an impromptu aerial review, dipping in salute as they took off for the return flight to their base.

A depth perception within five millimeters was shown by General Monteiro during his inspection of the School of Aviation Medicine. Major John M. Hargreaves, Medical Corps, while explaining the intricate devices used to determine the physical fitness of Air Corps officers, invited the Brazilian official to operate the depth perception strings. A reading of five millimeters was announced, and it brought a smile of pleasure to General Monteiro's face.

High civic and military officials cooperated in a mammoth banquet that evening, at which General Monteiro in an address told of the friendship and esteem that existed in his country for its neighbor to the north.

Following a review of the Second Division at Fort Sam Houston on the morning of June 26th, General Monteiro and his party departed by air for Fort Bliss, at El Paso, Texas, the next stop of his nation-wide tour.

Barksdale Field, La.

The Chief of Staff of the Brazilian Army, Major General Pedro Aurelio de

Goes Monteiro, accompanied by his staff and several officers of the American Army, was an honored guest of Barksdale Field on June 24th and 25th.

The General and his party arrived at Barksdale Field from Langley Field, Va. the first stop on their 22-day tour of the country from coast to coast, after making an unscheduled stop in Nashville, Tenn. The 1,400-mile flight from Langley to Barksdale was intended to be nonstop, but strong headwinds forced the party down at Nashville, where they refueled and took off an hour later.

Six Douglas Army Transports, carrying the Brazilian General, six aides and high American officials, were sighted over Barksdale shortly before 4:30 p.m., flying in diamond shape formation a formation they assumed all the way from Nashville. The planes landed, facing across the ramp.

As General Monteiro left the ship, he was welcomed by Brigadier General Frederick L. Martin, Commanding General of the Third Wing, GHQ Air Force, and Colonel Ira A. Rader, Commanding Officer of Barksdale Field and the Sixth Air Base. The party was greeted with a 17-gun salute and "flourishes" by a bugle corps. A guard of honor, in charge of Major Frank L. Cook, was drawn up and inspected by the party.

The inspection was followed by an aerial review by the 20th Pursuit Group. The party then proceeded to the Washington-Youree Hotel, escorted by military and state police, to return, after a short rest, to the field for a reception, dinner and dance at the officers' club.

Upon his arrival at Barksdale Field, General Monteiro, during the course of an interview, expressed his appreciation for the manner in which he has been received in the United States. His message was that, although the United States and Brazil are separated by a great distance and entirely different social conditions, no two countries have more similar aspirations or closer affinities. Their common ideal is that of the fraternity of peace.

After remaining overnight at the hotel, the South American group was driven to Barksdale Field, where a line of sentries had been formed from the outpost to the hangar line. Midst the booming of the 17-gun salute, the party then made their good-byes and boarded their planes at 9:40 a.m., with San Antonio, Texas, as their destination.

The six Douglas Army Transport planes, carrying the official party, were escorted by 39 Pursuit planes from the 20th Pursuit Group at Barksdale Field. One squadron flew above the party, and one flew at each side. All were flying

in echelon formation.

Brigadier General Arnold N. Krogstad, commanding the Second Wing, GHQ Air Force, accompanied the party from Langley Field as far as Barksdale Field. Brigadier General Frederick L. Martin accompanied the escort as far as Randolph Field, Texas.

Those in the Brazilian party included Colonel Canrobert Pereira da Costa, Major Aginaldo Caiado de Castro, Major Jose Machado Lopes, Major Joaquim Ascencao, Captain Orlando Eduardo Silva and Captain Adhemar Jose Alvares da Fonseca. Among the American officers who accompanied them were Lieut. Colonel Lehman W. Miller, Major Matthew B. Ridgeway, Captain Thomas North, Lieut. W.R. Curry and Lieut. J.H. Eakin.

20th Pursuit Group

On the recent visit of General Monteiro, Chief of Staff of the Brazilian Army, and his party to Barksdale Field, the 20th Pursuit Group was selected by the Commanding General, GHQ Air Force, to fly an aerial review in his honor. As General Monteiro and his party landed at Barksdale Field on the afternoon of June 24th, he was greeted by the Third Wing drawn up for an inspection of airplanes and personnel. After the inspection of the Wing, the pilots of the 20th Pursuit Group took their places and, upon signal, started their ships and took off.

General Monteiro was greatly impressed by this demonstration, which was executed with the utmost precision, including the take-off by Squadrons, the pass-by and the landing by squadrons. Lieut. Colonel Ross G. Hoyt led his Group past the reviewing stand in column of squadrons one thousand yards between units. The spacing was excellent and the greatest variation in time between succeeding units was two seconds, which was not possible to note without a stop watch.

Early the following morning, the Group again took off just prior to the departure of General Monteiro and his party to fly an escort of honor to his six transports towards Randolph Field. As the transports got into formation, the 77th Pursuit Squadron, led by Captain Grover, took position to the rear and above the formation; the 55th Pursuit Squadron, led by Captain Sanders, took position to the right of the General's ship, and the 79th Pursuit Squadron, led by Lieut. Reed, took position on his left. Headquarters element, led by Lieut. Colonel Hoyt, flew above the formations. After flying a hundred miles, Lieut. Colonel Hoyt took the element alongside the General's ship, dipped three times and, by radio, bade him farewell and good-speed. The General acknowledged the message and thanked the Group for its

splendid display and for its friendship.

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PROMOTIONS TO TECHNICAL SERGEANT

Effective July 8, 1939, the following Staff Sergeants of the Air Corps were promoted to the grade of Technical Sergeant:

Frank A. Cleagno, March Field, Calif.
Jesse J. Barnhill, Langley Field, Va.
Arthur Jolly, Langley Field, Va.
Lyman DeFord, Barksdale Field, La.
George M. Hagan, Barksdale Field, La.
Herbert P. Hodges, Langley Field, Va.
Dona E. Tetu, Langley Field, Va.
Henry L. West, Langley Field, Va.
Joseph C. Laza, Hawaiian Department,
Troy V. Martin, Langley Field, Va.
Arnoldo Gutierrez, Langley Field, Va.
James H. Boyles, Langley Field, Va.
Jean E. Riviere, Mitchel Field, N.Y.
Johnnie L. Simpson, Selfridge Field, Mich.
Alberto Flores, Scott Field, Ill.
John A. Falk, Kelly Field, Texas.
Herman L. Chestnutt, Kelly Field, Texas.
Otto Armbruster, Randolph Field, Texas.
Leo Laquatra, Brooks Field, Texas.
Ray P. Morrison, Kelly Field, Texas.
Cayus P. Peterson, Hamilton Field, Calif.
George J. Harth, Fort Lewis, Wash.
Germain A. Viebal, Panama Canal Department.

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"PEA-SHOOTERS" ARE DUE FOR A SURPRISE

Staff Sergeant Davidson, of the 55th Pursuit Squadron, Barksdale Field, La., recently returned from Buffalo, N.Y., where he had been studying the inner workings and hidden mechanisms of the "Airacuda." He says that it will be quite a surprise to the Pea-Shooters who are used to flying the Curtiss P-36A's.

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The assignment of Major Harry A. Halverson, Air Corps, March Field, Calif., to duty as Instructor, Air Corps, 40th Division, California National Guard, at Los Angeles, Calif., has been revoked, and he has been assigned to duty at Hamilton Field, Calif.

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Major Ronald A. Hicks, Air Corps, has been relieved from assignment and duty in the Office of the Chief of the Air Corps, Washington, D.C., and assigned to duty at March Field, Calif.

Captain Carlisle I. Ferris has been relieved from duty at March Field and detailed as Instructor, 40th Division Aviation, California National Guard, Los Angeles, Calif.

THE CAMPAIGNS OF A PILOT

For twenty-two years my country had been living peacefully with the Medicos as our neighbors, carrying on our customary foreign trade in a business-like and social manner. Generally our relations were very compatible during this time except on certain occasions they have sent over notes taking exception to our "Flying-Status" axis. They claimed that we had violated the "depth perception," "20/20," "Schneider" and other clauses of our treaty. In each case however, our diplomats got together and ironed out all differences.

On July 1st of last year, we got together for our semi-annual round table conference. The usual treaty seemed to be satisfactory to all concerned, so we left each other, feeling that we should live together in peace and harmony for another six months.

This was not true, however, for on September 17th, and without forewarning, they declared war on us, moving their "cardiograph" division in to invade and occupy that part of our country known as the Province of Flying Pay. Since then they have held this territory without giving up a single foot of ground.

On September 25th, the campaign shifted to Arkansas, where in the Battle of Hot Springs my troops were able in most all skirmishes to defeat the forces of the Medicos, except their crack "cardiograph" division, which they again launched in a counter attack on my left flank. Neither side gained a decisive victory, except that this "E-K-G" division of theirs dug in for what looked like a position of passive resistance. I then retired to my home station to reorganize my forces.

From October to May of this year, both sides were entrenched facing each other. In January, I tested the strength of the enemy during the annual physical examination. My troops gave an excellent account of themselves. The enemy had to give considerable ground, but I failed in completely crushing their resistance. Their "cardiograph" division held a pivotal point from which I was unable to dislodge them or get ground. In April, I made another determined effort against this "E-K-G" division, throwing into line my smartest and seasoned troopers in a position which looked like I had them trapped. The enemy contested every inch of ground but finally, in the face of the onslaughts of my forces, they conceded a partial victory and moved the zone of operations to this locality. Their army has fortified themselves at the Station Hospital, Fort Sam Houston, where it looks like the decisive battle of the war will be fought.

I moved my troops into line facing

them last Thursday. Since then there has been several skirmishes, and in each case my troops have been able to hold them back.

Thursday afternoon they sent their "thermometer" squadron over to make some observations of our lines. We immediately shot them down with a "normal" anti-aircraft barrage. Their "pulse" air force at that time did a great deal of damage to our troops on Hill 100, but the next morning when they came over, we had fallen back to 72, where we have been holding our own since then.

Their "blood pressure" division made an attack on us Friday morning, and it looked for a time that our army would be completely routed. They made their attacks from Hills 160 systolic and 105 diastolic. Our troops were well spent and needed considerable rest after their trip from the north. In all probability, too, they were suffering from "hospitalitis." This was a surprise attack, coming with full force and without artillery preparation. We since have fallen back to Hill 148 and 84, where we have been holding our own.

The enemies' "dental" and "U-g" regiments made attacks Saturday morning, but both were thrown back with considerable losses against our superior forces. Considerable bombardment of our lines has been coming from their "cardiograph" division. This morning we had a slight encounter with their "E-N-T" regiment with our complete mastery of the situation.

The summary of my G-2 reports and G-3's estimate of the situation indicates that their main effort will be made along the front occupied by their "cardiograph" division. I therefore elect to reinforce my lines for a counter offensive with my "complete-rest" division, "no-smoking" artillery, "cut-down-on-my-eating" cavalry, "no-drinking" air force and my "optimistic" supply trains, this to crush their further resistance, and to that end surely good health and flying status shall follow me all the rest of my life and I will dwell in peace with the flight surgeons forever.

A Member
The Cardiograph Club
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Major Grandison Gardner, Air Corps, has been relieved from duty at March Field, Calif., and assigned to duty at the Air Corps Materiel Division, Wright Field, Dayton, Ohio.

TWO WEEKS' GUNNERY FOR 6TH PURSUIT SQDN.

The 6th Pursuit Squadron, stationed at Wheeler Field, T.H., minus its Reserve officers, moved to Bellows Field on the windward side of Oahu on June 5th to spend two weeks in gunnery camp.

While the guns were being boresighted and fired, Lieuts. Flack, Quinn, Tuell, Kluever, Wintermute, Wilson, Faulkner, Opeil and Hubbard were at Hickam Field doing their best to "max" the written exams for Regular commissions in the Air Corps. They arrived at Bellows Field on Wednesday evening, June 7th, in time for a good salty swim in the Pacific.

Thursday morning saw the start of a fast nine-day schedule, with firing on ground and towed targets, from 6:00 to 11:30 a.m., daily, with only a half hour break at 9:00 a.m. for "Yarp" - which was a life saver for the hungry pilots and men.

Four new members of the Squadron, Lieuts. Wilson, Faulkner, Hubbard and Opeil, who joined in May, were initiated into the Squadron and given their first taste of gunnery. They were all in favor of more frequent gunnery camps.

The first practice of mass gunnery as used at Langley Field resulted in a freak fire. Part of the target was neatly burned out after being ignited by a tracer. The remainder of the target, however, recorded a score of 14 percent hits from a range of 1,000 yards.

By ten o'clock Saturday, the 17th, record firing had been completed in spite of gray skies, cross winds, and frequent showers - whereupon the newly qualified aerial gunners demonstrated their proficiency in 6 and 12-plane mass gunnery and in bombing for Brigadier General Walter H. Frank, Air Corps, Commander of the 18th Wing, and Lieut. Colonel William E. Lynd, Air Corps, Commander of the 18th Pursuit Group.

Five condemned rubber life rafts, which had seen strenuous use every afternoon during swimming and sun-bathing sessions, served as targets for the bombing demonstration. In time, their remains will probably be washed up onto the beach.

The last Thursday afternoon, instead of their daily fast and furious volleyball games, the officers entertained their best girls with a picnic in their honor at the Officers' Beach at Waimanalo. Needless to say, all thoroughly enjoyed themselves.

As a well earned reward for keeping every department operating at peak efficiency, the men were given a picnic Saturday afternoon with all of the trimmings. Thus ended a very pleasant and profitable gunnery camp.

PRACTICING RESCUE OPERATIONS

"Mayday, Mayday, Mayday; Number 44 going down in Gulf one mile out opposite 13 Mile Road." This was the signal that furnished the thrill of the 79th Pursuit Squadron Aerial Gunnery Camp conducted at the Municipal Airport, of Galveston, Texas, from May 27 to June 19, 1939. Within nine minutes the "Crash" Duck was at the scene of the "Action" and in 22 minutes the Coast Guard Crash Boat was in position to be launched at the 13 Mile Road, which is about 11 miles from the Municipal Airport.

It was a realistic demonstration. Only four officers present knew of the scheduled dry run - the Commanding Officer, 2nd Lieut. Donald R. Hutchinson; the Operations Officer, 2nd Lieut. James Ferguson; the "victim," 2nd Lieut. Millard F. Tindall; and Brigadier General Frederick L. Martin, Commanding General of the Third Wing, 6th Air Force, who twenty minutes previously had arrived from Barksdale Field to conduct an inspection of the camp and who gave permission for the event to go on as scheduled. This mission had been secretly planned several days in advance.

The Coast Guard crash boat usually utilized during the 20th Pursuit Group Aerial Gunnery Camps was temporarily out of commission, due to lack of parts. The U.S. Coast Guard Detachment of Galveston, Texas, furnished a truck, trailer on which a rescue boat was mounted, and two seamen, who stood by with the crash boat at the camp awaiting dispatch in case of emergency. The success of the "rescue" was made possible only by the excellent cooperation of the U.S. Coast Guard.

CANAL ZONE AIRMEN VISIT COLOMBIA

Two flights to Bogota, Colombia, were made during the month of June by the planes of the 44th Reconnaissance Squadron: the first, for the purpose of a preliminary survey of routes and landing field facilities; the second, an official visit of Major General David L. Stone, Commanding General of the Panama Canal Department, accompanied by members of his staff and other officers of the Department, to repay a visit made by officials of the Colombian Government which was made two months ago.

Captain Harlan T. McCormick, Air Corps, was promoted to the grade of Major (temporary), with rank from June 30, 1939.

NEW AIR BASE AND AIR DEPOT

The Hon. Harry H. Woodring, Secretary of War, announced on July 13th the locations of the Southeast Air Base and the Southeast Air Depot, for which funds were recently provided by the supplemental Appropriations Act, 1940, subject to the completion of satisfactory negotiations.

The Southeast Air Base will be located on a site approximately six miles southwest of Tampa, Florida. The location of this base involved primarily consideration of the strategical requirements concerned in the air defense of the south Atlantic coast and of air operations in the Caribbean area.

The Southeast Air Depot will be located approximately one mile southwest of Mobile, Ala. This Depot has been located with regard to the storage and distribution of all types of Air Corps material, and the heavy repair and maintenance requirements pertaining to the Air forces in the southeastern portion of the United States and in Puerto Rico and Panama. Accessibility to deep water was an important factor in view of the necessity of serving our air forces in the Caribbean area.

The Air Corps expansion program includes the establishment of new air bases in Puerto Rico, in Panama, in Alaska, one in northeastern and one in the southeastern United States, as well as an Air Depot in the southeast.

The decision of the War Department on the locations of the other remaining installations will be announced later.

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NEW OFFICERS FOR THE AIR CORPS

Under the provisions of the Acts of Congress of August 30, 1935, and April 13, 1938, a total of 63 officers of various branches of the Army serving on active duty received permanent commissions in the Regular Army in the grade of second lieutenant. Of these 63 officers, 3 were commissioned in the Corps of Engineers, 2 in the Signal Corps, 4 in the Cavalry, 10 in the Field Artillery, 8 in the Coast Artillery, 27 in the Infantry, 1 in the Chemical Warfare Service and 8 in the Air Corps.

The eight officers permanently commissioned in the Air Corps, with rank from July 1, 1939, and the stations at which they are stationed at the present time are given below, as follows:

Robert Mathias Krummes, March Field, Calif.;

Edwin Bruce Miller, Jr., Flight C, 12th Observation Squadron, Fort Sill, Okla.;

Dale Donald Brannon, Selfridge Field, Mt. Clemens, Mich.;

Fred Thomas Crimmins, Jr., Hamilton Field, Calif.;

Eugene Batchelder Fletcher, March Field, Calif.;

Edwin Harley Hatch, 15th Observation Squadron, Scott Field, Belleville, Ill.;

Deal Carrol Hoebet, March Field, Calif.;

Marvin Leonard McNickle, Selfridge Field, Mt. Clemens, Mich.

The officer last mentioned on the above list has a twin brother, Melville, who is also stationed at Selfridge Field. The twins hail from Doland, S.D. They decided to make flying their career and several years ago qualified for appointment as Flying Cadets. Both graduated from the Air Corps Training Center and specialized in Pursuit. However, they did not graduate at the same time, for Melvin, prior to entering the Primary Flying School, was stricken with appendicitis, and hence his graduation was delayed four months. Marvin was commissioned in the Air Reserve and assigned to extended active duty with the 1st Pursuit Group at Selfridge Field, and four months later his twin brother joined him. The two had never previously been separated since their birth.

Both took the recent examination for a commission in the Air Corps, Regular Army, under the provisions of the so-called "Thomason Act," providing for the appointment of some 60 odd Reserve officers, serving on extended active duty with various branches of the service, in the Regular Army.

Considering that the Air Corps was allotted eight appointments, it may be surmised that the competition for these vacancies was rather keen. Melvin also qualified for a Regular commission but, unfortunately, his marks were not high enough to place him among the first eight. And so, on the surface of things, it would seem that the twins are at last due for a separation. However, fate may not be so unkind. Just recently, some 600 Reserve officers competed for about 400 vacancies in the grade of second lieutenant in the Air Corps, Regular Army, created under the Air Corps Expansion program. It would seem that if Lieut. Melvin McNickle qualified for a Regular commission under the Thomason Act he should certainly make the grade in a situation where his chances for success are infinitely greater.

Not long ago, when the Selfridge Field Correspondent had occasion to refer to the twins, he stated that it was next to impossible to tell them apart and that since their arrival at the field they have succeeded in hopelessly confusing their acquaintances, ranging from the Post Commander to the mechanics on the airplanes.

RETIREMENT OF TECHNICAL SGT. McINTIRE

War Department orders were received recently at Kelly Field, placing Technical Sergeant Edward J. McIntire, 12th Air Base Squadron, Air Corps, on the retired list of the Army, effective June 30, 1939, upon his completion of more than thirty years' service with the colors.

Sergeant McIntire, the son of the late Mr. and Mrs. Charles C. McIntire, is a native of Springfield, Mass., where he attended the Crew Street Grammar School. He first enlisted in the United States Army on October 3, 1905, at Fort Slocum, New York, and received his first assignment with Troop "G" of the Second Cavalry, with station at Ft. Riley, Kansas. He subsequently enlisted and served with the 6th Cavalry at Fort Des Moines, Iowa, and the 4th and 5th Cavalry regiments at Schofield Barracks, Territory of Hawaii. During his service with the Cavalry, he attained the grades of Sergeant and First Sergeant. He served a total of six years in Hawaii, and on the Mexican Border during the troublesome days along the Rio Grande in 1911.

McIntire, who has been an expert pistol shot as well as expert rifleman during his entire service, participated in the National Rifle Matches at Camp Perry, Ohio, in 1920 as a member of the National Rifle Team, and won his share of the medals.

This splendid veteran noncommissioned officer, who has in his possession nine discharge certificates which bear the notation of Character "Excellent," saw active service in 1907 in what he believes was the last Indian Expedition participated in by the United States Army, when he took part in the campaign against the Ute Indian tribes in South Dakota. The Sergeant recalls that he and his comrades suffered from the intense cold during those days of bivouac, with the mercury around 30 to 40 degrees below zero.

Sergeant McIntire, who has specialized in Air Corps Supply work during the past fifteen years, joined the Air Corps on May 23, 1924, when he was assigned to Kelly Field, Texas, where he has been stationed ever since. He has served with the 41st, 48th, 39th, 68th, 81st, Air Corps Advanced Flying School Detachment, and the 12th Air Base Squadron (his last assignment), during his 15 years of service at Kelly Field. He received his promotion to the grade of Sergeant shortly after joining the Air Corps, and was subsequently promoted to Staff Sergeant. He received his present appointment as Technical Sergeant on June 1, 1935.

During the World War, Sergeant McIntire served as First Sergeant in the Fourth Cavalry in Hawaii, later returning to the United States with the

regiment in 1918 and performing duty along the Mexican Border. He and his wife have been making their home in South San Antonio, Texas, and own their home. They plan on leaving Kelly Field in July for a camping, fishing and hunting trip to Yellowstone National Park, after which they will return and leisurely make plans for the future.

The entire Air Corps, and Kelly Field in particular, congratulates Sergeant McIntire on his excellent record, and the good wishes of officers and enlisted men go with him on his well-earned retirement.

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NOTES REGARDING RANDOLPH FIELD "HAMS"

The Randolph Field Communication Section lost one of its best operators when Private 1st Class, Specialist 3rd Class, R.H. Vinson was appointed as a Flying Cadet. He was scheduled to report at Love Field, Dallas, Texas, to start training on June 29, 1939. The Section wishes him success and happy landings.

Corporal N.G. Hower, maintenance repairman, is getting a lot of time on the B-18A as radio operator. So far, the Corporal has made 100% radio contacts.

Corporal C.K. Smith, Chief Operator, is looking for some land on which to erect a ham station. "We hope," says the News Letter Correspondent, "he finds a piece large enough to erect those large towers he has been talking about. According to Corporal Smith, the last two sections of the towers are going to be hinged so they can be lowered to let the moon pass."

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ENLISTED MEN TRANSFERRED TO CIVILIAN FLYING SCHOOLS.

On June 24th, eight anxious enlisted men of the 53rd School Squadron, Randolph Field, Texas, left for points North, East and West. They seemed overjoyed over the fact that their transfer to Civil Flying Schools has at last become a reality. These men will remain at the various schools on detached service. They were assigned to the stations indicated below:

Tech. Sgt. W.G. Ashby and Staff Sgt. J.W. Thompson to Air Corps Training Detachment, Ryan School of Aeronautics, San Diego, Calif.

Staff Sgt. G. Anderson, to Air Corps Training Detachment, Dallas Aviation School and Air College, Dallas, Texas.

Staff Sgt. V.O. Burkett to Air Corps Training Department, Grand Central Flying School, Glendale, Calif.

Staff Sgt. J.R. Midkiff and Sgt. 2nd Class J.M. Johnson to Air Corps Training Detachment, Chicago School of

(Continued on Page 9).

RANDOLPH FIELD'S NINTH ANNIVERSARY

Randolph Field, "The West Point of the Air," celebrated its ninth anniversary on July 3rd with athletics as the keynote of an all-day program which commenced at 8:30 in the morning and extended late in the night with a huge dance held in Hangar "F."

Starting the day's fun fest, a Field Meet was held on Grater Field, the home athletic grounds of the "Rambler." Numerous prizes donated by local business enterprises helped make this event successful from the standpoint of competition.

The 11th Air Base Squadron won the Organization Day Trophy, with the 52nd School Squadron running a close second. In the "feature" event, the Tug-O-War, Headquarters Squadron "beef-trust" won first place by out-pulling the defending 46th School Squadron, in the final heat.

Reaching the day's sports climax, Randolph Field's proud "Rambler" baseball team, which only a week ago captured the first half of the Army League, officially opened the second half with a wild 12 to 8 victory over the Ninth Infantry "Manchus" from Fort Sam Houston, Texas.

The Ninth Infantry Band contributed their services at the Field Meet and baseball game.

Other amusements on the day's bill of fare included swimming, golfing, trap shooting, hand ball, squash and horse-back riding, as well as free movies at the Post War Department Theater and dances which continued far into the night.

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Enlisted Men sent to Civilian Schools

(Continued from Page 8).

Aeronautics, Glenview, Illinois. Staff Sergeants J.L. Buckmaster and Stanley W. Corrigan to Air Corps Training Detachment, Spartan School of Aeronautics, Tulsa, Oklahoma.

Thirteen additional enlisted men, eight from the 52nd School Squadron and five from the 47th School Squadron were placed on detached service for duty with the Air Corps Training Detachments at the following Civilian Flying Schools:

To Dallas Aviation School and Air College, Love Field, Dallas, Texas: Technical Sergeant Carrel L. Shaw and Staff Sergeant James A. Euton, 52nd School Squadron; Staff Sergeant R.N. Proudfoot, 47th School Squadron.
To Lincoln Airplane and Flying School, Municipal Airport, Lincoln, Neb.: Sergeant Paul M. Spencer, 52nd School Squadron; Sergeant, A.M. 1st Class, W.E. Morgan, 47th School Squadron.

To Chicago School of Aeronautics, Curtiss Airport, Glenview, Ill.: Staff Sergeants James S. Battle and Daniel J. Cooley, 52nd School Squadron.

To Parks Air College, Inc., Parks Airport, East St. Louis, Ill.: Technical Sergeant Louis V. Mckenney, 52nd School Squadron.

To Santa Maria School of Flying, Inc., Santa Maria, Calif.: Staff Sergeants Robert C. New and Carlton M. Oaks, 52nd School Squadron.

To Grand Central Flying School, Grand Central Air Terminal, Glendale, Calif.: Staff Sergeants T.J. Peluso and A. Dulevitz, 47th School Squadron.

To Ryan School of Aeronautics, Lindbergh Field, San Diego, Calif.: Staff Sergeant W.A. Sharp and Sergeant H.T. Mosher, A.M. 1st Class, 47th Sqdn.

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26TH ATTACK SQUADRON CONDUCTS RECORD PRACTICE.

The 26th Attack Squadron has settled down after the Department Maneuvers to its final effort in completing the 1938-1939 training program. Having effected the necessary transition for the pilots who arrived on the May 8th Transport, a few days of work cleaned up the necessary directive flying. This was followed by record practice for gunners. From the scores which are coming in daily, it looks as if the Squadron will soon have a new lot of expert aerial gunners.

Kamehameha Day, which is a holiday celebrated in Hawaii, and the monthly reconnaissance for the Hawaiian Division, interrupted the schedule, but with the movement of the Squadron to Bellows Field Gunnery Camp on June 19th, it was expected that all gunnery and bombing should be completed, thus winding up the training year on June 30th.

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SPECIAL ISSUE OF "NATIONAL AERONAUTICS"

"National Aeronautics," official monthly publication of the National Aeronautic Association, with headquarters at Dupont Circle, Washington, D.C., will appear as an Army Air Corps birthday number in August. The leading article will be signed by Major General Henry H. Arnold, Chief of the Air Corps. Among the illustrations will be one showing the contract signed by Orville Wright and Captain C.S. Wallace, of the Signal Corps, on February 28, 1908, for the manufacture of the machine which was destined to be the first airplane owned by any army in the world. Orville Wright, of course, was the first man ever to fly a heavier-than-air machine. Copies of the magazine may be secured from the Washington Headquarters.

GIANT SLIDE RULE USED AT RANDOLPH FIELD

A giant slide rule, twenty feet in length and more than a foot and a half in width, is in daily operation in the Academic Department of the Primary Flying School at Randolph Field. Calculations as exacting as those performed on the regulation size rule can be made with this mammoth device.

Its main use, however, is to instruct the Flying Cadet classes in Mathematics in the operation of this necessary part of an engineer's equipment. Lieut. Harry N. Renshaw, Air Corps, one of the instructors in Mathematics, experienced difficulty in demonstrating to his classes the involved processes in the operation of a slide rule. If the class of 50 cadets were to crowd around the instructor in an effort to catch a glimpse of the regulation rule as it was being operated, no one would be able to see the method used. The idea of a giant rule, with figures large enough to be seen from any part of the classroom and yet accurate enough to work mathematical problems on, thus came into being.

The Photographic Department at Randolph Field photographed a regular sized slide rule, then made sectional enlargements from this negative until the finished product was 20 feet long. The Air Corps shops constructed the frame for this giant calculator, and later the photographs were glued to it.

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MORE PLANES FERRIED TO CIVILIAN SCHOOLS

Randolph Field's second contingent of Primary Training planes, 57 in number, started their trek to the nine civilian flying schools, participating in the expanded pilot training program.

Civilian instructors, who successfully completed the Primary Stage Instructors' School on June 28th, piloted most of the planes the following day to their various destinations, the planes destined for each school being led by an officer from Randolph Field.

Thus, a total of 126 PT-3's, PT-11's, and PT-13's have been transferred from the "West Point of the Air" during the month of June, for 69 of them took off earlier in the month for distribution to the civilian schools.

A third contingent of instructors, who will train the Flying Cadets in the rudiments of airplane piloting during the first twelve weeks of the 36 weeks' course, reported for the two weeks' course of instruction at Randolph Field on July 5th. Upon completion of the course, it is expected that the final flight of Primary Training planes will take off for the new scene of action at the various civilian flying schools.

CADET FAIRFIELD LOSES LIFE IN ACCIDENT

Flying Cadet Loran R. Fairfield, 23, a student at the Advanced Flying School, Kelly Field, Texas, was fatally injured as the result of an aircraft accident which occurred on June 22, 1939, about ten miles northwest of San Antonio, near the Bandera Road. Cadet Fairfield was on a routine formation training mission with his instructor, 2nd Lieut. Wilbur W. Aring, Air Corps, and another student, Flying Cadet Robert W. Evans, 26.

The three P-12 planes had been in a "Luffberry Circle" and, upon recovery into a "V," Cadet Fairfield's plane got out of position, striking Evans' plane. Cadet Evans managed a forced landing about a mile north of Kelly Field, without injury to himself and with but a little damage to his plane. Cadet Fairfield was thrown from his disabled airplane, his body descending to the ground by parachute which had become open. When witnesses reached Cadet Fairfield he was found dead.

Cadet Fairfield, the son of Mr. and Mrs. William R. Fairfield, of South Portland, Maine, was a 1938 graduate of the University of Maine, taking his degree of B.S. in Mechanical Engineering. He held a commission as second lieutenant in the Infantry Reserve.

Funeral services were held in the Chas. Hanavan Funeral Chapel at 2:00 o'clock on Friday, June 23rd, with members of the Staff, Faculty, and fellow students in attendance. His remains were sent to the home of his parents, with Flying Cadet William A. Piles as escort.

The entire Air Corps desires to extend its deepest sympathy to the bereaved parents.

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19TH PURSUIT SQDN. HAS WEEK OF CAMP LIFE

During the period from June 16th to 22nd, the 19th Pursuit Squadron of Wheeler Field, T.H., was encamped on the airport at Hilo on the big island of Hawaii. The Squadron, with 16 officers and 26 enlisted men participating, was transported to Hilo by air.

Flights around the Island of Hawaii to familiarize the pilots with the terrain and auxiliary landing fields occurred daily. Over the week end a motor trip was made around the island with an overnight stop at Kona, Hawaii.

All concerned regretted the termination of this enjoyable week at Hilo. On the day of departure, the picturesque lei vendors came out with their wares and had a field day loading down the departing personnel with their many varieties of beautiful flower leis, baskets, hand bags and hats, and other souvenirs of this exotic island.

FINANCIAL STATUS OF NATIONAL DEFENSE PROGRAM
OUTLINED BY THE SECRETARY OF WAR

At the beginning of the new fiscal year, the Secretary of War, the Honorable Harry H. Woodring, outlined the measures which have been taken by the War Department to hasten the actual accomplishment of the defense program advocated by the President in his message to the Congress on January 12, 1939. This program upon completion will not only place the Army in what may be called a "position of readiness" for any eventuality but will bring to full fruition the vitally important air defense program the basis of which was initially instituted in 1933 by a Public Works Administration grant of \$7,500,000 for new Army aircraft. A comparison of this figure with the \$170,000,000 for new aircraft alone, plus an additional \$130,000,000 to complete the air defense program, appropriated by the present Congress, vividly portrays the remarkable strides made by the air arm and the emphasis being placed upon it by national defense authorities.

Since the program was first initiated anticipation has been the keynote of War Department planning with the result that much of the spade-work was completed prior to the enactment of the appropriation bills by the Congress. Thus the whole program has been materially expedited and, in particular, the time for delivery of new aircraft has been materially reduced.

As a result of Congressional action to date the War Department has available for expenditure during the fiscal year 1940 funds in the amount of approximately 961 millions of dollars. (Details of these appropriations are given below.)

Among items of major interest these funds insure an air armada of 5500 airplanes in the Army alone and exclusive of the airplane strength of our Navy. The enlisted strength of our Air Corps will be more than doubled and some sixty million dollars will be expended in Air Corps construction. Utilization of civilian flying and mechanics schools in the training of our Army pilots and mechanics is a new and worthwhile step in our growing air defense program. Antiaircraft artillery, an integral part of any well-rounded air defense, is getting the emphasis due this important arm. Emphasis is being placed on mobile units capable of being shifted rapidly to any geographical location and the present program more than doubles the number of regiments in active service.

Provision is also made for the procurement of some 110 million dollars of critical items of equipment vitally needed to make our Army a "going concern", prepared to meet any calls which may be made upon it. Contributing to this same purpose is the item of some 16 millions of dollars for the placing of Educational Orders with industry to lay the foundation for the rapid procurement in case of an emergency of essential items of equipment of a non-commercial nature. An anticipated appropriation of approximately twenty-five million dollars will provide for the acquisition of stocks of strategic and critical raw materials, which will serve further to guarantee the certainty of military supplies in the event of an emergency without dependence on foreign sources.

Provision is made for a material increase in the strength and installations of the Panama Canal defenses, some 53 millions being provided for expenditure in the year 1940 at this vital link in our defenses.

As soon as circumstances permit, the Secretary, by trips to key-points, will personally acquaint himself with the progress being made under the expansion program. In this manner he will not only keep in close touch with the newer operations in the field but with those of the existing military establishment. In particular he proposes to visit the Panama Canal Zone, the civilian schools now training Air Corps personnel, the installations undergoing expansion, and the proposed new installations and commercial plants engaged in the manufacture of major items of army equipment.

For the 1940 fiscal year, appropriations now made available to the War Department total \$803,788,614 with contractual authority for an additional \$157,504,488. Of this amount, the sum of \$293,895,547 in appropriations and contractual authority was included in the Supplemental Appropriations Act signed by the President on July 1, 1939. This latter Act contained provisions for augmentation of the Army Air Corps, additional funds for Educational Orders, and for the expansion of the Panama Canal garrison.

The War Department, having completed its necessary prior planning for the expenditure of the major portion of these funds, is now in a position to expedite awards of contract to industry. The final translation of funds into the authorized program, particularly of the Air augmentation, will rest upon the expected

ability of industry to meet anticipated production schedules.

The Air program of 5500 airplanes calls for an expenditure of \$300,000,000. Of this amount, \$50,000,000 was made available in the 1940 Military Appropriation Act approved on April 26, 1939. All of this latter sum has been obligated by awards to industry of contracts for the production of new aircraft and the necessary spare parts, radios and armament. Of the remaining \$250,000,000 made available in the Supplemental Act, the sum of \$120,000,000 will be utilized for new aircraft and the necessary spare parts, radios and armament. In order to expedite this program, planning and testing have been completed at the Air Corps Materiel Division, Wright Field, Dayton, Ohio, and "tentative" awards of contract have already been placed for \$4,000,000 for new aircraft. Commencing July 5th and extending over the next two days, bids were opened for approximately ninety percent of the balance allotted for aircraft. It is anticipated that bids for the obligation of the remainder will have been opened by the end of July.

Also in the Supplemental Act funds were made available to the amount of \$47,400,000 for housing and Air Corps technical construction at new bases and depots as well as at existing Air Corps establishments. \$15,400,000 in contractual authority in addition was also provided. Construction will be initiated without delay.

In order to provide Air Corps pilots and mechanics for the augmented program, entirely new methods of training were devised in order not to expand Regular Army facilities beyond that necessary to maintain the augmented Air Corps in later years. Due to the length of time required for efficient training of personnel, it was not possible to wait until after the beginning of this fiscal year for the completion of final arrangements. Therefore, revocable contracts were entered into with civilian flying schools and the first class of 396 students has already reported for primary flying training. Similar classes will enter this group of nine civilian flying schools at intervals of six weeks for a three months course of instruction. Classes will continue until the end of 1940. On completion of primary training at the civil air schools, graduates of these classes will move to Randolph and Kelly Fields, Texas, where they will receive their basic and advanced training. By means of this system, a total of approximately 2,100 additional trained pilots will be procured. The sum of

\$3,528,360 will be expended for the civilian flying school assistance.

The enlisted strength of the Air Corps will be increased during this fiscal year by 25,794. Of this number, proximately 19,000 will be trained as specialists in technical aircraft subjects. All arrangements have been made for their training, which will be accomplished at seven civilian schools well as at Chanute Field, Renton, Illinois, and at Lowry Field, Denver, Colorado. 1200 men will be enlisted into the Air Corps this month and the number will be raised, as housing facilities permit, a total of 3211 each month for the last four months of the fiscal year.

The sum of \$14,250,000 was made available in the Supplemental Act for the placing of Educational Orders. In addition the Military Appropriations Act permits the expenditure of not to exceed \$2,000,000 for Educational Order out of funds otherwise appropriated for in the total amount of the Act. In connection, a routine resurvey of over 12,000 industrial establishments has just been completed by the War Department, in accordance with War Department policy requiring such a resurvey every three years.

The Supplemental Act provides the sum of \$27,000,000 in appropriations and contractual authority for the expansion of the Panama Canal garrison. This will result in an increase in personnel in the Canal Zone of 272 officers and 73 enlisted men, as well as for the required housing and installations. Since housing is necessary before personnel can be transported to Panama, it is planned to procure the additional enlisted personnel until February, 1940, and during the remaining months of the fiscal year. A survey has already been conducted to determine the location of sites for new construction. Of the \$27,000,000, approximately \$23,400,000 will be utilized for this new construction. This sum, together with the \$22,200,000 authorized for Air Corps construction in Panama in the same Act, and the amounts provided for construction and defenses by the regular 1940 Appropriations Act and the Second Deficiency Act (Public No. 61), increases to \$53,069,769 the complete amount of money specifically provided for the Panama Canal Department by these appropriations. In his report to the President for the fiscal year 1938, the Secretary pointed out that "We must greatly augment our air forces and our anti-aircraft artillery installations in the Panama Canal Zone. The Panama Canal must be made impregnable." Because of the tremendous

importance of the Canal to the national defense, the Secretary has therefore placed the Panama Canal Zone in first priority on his pending visit of inspection.

The Second Deficiency Appropriation Act included the sum of \$110,000,000 for critical items of equipment, the major portion essentially Ordnance. Of the \$99,366,362 specifically Ordnance and the \$16,206,000 provided by the 1940 Military Appropriation Act for Ordnance, it is estimated that completed articles and major components to be procured from private industry will amount to \$60,000,000 and that seventy-five per cent of the total will go to industry for these completed articles and major components and for raw or semi-finished materials. Proposals for many of the required items have already been issued and the entire project is being pushed with all possible speed.

The President, in his message to the Congress on January 12, 1939, recommended appropriations of \$477,000,000 divided among expansion of the Air Corps, purchase of critical items of equipment, educational orders, improvement of sea-coast defenses and expansion of the Panama Canal garrison. The Congress has made available essentially this same total amount. It has been the objective of the War Department to expedite to the greatest possible extent its methods of procedure in order to permit industry to retain the maximum allowance in meeting schedules of actual production.

Functional breakdowns of the three appropriation acts are given in the following columns.

MILITARY APPROPRIATION ACT, 1940

(approved April 26, 1939)

Military and Departmental:
 (includes contractual authority) \$548,995,812
 Departmental: 5,877,885

(Pay, civilian employees in Washington; Printing and Binding, Library, Surgeon General's Office, Army Medical Museum, Contingent expenses)

Total Military \$543,117,927

Of the \$543,117,927, the principal items are:

Pay, military personnel	\$200,912,659
Pay, civilian personnel in the Field	18,783,137
Clothing, enlisted men, Regular Army & Nat. Guard	11,727,719
Subsistence, enlisted men, Regular Army & Nat. Guard	33,912,342
Maintenance and operation, plant & equipment:	
General	66,308,600
Replacement of equipment	15,387,211

Cost of training, direct charges	\$20,613,277
Research Development, and planning	8,241,699
Miscellaneous activities	298,405
Augmentation	132,329,484

Breakdown of Augmentation:

Transportation, water	\$412,600
Transportation, motor	311,875
Transportation, rail	65,000
Construction, Army Posts	6,756,378
Barracks & Quarters	310,000
Acquisition of land	232,000
Signal Service	4,878,836*
Air Corps	74,220,637*
Ordnance Department	30,420,711*
Engineer Corps	261,430
Chemical Warfare Service	509,758
Seacoast Defenses	5,652,110
National Guard Bureau	7,169,409
Organized Reserves	1,128,740

(*includes \$50,000,000 of Air Corps Expansion Program.)

Contract authorization to be paid in F.Y. 1940 34,603,394

TOTAL MILITARY \$543,117,927*

(*includes contractual authority of \$40,205,988 to be paid in F.Y. 1941.)

2D DEFICIENCY APPROPRIATION ACT, F.Y. 1939

(Approved May 2, 1939)

Miscellaneous items:

Maintenance & operation of plant & equipment:	
General	\$1,554,456
Augmentation	8,000
Research & Development-Rotary Wing Aircraft	300,000
	\$1,862,456

Critical Items of Equipment:

Maintenance & operation of plant & equipment:	
General	879,500
Augmentation	109,120,500
	\$110,000,000

Seacoast Defenses:

Augmentation	6,539,287
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TOTAL - Second Deficiency Appropriation Act, F.Y. 1939 \$118,401,743*

*Includes Contract Authorizations in the amount of \$46,801,000.

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Two Air Corps noncommissioned officers, Sergeant Walter E. Meyer and Corporal Robert L. Bidwell, both members of Headquarters and Headquarters Squadron, Air Corps Advanced Flying School, Kelly Field, Texas, were recently placed on detached service at Lowry Field, Colo., as instructors in the Denver Branch of the Air Corps Technical School.

Pvt. Walter R. Taliaferro, of the Hqrs. Squadron, was discharged June 17th to accept an appointment as cadet at West Point.

V-8173, A.C.

COLORADO AIRMEN ATTEND SUMMER CAMP

The 120th Observation Squadron, Colorado National Guard, stationed at the Municipal Airport at Denver, Colorado, with a strength of 24 officers and 84 enlisted men, attended Summer Camp at Camp Bonneville, Boise, Idaho, with the 24th Cavalry Division, from June 10 to 24, 1939.

Seven O-47's and three O-19's made up the flying equipment for the period and performed without any mishaps either to personnel or materiel.

A great deal of time and effort was devoted during the two weeks to aerial gunnery on both ground and towed targets. Very satisfactory results were achieved with the O-47A's in this phase of the training.

Colonel Frank M. Andrews, Air Officer of the 8th Corps Area (recently appointed a Brigadier General in the U. S. Army) arrived by airplane at Boise on June 19th, and with Captain John K. Nissley, Air Corps Instructor, 24th Division Aviation, made the annual field inspection of the unit. Colonel Andrews left on the morning of June 23rd, returning to San Antonio, Texas, via Salt Lake City, Utah, and El Paso, Texas.

A list of the officers of the 120th Observation Squadron who attended the camp, and their duties, follows:

Major Frederick W. Bonfils, Commanding 24th Division Aviation.

Captain Nolie Mumey, Commanding Medical Detachment.

Captain Harrison W. Wellman, Jr., Liaison and Summary Court Officer.

Captain Raymond M. Wilson, Operations Officer.

Captain Homer G. Sweet, Commanding Flight "B."

Captain Stanford W. Gregory, Commanding Flight "A."

Captain Henry S. Houghton, Pilot, Flight "B."

1st Lieut. Ford E. Williams, Adjutant, 24th Division Aviation.

1st Lieut. Howard M. Williams, Communications Officer.

1st Lieut. Harley A. Teall, Observer, Flight "A."

1st Lieut. William B. Ogle, Transportation Officer.

1st Lieut. Manfred W. Swink, Photographic Officer.

1st Lieut. Charles L. Schliecker, Range Officer.

1st Lieut. Claude B. Thompson, Pilot, Flight "B."

1st Lieut. Robert L. Ainsworth, Pilot, Flight "A."

2nd Lieut. John L. Fellows, Armament Officer.

2nd Lieut. Harry B. Combs, II, Pilot, Flight "B."

2nd Lieut. Thomas E. Halpin, Pilot, Flight "A."

2nd Lieut. John H. Stark, Mess Officer.

2nd Lieut. Stanley E. Jamellier, Pilot, Flight "B."

2nd Lieut. Alfred E. Bent, Pilot, Flight "A."

2nd Lieut. Trow E. Sebree, Pilot, Flight "B."

2nd Lieut. Edward C. Fackerell, Supply Officer.

2nd Lieut. Lloyd C. Fulenwider, Assistant Range Officer.

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A RECORD TO BE PROUD OF

The 99th Bombardment Squadron, 9th Bombardment Group, Mitchel Field, L. I. New York, feels proud in that three of its members have received an appointment to the United States Military Academy, West Point, N.Y. The newly appointed cadets who are now going through the rigors of "Plebe" life are:

Private Robert Van Orden Wise, formerly of Brooklyn, N.Y., who enlisted in the Air Corps on February 28, 1938, and was a member of the 99th Bombardment Squadron until he received his appointment to the Academy;

Private Boone Seegers, formerly of New York, who enlisted in the Air Corps on July 7, 1938, and has been on duty with the 99th until he received his appointment;

Private John F. Phelan, formerly of Wilson Point, Norwalk, Conn., who enlisted in the Air Corps on July 28, 1938, and has been on duty with the 99th until receiving his appointment.

The News Letter Correspondent states: "Although the Squadron keenly feels the loss of these men, continued success through the four years in the Academy and happy and prosperous years of service in the Army goes for every member of the Squadron."

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Colonel Harold A. Strauss, Air Corps, has been relieved from duty at the Sacramento Air Depot, Sacramento, Calif. and assigned to duty in the Panama Canal Department.

Second Lieut. Willard W. Lazarus has been relieved from duty at Moffett Field, Calif., and assigned to duty in the Puerto Rican Department.

Second Lieut. Ladson G. Eskridge, Jr., is assigned to duty at Moffett Field, Calif., upon the completion of his tour of duty in the Panama Canal Department. His original assignment to Chanute Field, Ill., was revoked.

Second Lieut. Warren Mahlon Miller, Jr., Air Reserve, of Dallas, Texas, was assigned to active duty at Randolph Field, Texas, until July 16, 1940.

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AIR
CORPS



NEWS
LETTER

ISSUED BY

THE OFFICE OF THE CHIEF OF THE AIR CORPS

WAR DEPARTMENT

AUGUST 1, 1939.

WASHINGTON, D.C.

VOL. XXII

NO. 15

Dunnington

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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STATEMENT FOR AIR CORPS NEWS LETTER, AUGUST 1, 1939.

By

THE SECRETARY OF WAR, THE HONORABLE HARRY H. WOODRING.

On August 2, 1909, thirty years ago tomorrow, the Army received its first airplane. Its acceptance at that time was not heralded as the arrival of a new weapon for the Army but rather as a new means of communication and an aid to better observation.

Today, after thirty years of development, pioneered to a large extent by our armed forces, we find the airplane one of the most potent offensive weapons available to modern armies and an integral part of the inland and oceanic peacetime transportation systems of the country.

Because of its long range, its tremendous striking power, its speed and its all-round mobility, we look upon our air force as a first line of defense which may be counted upon to make an enemy position or base within striking distance of our shores or borders extremely untenable while our naval forces are given that freedom of action which will enable them to seek out and destroy the hostile fleet.

Thus we have at our disposal the means for initiating a truly protective campaign against any threatened invasion at the very beginning of such an eventuality. The ground forces can, therefore, be more assured of that vital element of time in which to concentrate for their offensive action and the delivery of the telling blow.

With the increase in the number of planes, the augmented personnel, the added impetus given to the training of new pilots, and the general provisions for the expansion of bases and other facilities now appropriated for, we may look forward with confidence to the fulfilment of our plans.

There can be no doubt that during this augmentation the Air Corps and the aeronautical industry of the United States will continue to progress and to accelerate greatly their experimental and development work to an extent that will give to the Army a class of equipment far excelling in speed, endurance, efficiency and combat ability those now in use by our air forces or any that may be employed against us by other powers.

The ground work, looking to the fruition of our present plans, has been laid with care over the period of years that has elapsed since that day in August, 1909. It has been a slow and painstaking job, and one fraught with many disappointments, yet every year has seen some progress and, without doubt, the past few years have brought about the greatest and most far-reaching developments in the history of military and civil aviation.

During these later years also there has crystallized in the minds of military leaders and in the minds of the people the true worth of the airplane and the proper stature and mission of the air force in our conception of a national defense team.

It has been my great pleasure to have been intimately associated with the Air Corps during the past six years, in its period of greatest development, and I am happy indeed to say that upon the completion of the present augmentation program, the nation will possess a balanced air force fully capable of performing its every mission in our scheme of national defense.

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GREETINGS FROM THE ASSISTANT SECRETARY OF WAR.

July 7, 1939.

To the Officers and the Enlisted Men
of the Air Corps, U.S. Army.

Gentlemen of the Air Corps:

You are a living memorial to the pioneers of the air who, thirty years ago, had the courage, the perseverance and the foresight to insist upon the purchase of "one heavier-than-air machine for military purposes." These same sterling qualities you have fostered and maintained and as a result you have an Air Corps today that holds the respect of military leaders of all branches of the Service, the admiration of the entire world and the affection of the American people.

You have succeeded because you have always been dynamic rather than static. Every achievement of your pilots and your engineers merely served to stimulate your interest and your determination for greater and more useful developments. I commend you for your pioneering spirit in the whole realm of aviation.

I am especially grateful to you for your wholehearted cooperation in the realization of our present aviation program. You worked loyally and faithfully, day and night, Sundays and even holidays, without any regard for time. The cause of national defense in the Air Corps, you have advanced many fold and I am confident that all friends of a prepared America join me in paying you the homage you so well deserve.

Ever faithful to the lofty traditions of the Service, you have become a pillar of strength in the destiny of your country. Carry on!

Faithfully yours,

LOUIS JOHNSON

The Assistant Secretary of War.

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OUR ARMY AIR CORPS AND ITS FUTURE
By Major General Henry H. Arnold, Air Corps
Chief of the Air Corps

On August 2, 1909, the Chief Signal Officer of the Army approved the findings of a Board of Officers of the Army Signal Corps, recommending the acceptance of the Army's first airplane.

A goodly number of the oldtimers of that day are still living, but it is with a tinge of sadness that I think of your friend and mine, Colonel Charles deF. Chandler, who passed away on May 17, 1939. Colonel Chandler, then a Captain, was a member of that Board and was intimately connected with Army aviation from that day until his death. Since his retirement in 1920, he has made his home in Washington, and he has helped all of us with his counsel and his historical knowledge.

Since the acceptance of that first flying-machine for our Army - and for any army for that matter - we have been going constantly forward. I feel that I can speak with some authority on this subject, not only because of my position as Chief of the Air Corps, but because I am one of that generation of oldtimers who learned to fly during the first couple of years following the purchase of that first plane. This is by no means a historical narrative, nor is it a chronology of happenings during these thirty years, but I cannot help looking back a bit wistfully before contemplating the future.

A question which has often been asked me is: "Who was the first Army officer to fly alone in an airplane?" Some know, but most people do not. It was First Lieutenant Thomas E. Selfridge, Field Artillery, U. S. Army, in whose memory Selfridge Field, Mt. Clemens, Mich., was named. While the Wright Brothers, Wilbur and Orville, were demonstrating their plane at Fort Myer, Virginia, in 1908, and giving flying instruction to several officers, Lieut. Selfridge flew alone on August 2, 1908, for one minute and 30 seconds. This happened exactly one year before the recommendation was approved for the purchase of the Army's first airplane. Moreover, this was before any army or any military force in the world had a plane. Everyone was saddened by the death of Lieut. Selfridge which occurred on September 17, 1908. He was making a flight with Orville Wright when a brace wire snapped, causing the breakage of one of the propellers and the machine to crash. Selfridge was killed and Mr. Wright was severely injured.

But after we received our first plane, a Wright, on August 2, 1909, who was the first Army man to solo it? The honor was equally divided between two lieutenants of the Regular Army -

Frederick E. Humphries and Frank P. Lahm. The former is now a Colonel of the New York National Guard and the latter is a Colonel in the Air Corps, Regular Army. Colonel Lahm has the distinction of being the first Commanding General of the Air Corps Training Center, and during his tenure of this position for a period of four years from July 17, 1926, he held the rank of Brigadier General.

On October 26, 1909, Humphries made a solo flight of three minutes, followed immediately by Lahm, who also flew alone for thirteen minutes. On that same day at our Flying School at College Park, Md., each of these officers made two more solo flights. That proved that they were deserving of the honor, for at the end of the day the flying-machine was undamaged. Another officer who soloed shortly thereafter was Lieut. Benjamin D. Foulois, who later served with distinction as Chief of the Air Corps with the rank of Major General. Colonel Roy C. Kirtland, then one of the senior officers of that group of early flyers, commanded the College Park School, and only recently - in May 1939 - was retired from active service. Lieut. Colonel Stephen J. Idzorek, Air Corps, who is to retire from active service this summer, was one of our noncommissioned officers of those days, as was Lieut. Colonel Vernon L. Burge. Colonel Thomas DeWitt Milling, who retired in July, 1933, was one of the charter members of the "Early Birds." He is affectionately known as "Tommy" by his host of friends. He and I learned to fly together at the Wright Brothers School at Dayton, Ohio, in 1911.

From my memory and personal notes, the following officers and enlisted men, aside from those previously mentioned, performed solo flights in the order in which their names are mentioned:

Lieut. Frank M. Kennedy, Corporal Vernon L. Burge, Lieuts. Lewis H. Brereton, Herbert A. Dargue, Sergeant William C. Ocker, Lieuts. Byron Q. Jones, Douglas B. Netherwood, Walter G. Kilner, Shepler W. Fitzgerald, Henry W. Harms, Ira A. Rader, Harrison H. C. Richards, John F. Curry and Ralph Royce. Of these early flyers, the then Lieuts. Dargue and Kilner now hold the rank of Brigadier General in the Air Corps, while the remainder hold either the rank of Colonel or Lieut. Colonel.

One writing a sketch of Army Aviation from its very inception would be guilty of a grave omission were he to neglect to mention the name of one individual who literally grew up with this branch of the service. He is Mr. John J.

Mullaney, who has been Chief Clerk of the Air Corps since it started out on its own - when it was separated from the Signal Corps. Mr. Mullaney began his service with the War Department back in 1905 in the Office of the Chief Signal Officer of the Army, and when the Aviation Section of the Signal Corps was established he was assigned to duty in that Section and has been "in" on every event that transpired in Army aviation ever since. During the time the first Army airplane was under consideration he wrote part of the contract entered into with the Wright Brothers.

The first annual appropriation to be made for military aviation was not provided until 1911. The amount of \$125,000 set aside for this purpose was then considered quite large. In connection with this, it must be remembered that in 1898 the Board of Ordnance and Fortifications contributed two amounts of \$25,000 each to Professor Langley for his flying experiments. And, of course, there was specifically made available the sum of \$25,000, plus a bonus of \$5,000, to pay the Wright Brothers for our first airplane.

The Aviation Section of the Signal Corps was not created until July 18, 1914. By April 6, 1917, on which day we entered the World War, Army aviation consisted of 65 officers (of whom only 35 were pilots), less than 1100 men and 55 planes.

The story of the war flying has been told adequately by others many times. There were brilliant successes. Our officers and men were second to none in the world in courage and ability. At first we had to use European airplanes for our flyers. Our industry, however, did promptly and efficiently produce the Liberty engine, and it was a good one for these days. Contracts for 5,000 DeHavillands were let in September, 1917, and, with all available manufacturers working at top speed, they together turned out only 155 by May, 1918, - a period of eight months. On that date, 49 of these had been shipped overseas.

The recital of these statistics is rather dry reading, to be sure, but the lesson which we draw from them certainly gives us a jolt - or it should. It shows us that we were unprepared to produce aviation equipment. The production figure of but 155 airplanes in a period of eight months shows that we were unprepared to produce aviation equipment, despite unlimited funds and the most frenzied efforts.

In man power we had mushroomed to 18,000 officers and 135,000 enlisted men at the time of the Armistice. This strength was rapidly reduced to about 1,000 officers and 10,000 men on June 30, 1921, and August 21, 1920, respect-

ively.

When that memorable day - November 11, 1918 - arrived, the Allies dictated the terms, but the number of American-built planes sent to the front had little to do with the favorable result. We were unprepared, and no amount of money or effort could produce good equipment in a short time.

The Congress has just followed the wisdom of the President's recommendations of January 12th, last. Among other things, the Commander-in-Chief said:

"Military aviation is increasing today at an unprecedented and alarming rate. Increased range, increased speed, increased capacity of airplanes abroad have changed our requirements for defense aviation."

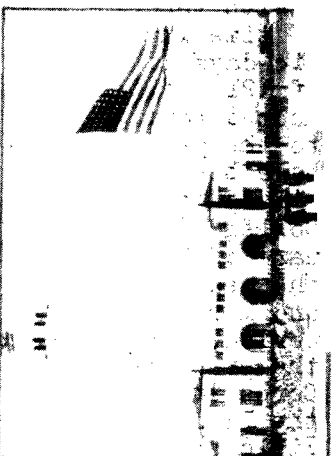
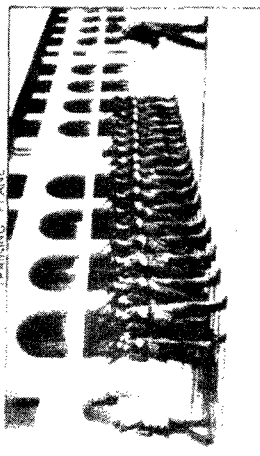
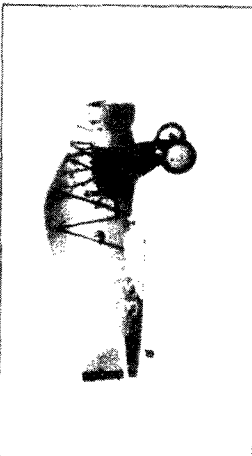
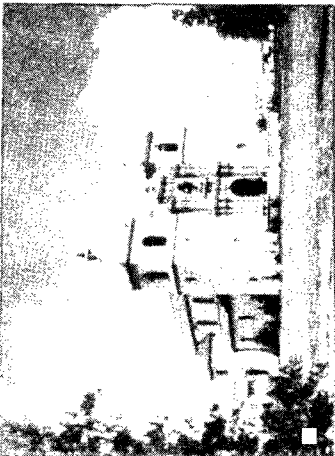
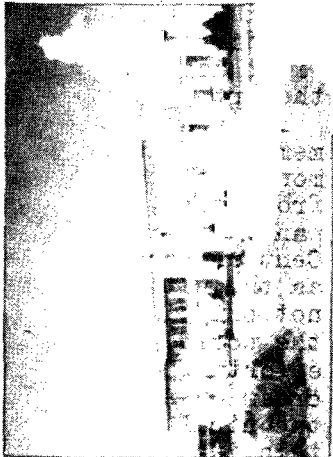
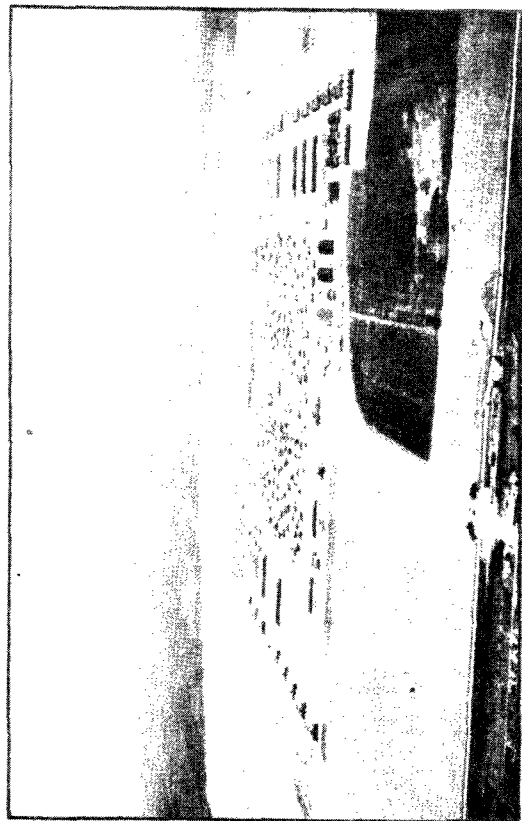
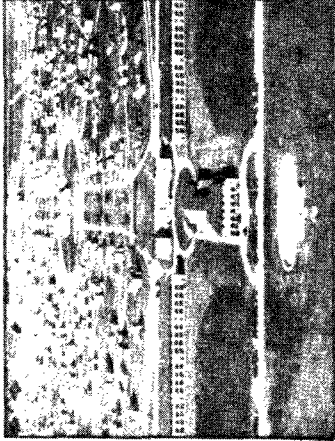
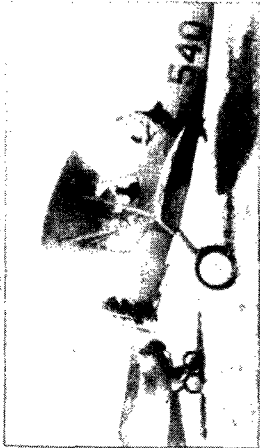
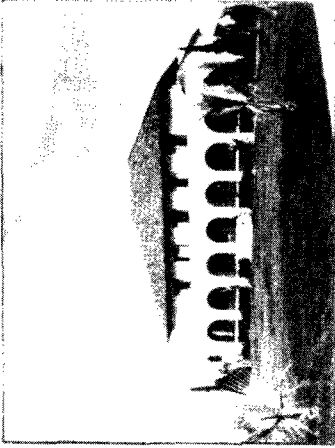
Just what will that mean to National Defense, insofar as the Air Corps is concerned, within, say, a couple of years? We have been provided a supplemental appropriation of \$300,000,000. In our program of expansion we considered not only the necessary number of airplanes but also the other phases which will give a well rounded plan. What are they? In addition to planes, we must have pilots and combat crews to operate them, mechanics to maintain them, and air bases with suitable buildings and equipment with which and from which to conduct flying operations.

It is expected that our present airplane strength will be increased to a minimum of 5,500. The actual number will depend on the proportion of the different types procured. About 3300 of these will be active planes, and 2,000 of them will be combat types. The aircraft industry has gladly accepted the job of producing them. We think that many of the types will be the best in the world. But our future superiority which we have or may secure will be largely due to the provision of funds for experimental work. We have \$10,000,000 for all experimental development purposes for this fiscal year.

Our main task, then, is to secure and train the necessary personnel, both officers and enlisted men. Our officer personnel of the Regular Army will be increased about 90% in the next ten years. Our enlisted personnel will be increased through increments prior to July 1, 1940, to 45,000. This year we shall commission about 400 officers from qualified Air Corps Reservists. In the next nine years, about 130 per year plus those required for attrition, will be added. Reserve pilots will be ordered to active duty to fulfill our requirements. At first there will be more Reserves than Regulars, but later the proportions will be reversed.

Randolph and Kelly Fields do not have the capacity for the necessary increase.

(Continued on Page 36)



THE AIR CORPS TRAINING CENTER

From that memorable day at College Park, Maryland, in October, 1909, when two young Lieutenants of the United States Army received their first instruction in the art of flying an airplane, to the present when classes of Flying Cadets, numbering more than 300 men, enter the Air Corps Primary Flying School at Randolph Field, Texas, at least three times per year, training activities in Army Aviation have progressed.

Lieutenants Frank P. Lahm and Frederick E. Humphreys were the first flying students and they were the pupils of the inventors of the airplane themselves, the Wright brothers. Among the first five military airmen came Lieut. Henry H. Arnold, now Major General and Chief of the Air Corps. In the footsteps of these Army officer pioneers, thousands of student pilots have followed toward the goal of a highly coveted pair of wings and the title, "Airplane Pilot, United States Army Air Corps".

Training of pilots for the "Flying Fortresses," the P-36's, and the O-47's has gone a long way since that day in the fall of 1909, when the rickety craft of bamboo and wire carried aloft its first student, but ever since that first day, the Army has pioneered in the art of flying and flight training.

Today a monument has arisen to the memory of those who have gone before, a monument whose stature, unlike images from stone, continues to grow, to expand, to create. The Air Corps Training Center, Randolph Field, Texas, stands as the ultimate in aviation training, not only in this nation, but throughout the world. It is a creator out of whose efforts flow in a continual stream the cream of American youth with a highly technical education, obtainable only at this institution.

With the exception of a short period of time immediately following the hectic days of demobilization in the fall of 1918, flight training has been conducted continuously from October, 1909, to the present day. Many airdromes have been utilized in the schooling of pilots for the Air Corps, ranging from College Park, Maryland, through the maze of 31 flying fields utilized at the peak of wartime training, and Brooks and March Fields during the post war period, finally reaching the acme in the present-day organization of the Air Corps Training Center which consists of the Primary Flying School at Randolph Field and the Advanced Flying School at Kelly Field. And the present-day organization and size of the Training Center

are about to be further augmented, for, as press dispatches report, some ten to fifteen civilian flying schools may, in the near future, be included in the picture as Primary Flying Schools, making Randolph Field the Basic Flying School.

To an ever-increasing number of Air Corps officers, the Training Center is assuming the role of Alma Mater in their lives. Officers of the line branches, upon graduation from the Military Academy, are sent to duty with one of the basic branches. Their education in that branch has been received while still cadets. Later they receive instruction at one of the branch schools, but fundamentally they look upon West Point with fond remembrances as their Alma Mater.

Not so with the Air Corps. Allegiance, by virtue of the completely new field they entered, must be sworn to the Air Corps Training Center; not because it is demanded, but because it is given freely. In one short year, the student aviator's vistas are broadened, new concepts are formed, thought is stimulated. A surge of mastery crashes upon his sensibilities as he completely dominates earth-bound peoples from his perch of freedom.

The Air Corps becomes his life - his whole existence - and to the birthplace of this new-found life, the Air Corps Training Center, it is only natural that he pay undying tribute and allegiance.

Every officer in the Air Corps today has recounted time and time again the story of his first solo flight. Some made their first venture into the air at San Diego, Calif., back in 1915, when the potentialities of aviation were still a far-fetched dream. Others soloed during the War at numerous flying fields, from New York to Florida. Still others, while students at the present Primary Flying School, received that pat on the back and heard dimly over the rush of blood in their ears, the time-worn phrase, "All right, take it around by yourself a couple of times."

And suddenly they were alone, more alone than they had ever been before. The training plane took on all the aspects of a roaring, flame-spitting monster. Their breath came fast, the palms of their hands were wet with perspiration. A vise-like grip held the controls as the plane raced along at speeds never before attained. Then came the landing... Their craft sped down-- the ground sped up. Suddenly, after ages of time, it was over. They had soloed!!

Those memories can't be erased by the passage of time. They are indelibly etched into the memory of every pilot,

whether the class of 1909 or 1939. Small wonder that the Air Corps training schools of the past and present replace all others as "Alma Mater" for every Air Corps pilot.

Graduates of the Air Corps system of flight training can be found today in practically every civilized country of the world, plying the profession taught them by the United States Army.

Supplies and mining equipment are being ferried by air daily into distant reaches of the South American jungle. Who are the pilots?-- graduates of the Air Corps Training Center. Journeys that formerly were reckoned in days and weeks are now being counted in terms of minutes, because the airplane, manned by former Air Corps pilots, is no respecter of tangled, matted undergrowth.

In the Philippine Islands, an airline is being operated with American-made flying equipment, owned and managed by graduates of the Air Corps Training Center; their pilots--graduates of the Air Corps Training Center.

A military mission is now on duty in the Argentine, advising the South American country on matters pertaining to military aviation. Members of the mission?-- graduates of the Air Corps system of flight training.

An aerial exploration expedition soars over the barren wastes of Southwest Asia, mapping, reconstructing traces of a long-lost civilization. The pilots?--more graduates--more living monuments to the Air Corps system.

Airlines reach into the far corners of the frozen north, into the jungles of South America, across the oceans to Europe, to Asia. Luxury planes span the United States in hours every day of the year. The pilots?--still more products of the Air Corps flying schools.

An American-made plane circles the world in the unheard of time of less than four days. Contributing largely to the ultimate success--an Air Corps Training Center graduate was its navigator and co-pilot.

A "Lone Eagle" sets the world aflame with the most heroic and breath-taking flight ever performed by man--a thirty-three hour struggle against wind and weather, a nonstop flight from New York to Paris--kings and presidents pay respectful homage--to a product of the United States Army Air Corps.

The listing of notables in the fields of aviation who owe their start to their baptism by the Air Corps can run on indefinitely. Presidents of large aviation manufacturing companies, vice-presidents and other executives, former heads of the Bureau of Air Commerce, chiefs of foreign flying schools, air-

line pilots, executives, the unsung heroes, design engineers hidden behind their drafting boards, test pilots, commercial flying school instructors-- all have tucked away in their memories a record of their experiences while learning the art of flying under the tutelage of Air Corps instructors.

No saga of the flying schools would be complete without a historical resume. Shortly after the initial establishment of College Park as the military aviation center in 1909, a winter school was decided upon, Augusta, Georgia, being selected. Training was carried on intermittently, halting when a crash landing disabled the meager flying equipment of the day. College Park was used during the summer, the planes being loaded on to trains for the southward trek for winter training.

This went on until the summer of 1913, when an auxiliary school was opened at San Diego, California. Seven airplanes, forty-seven enlisted men and twelve student officers undergoing training was the extent of the school. Eleven pilots had qualified up to that time at all schools and only six of them were active, one having been killed and four others were serving in other branches of the service.

Progress was pitifully slow during the next two years, a dearth of applicants for flight training being only one of the worries. In fact, in December, 1916 seven years after the first solo flight by an Army officer, the total commissioned personnel in the aviation section numbered only fifty-three. This number increased to sixty-five by the outbreak of the War the following April, with an additional eighty-five students undergoing training at that time at two schools--San Diego, California, and Mineola, Long Island, New York.

Training stations sprang up like mushrooms during the hectic war training period. The south and southwest were favored as locations for these schools, due principally to the climate which favored year-round training. At the peak of war time activity, a total of thirty-one training fields were being operated, most of them primary schools, with a few schools which specialized in advanced training in either bombing or gunnery.

In the one short year, plus a few days from April 6, 1917, the day war was declared, to May 23, 1918, more than 4,000 Reserve Military Aviators had been trained, compared with the 85 pilots trained during the previous twelve-month period.

Flight training also was conducted at foreign schools overseas during this period. A total of 1,853 pilots grad-

AIR CORPS TRAINING CENTER RANDOLPH FIELD, TEXAS.



ADJUSTING PARACHUTE LEG STRAPS



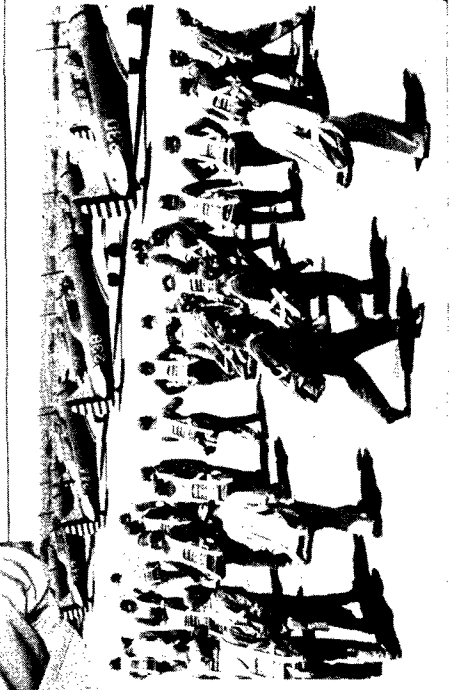
FLYING CADETS DO NOT APPEAR 'MIKE SEY'



DUAL INSTRUCTION



FLYING CADETS
REMARKS
DURING ORDERS



COMPTON'S COPT
BY
TRAINING FLIGHT

uated from the French schools alone, 316 from English training centers, and 126 completed the Italian course of flight training.

With the signing of the Armistice on November 11, 1918, all pilot training came to an abrupt halt. After the first hurried siege of demobilization, operations of primary flying fields were resumed on a greatly reduced scale. This short period of time, measured in weeks, marks the only period in the history of the United States Army Air Corps from 1909 to 1939 that a training school for pilots was not in active operation.

Post-war training activities went along in a more or less haphazard manner during 1919. A careful study of aviation and its part in the World War showed that this new arm was destined to take its place alongside the line branches in importance, and that a definite long range policy of personnel training was necessary.

Carlstrom Field, Florida, and March Field, California, were selected as the Primary Flying Schools in this program. Four months were to be spent at either of the Primary Schools, three months at one of the several advanced schools, and a final three-month period was to be spent in a tactical organization. Only three types of specialization had come into being at this time. Rockwell Field, California, was designated as the Pursuit School; Ellington Field, Texas, as the Bombardment School; and Post Field, Fort Sill, Oklahoma, as the Observation School. At these stations the intermediate portion of the training was conducted. Attack aviation, as it is known today, had no formal place in the organization of the Air arm at that time.

Thus was born the basis of all post-war training, a foundation constructed so solidly that the essentials of the system are in effect to the present. With the increase in the complexities of the airplane, certain modifications in the original plan had to be made, but the fundamentals of the two training schools, the Primary and Advanced Schools, are still the basis of the present-day organization.

On June 28, 1922, all Primary training activities were consolidated at Brooks Field, Texas, and all advanced schools were brought together at Kelly Field. The Air Corps Training Center had come into being in everything but name with this consolidation of effort. Training was coordinated for the first time, the two schools being only seven miles apart now instead of separated by a span of the entire continent. The formal designation of the Training Center was still

four years away, however.

Due to the lack of facilities at Brooks Field for turning out enough pilots to meet the demands of the rapidly growing Air Service, March Field was reopened as a Primary Flying School on June 15, 1927, sharing the burden of primary training until the final consolidation at Randolph Field was made in October, 1931.

Thus, with the creation of the Primary and Advanced Flying Schools in the vicinity of San Antonio, in 1922, did the South Texas community begin to assume the title it now holds without dispute, "The Mother-in-Law of the Air Corps."

During the summer of 1926, the Training and Operations Division, Office of the Chief of the Air Corps, decided that a more satisfactory coordination of flying training would be possible if a single representative head for such activities were created and physically located in San Antonio, the hub of the aviation training program. Therefore, on August 16, 1926, the Air Corps Training Center was created. Headquarters was established at Duncan Field, near both Brooks and Kelly Fields. The first morning report of the Training Center was dated September 1, 1926. Entirely fitting was the fact that the first head of all training activities that in future years was to create thousands of highly trained military pilots was none other than Brigadier General Frank P. Lahm, one of the pioneer aviators of the Air Corps, among the first Army officers to learn to fly.

Four years later, after a highly successful tour, General Lahm relinquished command to Brigadier General Charles H. Danforth, who also served a four-year tour. Brigadier General James E. Chaney headed the Training Center from May 17, 1935, to July 16, 1938. Brigadier General Barton K. Yount directed its activities from August 4, 1938, to January 25, 1939, when he was transferred to Washington to head all the training of the Air Corps. Colonel A.W. Robins assumed command on March 1, 1939.

A history of Randolph Field, the present multi-million-dollar home of the Air Corps Training Center Headquarters and the Primary Flying School is a story in itself. Shortly after March Field was reconstituted as a Primary Flying School in 1927, the problems of coordinated training became so complex that some solution was sought. Also, no degree of permanency was to be found in these training schools. Brooks, March and Kelly Fields were wartime emergency fields, with temporary buildings designed for emergency occupation. They had already outlived their usefulness, yet no provisions had been made for their

replacement with something that would endure.

A nation-wide search for a suitable location for the contemplated modern training school was started. The possibilities were narrowed down to Texas, and finally to the vicinity of San Antonio. A board of officers appointed to work in conjunction with the city fathers. Numerous sites were examined but found wanting in one degree or another. A 2,300-acre plot of level ground, 17 miles northeast of San Antonio was finally selected, and on August 18, 1928, the ground where now stands Randolph Field was formally turned over to the Government.

Plans already had been formulated and approved for the super-Flying School, so that within two months after the final acceptance of the property, the work of changing former farmsteads into a mammoth military airdrome was under way.

Dedication of the partially completed Randolph Field was held on June 30, 1930, when more than 10,000 persons paid tribute to the memory of Captain William M. Randolph, a native of Austin, Texas, who was killed when his plane crashed slightly more than two years previously.

Occupation of Randolph Field started in the early fall of 1931, when the advance guards of organizations from both March and Brooks Fields reported to the new station. The mass transfer of the two primary flying schools, all their flying equipment, ground materiel and personnel, was accomplished during the month of October, 1931 and, on October 25th of that year, the present Air Corps Primary Flying School officially came into being.

The consolidated strength return of the Primary Flying School for October 31, 1931, shows that on that date thirteen organizations and detachments, composed of 162 officers and 1,432 enlisted men were at Randolph Field. The Air Corps Training Center Headquarters also moved into its new offices at Randolph Field during the month of October, and on the last day of the month reported that their strength was four officers and eighteen enlisted personnel. Today the strength of the two units remains fundamentally the same, although slight increases have been made from time to time. Including the dependents of officers and enlisted men, civilian employees, etc., the total population of Randolph Field today is well over 3,000 persons, with an increase expected when the Air Corps expansion program gets under way.

Kelly Field now has a population of

approximately 2,000 persons, still has its wartime structures, its mellowed atmosphere, its splendid morale. In a year or two, that station will present an entirely new aspect, for appropriations for its partial reconstruction have arrived and workmen are erecting the first of the buildings of the new post.

No history of the Air Corps Training Center would be complete without reporting on the School of Aviation Medicine, an organization that is playing an ever-increasing part in the Air Corps as a whole. Research has been carried on continuously since the creation of that specialized branch of Army medicine on January 19, 1918, at Hazelhurst Field, Mineola, Long Island. In those days it was known as the Medical Research Laboratory and was housed in the usual wartime constructed buildings. Experiments were conducted in a mammoth low-pressure tank, the first facts regarding the now well-understood "oxygen starvation" having been determined.

Medical examining boards had already been created in various sections of the country to examine the horde of applicants for aviation training at the three flying schools, certain fundamental requirements having been laid down by the Office of the Surgeon General.

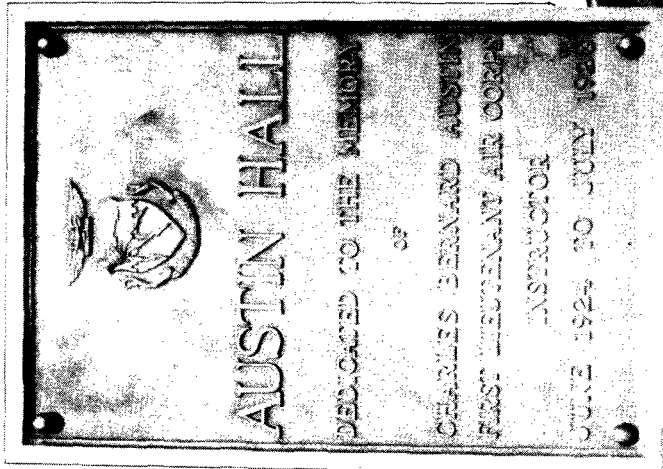
As early as May, 1919, a course for Flight Surgeons was offered at the Medical Research Laboratory, and in November of that year, the laboratory itself was moved to Mitchel Field, also on Long Island.

The School of Aviation Medicine formally came into being on November 8, 1922, when the title that it had held to the present day was first created. Research was carried on for a considerable time, and in 1926, announcement was made of the fundamental basic principles from the human viewpoint on which the art of Blind Flying is founded.

In order to be in a position more closely to study human behavior of student pilots while undergoing flight training, the school of Aviation Medicine was transferred to Brooks Field in 1926, and upon the consolidation of the Primary training activities at Randolph Field in 1931, the School was likewise transferred to Randolph Field, its present home.

The past history of the Air Corps Training Center has been written-- is a matter of record. Its achievements and its shortcomings have been impartially noted. The coming months will put it to a test almost as severe as the one it faced during the hectic days of 1917.

Problems of training undreamed of in
(Continued on Page 16)



Austin Hall



Officers' Mess



Map Planning

The Air Corps Tactical School Maxwell Field Alabama

THE AIR CORPS TACTICAL SCHOOL

Working under high pressure to satisfy the current needs of the Air Corps for trained leaders and staff officers, the Air Corps Tactical School has followed the trend of other military aviation activities and resorted to mass production. As this is read, the largest class in the history of this nineteen year old school is working on problems of Air units in tactics, command and staff, strategy, and logistics, as well as co-ordination with other military arms. "Old grads," however, when they visit the school will be surprised not alone by the filled-to-capacity class rooms of 100 students, but by the character and scope of the instruction condensed into twelve weeks, where nine months had been the standard school year in common with other service schools.

Like the Air Corps, the school has grown from a modest beginning, starting at Langley Field, Va., in 1920, when it was called the Air Service Field Officers' School. Two years later that designation was changed to its present one. In 1931, the school was moved to Maxwell Field, Alabama, where it is now located. The function of the school is to train officers for command and staff duties in all types of Air Corps tactical units, as well as to acquaint officers generally with the vast correlated problems which are involved in the planning, administration, supply and operation of an Air Force prepared for war and engaged in war.

Since the school's inception it has opened new vistas before the officers who have attended its courses; has led them to think of their profession in terms other than those duties whose scope is limited by peacetime garrison requirements. In its early days there was little groping forward. Instruction at the school was limited to experiences in the World War, and Observation Aviation was a major subject, with Pursuit Aviation next in importance. By 1925, however, the advent of newer types of airplanes in the Air Service brought a realization of types of the near future, and this in turn gave substantiation to what heretofore had been looked upon by many military authorities as wishful thinking - the doctrine of air power. No longer was the mission of the military aviation forces the defeat of the hostile aviation in the air and the gaining of information as to the disposition, composition and movement of the enemy's ground forces. Instead, there was taught the idea of destroying the enemy's ability to wage war, by the neutralization of his air force and then the destruction of his vital establishments.

With the addition of the course in Naval Operations during the School year

1934-1935, the school first attained a complete curriculum. The shortening of the course from nine months to twelve weeks, for the next year or so, has cut down the time available for all but a very few subjects, but the scope of instruction and its high standard will be maintained intact. The objective of the twelve-week courses is to give all officers of the Air Corps in the senior age bracket (above 32) an opportunity to attend the school, thereby satisfying their individual desires and ambitions while at the same time increasing their value to the Air Corps, and thus its general efficiency. Upon the completion of the "short course period," the school will return to the original nine months' regular course basis.

The Air Corps Tactical School is not a flying school, although its student body is composed of military flyers, with a leavening of officers from other arms and branches of the service. The technique of pilotage has already been mastered by practically all those Air Corps officers who have attended; for until recently they were for the most part senior officers of the Air Corps, of long and varied experience. Many still are, but after the current short courses have been completed most Air Corps officers above the age of 32 years will have been graduated, and thereafter that age will be the maximum for those detailed to the course of instruction. That means that the student of the future will be a first lieutenant about ready to assume the duties of a Flight Commander or senior staff officer in a squadron or a junior staff officer in a group staff, if he has not already served in such capacity.

The instruction is not devoted entirely to air subjects. A comparatively thorough course is given in ground subjects for the purpose of giving the Air Corps officer a good general idea of the organization and methods of the other branches of the Army. Many graduates later detailed to the Command and General Staff School at Fort Leavenworth, Kansas, will receive there a more thorough course in these subjects. Many officers of the Air Corps do not have the opportunity of attending any service school but this. Their normal duties may bring them but little into contact with the ground arms or with problems related closely to staff or logistical work. A certain percentage of the class comes to school with only the vaguest ideas in these respects. It is the mission of the Departments of Ground Tactics and of Command, Staff and Logistics to remedy this deficiency. Air subjects do predominate, however, and reference to the tabulation on

hours of instruction submitted with this article will indicate to the reader the variety of the subjects offered.

The academic activities are divided into three departments. The most important, or basic one, is the Department of Air Tactics and Strategy. The other two, the Department of Command, Staff and Logistics, and the Department of Ground Tactics have somewhat of a dual mission. Not only do these latter two prepare the student for the instruction given in air tactics and strategy, but they round out his complete education as an Air Corps officer trained to fill a command or staff assignment in almost any capacity, especially where he will have close relations with other branches and arms of all the armed services as well as positions other than those dealing directly with air tactics or strategy.

In general, the method of instruction in most subjects follows a definite pattern. Lectures or conferences are conducted in which the principles of the subject and their applications are described, a study assignment from the text book having been given the students to prepare them for such conference.

After several such conferences, an illustrative problem is worked in class. Should it be the Bombardment Aviation course, for instance, each student finds himself a Bombardment Group Commander, ordered to strike a certain objective with his Group. Through each of the many problems which would actually confront a Group Commander in such a situation, the instructor leads the students. Considering the opposition imposed by enemy anti-aircraft artillery and Pursuit Aviation, the character of the objective and the support by friendly Pursuit, Attack and Reconnaissance Aviation, and all other factors, the "Group Commander" student makes his basic decision for the attack and announces to his "Squadron Commanders" the time and general method of attack; followed by such details as the bombs and fuzes to be used, the type of formation to be flown, the landmarks to be used and the routes flown, the direction and altitude of attack, the method of bombing, and other details necessary for the instruction of his "Squadron Commanders" in the Group. In some subjects, demonstrations of units in action are also held. For the past two years, a one-act playlet depicting a commander and his general staff preparing for battle has been presented to each class. Such conferences, demonstrations, illustrative problems and similar exercises in each subject culminate in one or more examinations, called "map problems," in which each student is given a situation and works out alone and to his best ability what he believes, and hopes, is an excellent solution. Where the subject does not lend itself to a map problem, a quiz or two may be given

instead to test the students' knowledge and allow the instructor to determine if he is putting all phases of his subject across to those on the receiving end.

The following is a brief summary of some of the subjects covered in the school:

AIR FORCE

Air Warfare.-- The characteristics of air forces, elements of air strategy air force offense and defense, air bases, organization and composition of air forces, and the influence of air power upon warfare.

Principles and Tactical Doctrine for Combat Aviation.-- An introduction to the air tactics that are common to all combat aviation, including doctrines for air attack, air combat, and air observation.

Air Forces of the Army.-- The functions of the Army and the Navy, organization, control, missions and principles of employment of the Air Forces of the Army.

Antiaircraft Defense.-- Integrated systems of antiaircraft defense, involving the employment of Pursuit aviation, antiaircraft artillery and the measures for security and passive defense in the defense of the air base and other establishments.

Air Operations.-- Doctrines of employment for combat aviation, plans and orders, and the employment of the Air Force in typical strategical situations.

ATTACK AVIATION

This course covers the function, organization, destructive agencies, materiel, methods of applying destructive and neutralizing agents and formations in detail. The tactics and technique of the Attack Group and lower units, both during day and night operations, are discussed and the principles covered are applied and illustrated.

BOMBARDMENT AVIATION

This course covers the function, organization, training, destructive agencies, materiel, methods of bombing and bombing accuracy, and formations in detail. The tactics and technique of the Bombardment Group and lower units, in daytime and at night, at high altitudes and at low, are discussed and the principles covered are applied and illustrated.

OBSERVATION AVIATION

This course covers the function, organization, equipment, technique and tactical employment of Air Force Observation, and the function, organization, equipment, technique and principles of

employment of ground force observation aviation. The operations of both are applied and illustrated.

PURSUIT AVIATION

This course covers the functions, organization, training, weapons, equipment and tactics and technique of Pursuit tactical units. Gunnery principles as they influence the tactics and technique of Pursuit are covered in some detail, and their practical application is illustrated. The coordination of Pursuit operations and tactics with the various ground agencies, as well as the organization, composition and use of an aircraft reporting net for Pursuit operations are fully covered and illustrated.

MILITARY INTELLIGENCE

The scope of this course, in brief, follows:

Military Intelligence.-- The course is designed to acquaint the class with the process by means of which information of the enemy is developed into military intelligence, the organization by means of which this is accomplished, and the principles governing the employment of military intelligence agencies, both air and ground.

Military Geography.-- This subject includes physical geography, human geography, political geography, and economic geography. It consists of much more than a mere collection of data - it is an analysis of the latest accurate data made from a military viewpoint. The course is presented in lecture form based on selected areas.

COMBAT ORDERS

This course is designed to acquaint the class with the several kinds of combat orders, stressing particularly field orders. The instruction covers the orders of both air and ground units, with special attention to expression, technique, form and sequence.

LOGISTICS

Logistics is that branch of the art of war which determines the details necessary for the movement and supply of troops throughout all phases of military operations. The subject is presented in two courses, Air Logistics and Ground Logistics.

Air Logistics.-- This course covers the organization of logistical agencies serving the air units, and the principles and methods governing the operation of these agencies.

Ground Logistics.-- This course presents a general picture of the territorial organization of a theater of war, and includes a detailed study of the supply and movement of the infantry division.

STAFF DUTIES

This course is concerned with command and staff principles, functions, and or-

ganization, with particular reference to staff teamwork and the preparation of the common staff papers, including journals, reports, staff maps, and objective folders. The course covers the staffs of both the air and ground units and culminates in a map maneuver, in which the commanders and staff of a Bombardment Group and one of its squadrons are confronted by the many problems and perform the many duties incident to the preparation for a bombardment mission, the mission itself and the preparation for the next mission, except for the actual flying connected therewith.

SIGNAL COMMUNICATIONS

While communications are most essential to the operation of all combat units, they are auxiliary and not peculiar to any specific ground section in this department. In this course the adaptation of each class of communications to the operations of the combat units is developed and methods of solving communications problems met with in practical operations are suggested. The course covers the communications of both the ground and air units, and this course ends with a realistic demonstration of an air wing's message center in operation.

Maxwell Field also is the home of the Air Corps Board. Formerly this activity was maintained by the school, but it now enjoys a more independent status, although the Tactical School Commandant and Assistant Commandant are both ex-officio members. The Board is charged with the study of such subjects as may be referred to it by the Chief of the Air Corps and such as it may itself originate looking toward the improvement of the Air Corps. In general, it makes recommendations on matters which involve considerable study and research rather than on matters involving only immediate decision as to policy. The Board and the School work closely together.

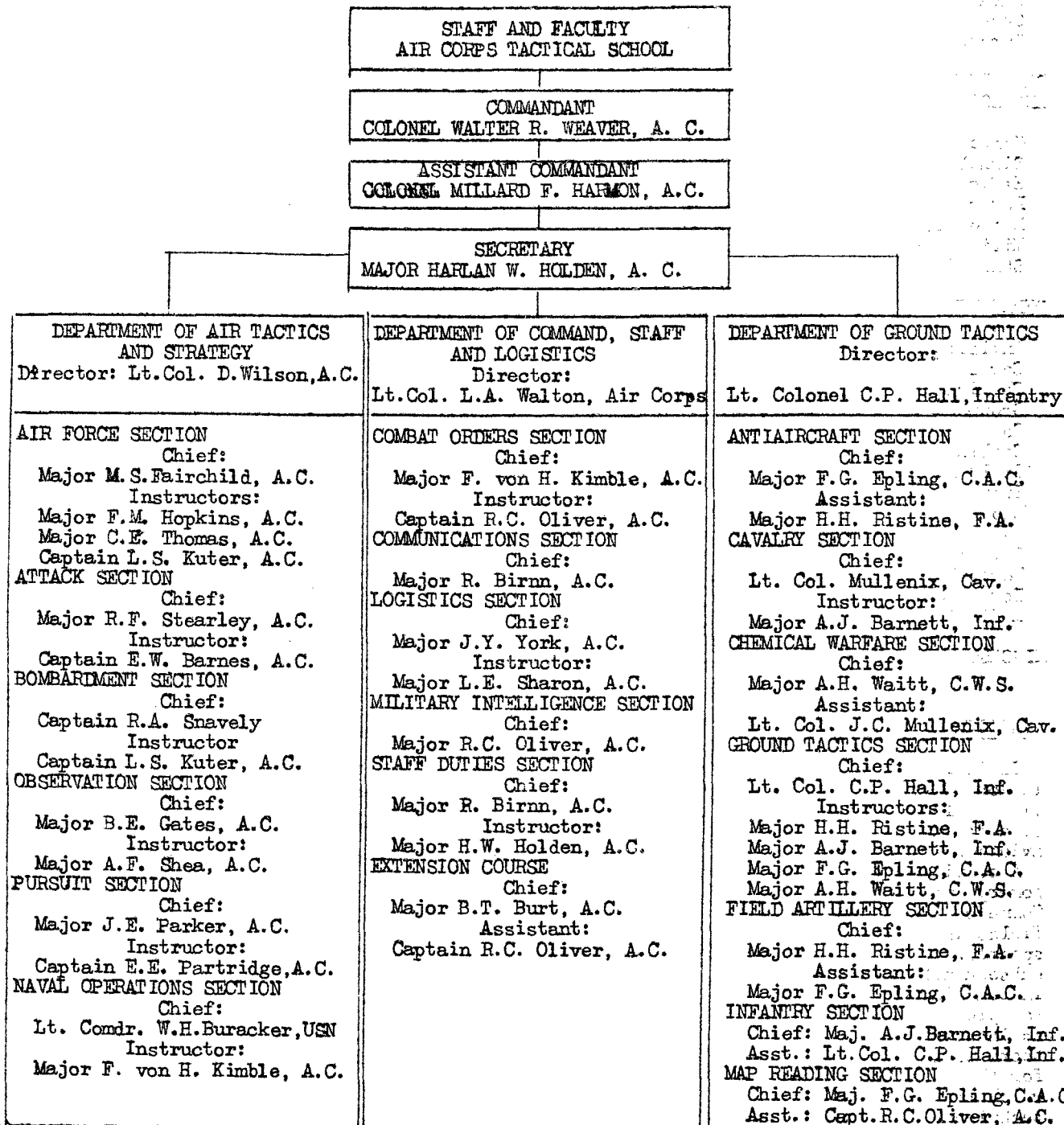
The flying performed by the students is that necessary to maintain their general pilot proficiency. Formerly the students actually flew many of the types of missions and sometimes the actual missions which had been presented to them in class. Several years ago, however, such flying was discontinued, as the students as a group did not represent the personnel which would be found in any one particular air unit in time of war, but were rather comparable to a number of Squadron and Group Commanders, without the leavening of junior flight personnel such as would actually be present in a wartime tactical unit. At present there does exist a need at the School for demonstration units which would be truly representative of the probable wartime sit-

uation. Plans are under way to organize and station such demonstration units at the School.

The Air Corps Tactical School might well be described as a proving ground or clearing house for tactical and strategic ideas. Its instructors are all officers of such experience, judgment and military education that they are able to sift out the workable ideas so often generated in tactical Air Corps units, combine such ideas and crystal-

ize them into formal shape for universal dissemination to the service, through the medium of instruction of the School's student body which comes before it each year. They are also officers of practical vision, and have initiated many measures of improvement which, after tentative adoption by the Air Corps, have proven entirely practicable after service testing in maneuvers or exercises of a like character.

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**HOURS OF INSTRUCTION
at the Air Corps Tactical School**

	<u>12 Weeks Course Hours</u>	<u>9 Mos. Course Hours</u>
DEPARTMENT OF AIR TACTICS AND STRATEGY	(142)	(280)
Air Force	44	(110)
Antiaircraft Defense	10	42
Attack Aviation	20	41
Bombardment Aviation	20	25
Naval Operations	12	33
Observation Aviation	20	29
Pursuit Aviation	16	
DEPARTMENT OF COMMAND, STAFF AND LOGISTICS	(89)	(172)
Combat Orders	19	28
Signal Communications	6	12
Efficiency Reports	1	2
Logistics	18	51
Meteorology	--	12
Military Intelligence	17	24
Staff Duties	28	43
DEPARTMENT OF GROUND TACTICS	(63)	(221)
Antiaircraft Artillery	12	27
Cavalry	1	15
Chemical Warfare	8	19
Ground Tactics	27	--
Combat Principles	--	26
Combined Arms	--	34
Field Artillery	1	18
Infantry	2	27
Map Reading	6	--
Maps and Photographs	--	18
Solution of Problems	6	6
World War	--	21
Domestic Disturbances	--	8
Medical Corps	--	2
MISCELLANEOUS, Orientation, etc.		7

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TACTICAL SCHOOL SITE USED BY WRIGHT BROTHERS

In February, 1910, Mr. Wilbur Wright arrived in Montgomery, Alabama, with the object in view of locating a site for the establishment of a flying field and training center for aviation in the South.

A committee of the Commercial Club of Montgomery, predecessor of the present Chamber of Commerce, met with Mr. Wright, and a number of fields in the vicinity of Montgomery were inspected. The one selected by Mr. Wright, and subsequently used by him and his instructors in teaching the art of flying, is the site of the present Maxwell Field. Certainly, insofar as inspiration and tradition is concerned, there could be no fitter spot in this country for the location of a school, the mission of which is the education of officers in the technique, tactics, and strategy of Air Forces.

**COMMANDANTS AND ASSISTANT COMMANDANTS
of the Air Corps Tactical School**

School Years 1920-21

Commandant:	Major William N. Hensley
Asst. Commandant:	Major Thomas DeW. Milling
	<u>1921 - 1924</u>
Commandant:	Lieut. Col. Chas. H. Danfort
Asst. Commandant:	Major Thomas DeW. Milling
	<u>1924 - 1925</u>
Commandant:	Major Oscar Westover
Asst. Commandant:	Major Thomas DeW. Milling
	<u>1925 - 1926</u>
Commandant:	Major Oscar Westover
Asst. Commandant:	Major Earl L. Naiden
	<u>1926 - 1929</u>
Commandant:	Lt. Col. Clarence C. Culver
Asst. Commandant:	Major Walter H. Frank
	<u>1929 - 1930</u>
Commandant:	Lt. Col. Jacob W.S. Wuest
Asst. Commandant:	Major Walter H. Frank
	<u>1930 - 1931</u>
Commandant:	Lt. Col. Roy C. Kirtland
Asst. Commandant:	Major John F. Curry
	<u>1931 - 1934</u>
Commandant:	Major John F. Curry
Asst. Commandant:	Major Hume Peabody
	<u>1934 - 1937</u>
Commandant:	Colonel Arthur G. Fisher
Asst. Commandant:	Colonel Herbert A. Dargue
	<u>1937 - 1938</u>
Commandant:	Brig. Gen. Henry C. Pratt
Asst. Commandant:	Colonel Herbert A. Dargue
	<u>1938 - 1939</u>
Commandant:	Colonel M. F. Harmon
Asst. Commandant:	Lt. Col. Donald Wilson
	<u>1939 - 1940</u>
Commandant:	Colonel Walter R. Weaver
Asst. Commandant:	Colonel Millard F. Harmon
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GRADUATES - AIR CORPS TACTICAL SCHOOL

<u>Year</u>	<u>Air Corps</u>	<u>Other Branches</u>
1921	11	0
1922	11	1
1923	17	0
1924	13	1
1925	14	0
1926	12	4
1927	9	11
1928	13	10
1929	14	14
1930	16	14
1931	24	15
1932	28	11
1933	32	10
1934	38	5
1935	49	10
1936	59	10
1937	58	13
1938	60	12
1939	60	16

THE AIR CORPS TECHNICAL SCHOOLS

During the early phases of the World War, it became apparent that a great number of skilled mechanics would be required to maintain the large number of airplanes projected for training and combat purposes. The Aviation Section of the Signal Corps attempted to meet this situation by instruction of the newly enrolled soldiers in State universities and technical schools, but quickly learned that the plan was not feasible - due mainly to lack of competent instructors, equipment and the exorbitant expense.

To bridge the gap between civilian life and aviation technician, further experiments were made, and two technical schools were established; one at St. Paul, Minn., and the other at Kelly Field, Texas. These schools were operating at capacity when the war ended in November, 1918. Shortly after the Armistice, the St. Paul school was closed and the Kelly Field institution was retained and incorporated into the educational system of the Air Service.

The early days of the school at Kelly Field recall a wealth of memories. Too little is known by the present generation of its struggles for existence.

The school was established as the Enlisted Mechanics' Training Department and set up in the southeast corner of Kelly Field #1, now Duncan Field. The site was wild, woolly, desolate and contained more than its share of cactus, prickly pear and mesquite. The original installations included two large tent hangars, each containing one Glenn Martin airplane, two Thomas-Morse 8 cyl. liquid-cooled airplane engines, and three instructors (one airplane and two engine mechanics). The instruction consisted solely of lectures, and classes were instructed from 8:00 A.M. to 10:00 A.M.

The organization was complete, and no apparent reason existed why the mechanics should not be turned out in droves. The school was functioning perfectly, and had been for two days, when a catastrophe struck in the form of a "Norther" which distributed the school neatly, but not gaudily, over the southern counties of the Lone Star State. The airplanes and engines were saved because of the large number of students available to act as anchors.

The school authorities were not daunted, however, and reestablished their organization on a firmer basis. Two steel hangars were acquired, and two months later the staff and faculty, having completed the salvage operations necessary to place their instructional equipment

on display, invited the former students to resume their quest for knowledge.

One week passed and all was serene. Then, for no recorded reason, the students failed to report, and the school did not function for a period of five weeks. During this enforced idleness, the Commanding Officer of the school became restless over the inactivity of his institution, and he wrote numerous letters. One such letter sifted through the eight assorted adjutants and their assistants of the Headquarters, Kelly Field, and eventually found its way to the desk of the Commanding General of the Southern Department.

The Commanding General was a man of action, and he issued an order to the effect that each squadron at Kelly Field (there being in excess of one hundred) would dispatch students to the school - and get them there in a hurry. All squadron commanders, upon receipt of the order, obeyed with commendable zeal, and the opening morning of the sixth week found an army of three thousand and potential students, eager for knowledge in the field of aeronautics, marching across the flying field and bearing down upon the two insignificant hangars in the far reaches of the reservation.

The School Commander viewed the oncoming horde with alarm. His hangars would accommodate three hundred and twenty men, and the Commanding General had unwittingly unleashed a horde upon him. He made an immediate decision to close the school until such time as the now plentiful supply of students could be handled in classes. It was a sagacious move on his part, but unfortunately was made too late in the day. The three thousand, not having been advised of the closing edict, rolled in like a Mississippi flood. They went over, through and beyond the hangars and left them, as the old saying goes, "As clean as a whistle." The fourteen instructors were the first casualties and were lost early in the game. The three thousand, having become convinced that aeronautical knowledge would not be forthcoming, turned their attention to the collection of aeronautical souvenirs. The order of departure is not recorded, but it is believed that the altimeters went first, followed promptly by spark plugs, struts, fabric, wires, turnbuckles and anything else readily transportable. By noon the hunt was over and the students were herded back to their organizations; - of the airplanes and engines, there remained not a trace.

The faculty were of sturdy stock and the reconstruction of the school followed in May of 1918. Conditions improved immeasurably, due mainly to the acquisition of better equipment and a supply of text and reference books. The school was now established on a firm basis, and past experiences served the staff well. The first students were taken in, given the course and returned to their organizations. Great surprise was expressed that the graduates had absorbed some knowledge of airplanes and engines and that they were generally useful in the various squadrons. Having taken the surprise in stride, the expansion of the Enlisted Training Department got under way in earnest. Numerous courses were added, the faculty and facilities increased, and a short time later the name was changed to the "Air Service Mechanics' School." It was with this change in designation that the school became a permanent organization of the Air Service.

During January of 1921, the school was moved from Kelly Field, Texas, to its present site at Chanute Field, Rantoul, Illinois. Some idea of its growth from the tent hangar stages to the time of transfer, may be gained from the fact that it required ninety freight cars, a train of nearly two miles in length, to transport the material in the change of station.

At Chanute Field, the school was set up in what had been a wartime constructed flying field. The buildings were poor, but far in advance of any accommodations the school had previously enjoyed. The buildings were not ideally suited for a Mechanics' School, but the equipment was unloaded and installed in prearranged hangars or buildings, and once again the school began to function.

Shortly after the Armistice, a Photographic School had been organized at Langley Field, Va., and a Communications School established at Post Field, Ft. Sill, Okla. In 1922, a decision was reached to transfer these two schools to Chanute Field and incorporate them with the Mechanics' School into one organization. This transfer was effected, and the designation of the newly created unit was the "Air Corps Technical School." Subsequently, Armament was detached from the Department of Mechanics and established as a separate department during 1930. To these were also added the Department of Basic Instruction and Department of Clerical Instruction.

During the life of the Air Corps Technical School, many changes have taken place. Courses that were once stressed are of so little value in present day

aviation that they have since been discarded. The school has kept abreast of aviation and has adapted itself to the change from wood and fabric to metal construction. New courses have been added as the need for same became apparent. During 1937, four specialist courses were added: namely, Carburetion, Electrical, Propellers and Instruments. These courses are available to especially selected enlisted men and are in the nature of post graduate work.

Shortly after the school at Chanute Field was established, it became apparent that the present installations would be overrun, and efforts were made to secure funds for permanent construction on a suitable site. The Rantoul location was considered unsatisfactory, since it lacked facilities for a machine gun and bombing range. Then, too, there were far too few cloudless days available for the taking of aerial photographs. The War Department, in 1935, appointed a Board of Officers, headed by Colonel B.K. Yount, now Brigadier General, to initiate a survey of the United States and make recommendations for a suitable site as a secondary branch of the Technical School. After having surveyed sixty odd locations, the Board recommended Denver as the most suitable.

On February 12, 1938, the Denver Branch was occupied by troops from Chanute Field, and two weeks later instruction was started in the departments of Armament and Photography. In October, 1938, an additional department of instruction was added to the Denver Branch, with the transfer of the Air Corps Supply and Technical Clerks' Department from Chanute Field.

The field at Denver was named in memory of Lt. Francis B. Lowry, Coast Artillery, who was killed in action during the World War while acting as observer under detail with the 91st Aero Squadron.

Lowry Field proper comprises 960 acres and is located on the outskirts of Denver, approximately six miles east southeast of the center of the city. Part of the site was originally occupied by the Phipps Memorial Sanitarium. This was given to the city by Senator Lawrence E. Phipps for the express purpose of being ceded to the Government for use as an air school. In addition to this 960 acres, known as Lowry Field, the city of Denver ceded to the War Department a tract of land consisting of approximately 100 square miles, dimensions, eight by twelve miles, for use as a gunnery and bombing range. The area includes runways, now being

laid out; three 150,000 pound magazines; a control tower and other essentials necessary to the conduct of aerial operations involving gunnery and bombing. This area is approximately eight miles east of Lowry Field.

The Air Corps Technical School has instructed classes of officers and enlisted men and it is estimated that more than 10,000 students, in all categories, have passed through it. Many foreign officers and officers of the U.S. Navy, Marine Corps, Coast Guard and National Guard have graduated and carried their knowledge to their respective services. It may be interesting to note the foreign officers who have attended the Technical School. The following countries have been represented, as well as the sister services previously noted: Ecuador, Chili, Cuba, Peru (Navy), Royal Canadian Air Force, The Netherlands Air Force, Siam, Norway, Guatemala, Colombia, Mexico and the Philippine Army.

It is difficult to estimate the contribution of the Air Corps Technical Schools to the advancement of aviation, not only military - but also commercial. The aircraft industry has leaned heavily upon the School for personnel in their expanding ventures. The School doctrines have been carried far and wide by officers and enlisted men of other services, the National Guard and foreign governments. Graduates have stepped into responsible positions as civilians, with the Materiel Division and the Department of Commerce. Communication and weather service personnel have been extensively employed by commercial air lines, and this same fact holds true for graduates of all departments of the school.

Funds were made available July 1, 1938, and the reconstruction of Chamute Field began in earnest. Construction contracts have been let for a majority of the projects authorized and the future of the school bids fair to outstrip the glory of the past. The training of technicians must be kept apace of recruitment and possibly the outstanding single objective in the Air Corps expansion program will be an output of graduates competent to man the new materiel and staff the new organizations.

The school has been hit by "Northers" overrun by potential students, burned in spots by fire, but has been fortunate enough in the past to rise above these difficulties. It has passed through periods when students were not available and periods when the school was considered of doubtful value. It has weathered each shock and survived each criticism. Its mission in the Air Corps is

well known by our present service personnel, and none would be so foolish as to suggest curtailment of such a splendid institution. Its star is in the ascendency and to it has fallen the important task of training the recruits of the greatly expanded Air Corps. The Air Corps Technical Schools will prove equal to the occasion, will reflect the experience gained in the past and will prove worthy of its motto, "Sustenio Alas" (I sustain the wings).

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The Air Corps Training Center
(Continued from Page 8)

those days must be met. The airplane has become a complex machine requiring an exacting, never-relaxing skill. Not only will the Training Center, but the Air Corps as a unit, be confronted with the task.

Another page in the history of the Air Corps is being written.

Ed. Note:

The major portion of this article was written by 1st Lieut. William Preston Nuckols, Air Reserve.

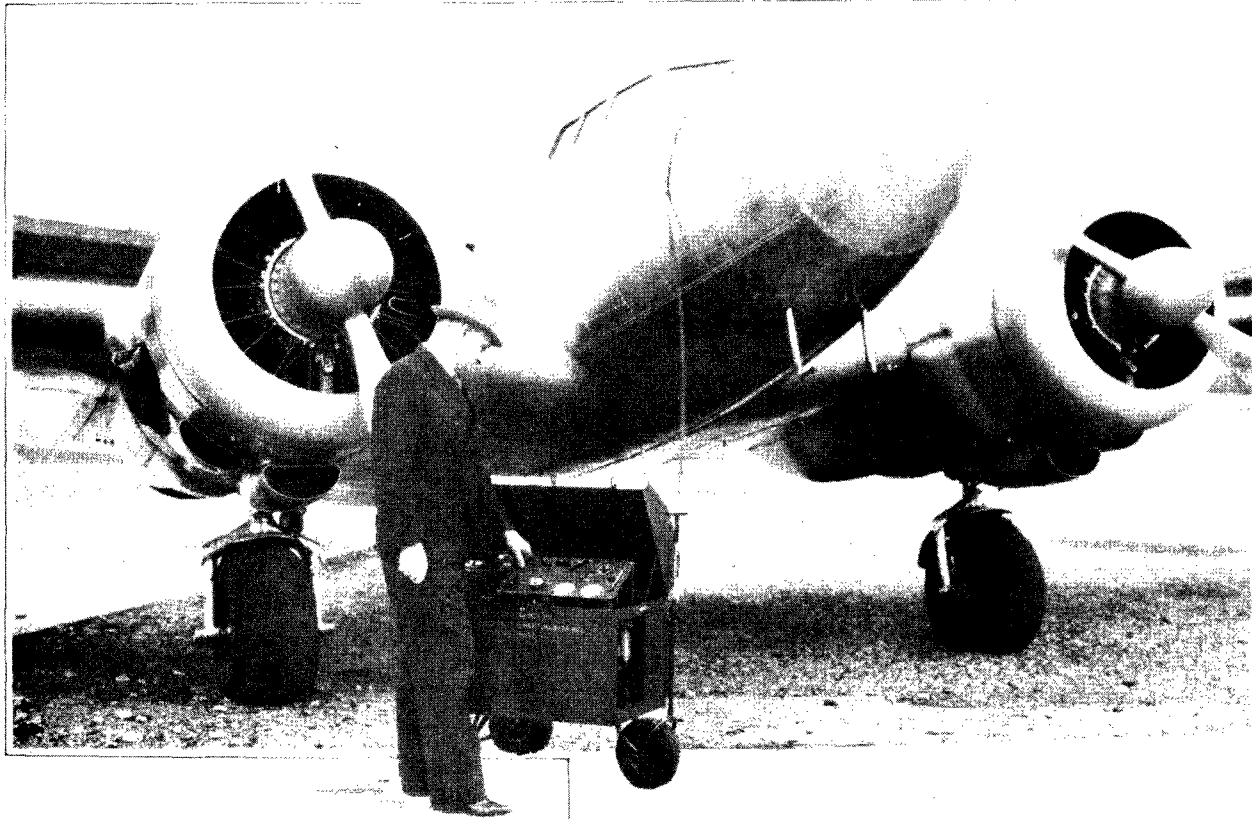
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THE DEVELOPMENT OF AIRCRAFT SPEED

1909	- 42 mph	Wright Brothers plane
1910	- 61 "	Bleriot Monoplane
1911	- 78 "	Nieuport (100 h.p.)
1912	- 105 "	Deperdussin Racer
World War Period - No official data		
1918	- 136 mph	- LePere (C-11)
1919	- 154 "	- Verville (VCP-1)
1920	- 165 "	- Orenco (D-1)
1921	- 177 "	- Curtiss Racer
1922	- 168 "	- Air Service Engineering Division (VCP-1)
1923	- 168 "	- Air Service Engineering Division (VCP-1)
1924	- 178 "	- Curtiss (PW-8A)
1925	- 178 "	- Curtiss (PW-8A)
1926	- 178 "	- Curtiss (PW-8A)
1927	- 172 "	- Curtiss (P-5)
1928	- 177 "	- Curtiss (XP-6 Hawk)
1929	- 177 "	- Curtiss (P-6 Hawk)
1930	- 192 "	- Boeing (P-12)
1931	- 215 "	- Curtiss (Y1P-24)
1932	- 234 "	- Boeing (P-26A)
1933	- 244 "	- Boeing (P-29)
1934	- 256 "	- Consolidated P-30 (PB-2A)
1935	- 274 "	- Consolidated (PB-2A)
1936	- 269 "	- Seversky 1-XP (XP-35)

It is interesting to note from the above the very gradual increase in the speed of Army service aircraft since the World War and up to the year 1929 and the rapid rate of increase in speed from the year 1930 and onward.

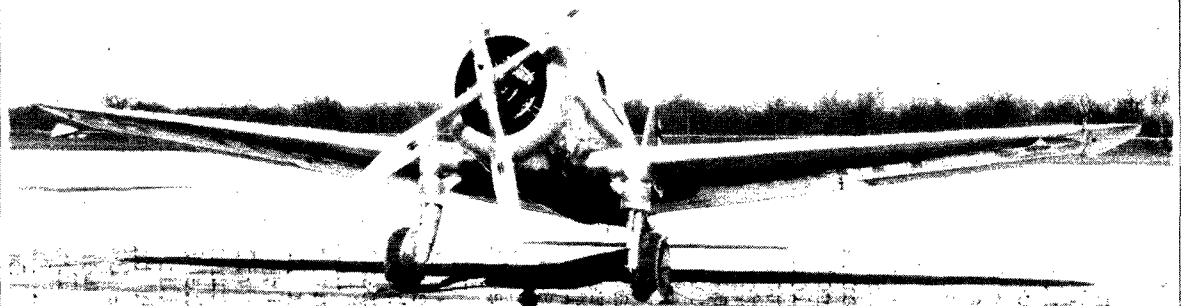
Since 1936 the increase in speed has been most marked.



← FIELD UNIT FOR TESTING AIRPLANE INSTRUMENTS, WHICH RENDERS IT UNNECESSARY TO REMOVE INSTRUMENTS FROM THE AIRPLANE TO FIND OUT WHAT IS WRONG WHEN AN INCOMING PILOT COMPLAINS OF MALFUNCTIONING.

THIS EQUIPMENT HAS RECENTLY COMPLETED SERVICE TESTING.

→ TWO OPPOSITELY ROTATING PROPELLERS IN CLOSE TANDEM MOUNTED ON CURTISS PURSUIT AIRPLANE AT WRIGHT FIELD, PERMITS REDUCTION OF PROPELLER DIAMETER FOR EQUAL POWERS, NEGATION OF ENGINE TORQUE, AND INCREASES SPEEDS.



HISTORY OF THE AIR CORPS MATERIEL DIVISION

Upon the entry of the United States into the World War in 1917, the only engineering department concerned with aeronautical development for the Army was composed of a handful of engineers and draftsmen working in the Aviation Section of the Signal Corps in Washington, D.C. In October, 1917, it was decided to establish under the Equipment Division, Signal Corps, a laboratory for aeronautical experiment, testing, and research in order to provide adequate aviation equipment for war purposes.

Dayton, Ohio, was selected as the locale for this laboratory because of its centralized position with respect to the aeronautical manufacturing agencies and, further, because a field which was already graded for aviation purposes was available there. According to the plan, this was to be no military post but an organization for strictly engineering purposes.

The work of constructing buildings was started immediately. On November 5, 1917, Lieut. Colonel V.E. Clark, Signal Corps, U.S. Army, was placed in command of the establishment, the name of which was the Airplane Engineering Department, Equipment Division, of the Signal Corps.

The name of the field at which the laboratories were to be located was McCook Field, for General Anson McCook, who with his seven sons had fought in the Civil War and were known as the "Fighting McCook's." The site chosen for the Signal Corps laboratories had been the McCook farm.

With the arrival on November 14, 1917, of the 246th Aero Squadron, consisting of 90 men, the place took on a military air. The Squadron was stationed at McCook Field for guard duty and fire patrol. On December 4, 1917, the buildings had reached a stage of sufficient completion as to permit the reporting thereof for duty of the technical personnel of the Airplane Engineering Department who had been housed temporarily in a Dayton office building.

During the next year, the hurried creation of aircraft organizations for the accomplishment of the enormous aircraft war production program became a terrifically complicated undertaking. Various technical, engineering, and production departments were set up. Quite often these departments, in order to avoid duplication of work, were shifted from one division or bureau to another. Office buildings in Dayton were utilized to fill the need for additional office space, since a sufficient amount thereof was not available at McCook Field.

Upon the signing of the Armistice in 1918, these agencies were gradually consolidated at McCook Field under the name of "Engineering Division, Air Service, U.S. Army." Colonel Thurman H. Bane was

the first chief of the new Division and the Commanding Officer of McCook Field

McCook Field as of January 1, 1919, consisted of a flying field with an area of 254 acres; 69 buildings, including hangars, shops, laboratories, offices, a hospital, wind tunnel, etc. These buildings were erected on ground leased to the Government for \$34,000 a year. The personnel consisted of 56 officers, 322 enlisted men, and 1096 civilians.

In 1926, upon the recommendation of the Morrow Board, the Air Service, by Executive Order, became the Air Corps. Under this change, the functions of the Engineering Division were broadened to include not only engineering but also supply, procurement, and maintenance of aircraft. The name of the organization was accordingly changed to "Materiel Division," as a more inclusive and suitable title. A Brigadier General, who officiated also as Assistant Chief of the Air Corps, was placed in charge.

The importance of the experimental engineering work accomplished at McCook Field in its existence of 8½ years had placed it in the ranks of the world's foremost aeronautical laboratories. In the expansion of duties imposed by the addition of the supply, procurement, and maintenance functions, the war-time McCook Field, more than ever before, was overcrowded and cramped for space. Moreover, the war-time laboratory buildings of wooden construction were fire hazards and expensive in upkeep. The flying field was too small for aircraft testing purposes and, being within the limits of the city of Dayton, constituted a hazard to life and property. Many pilots of that day, flying in and out of McCook Field, will remember the huge sign placed upon a hangar facing the field, containing the warning directive: "This field is small. Use it all." New quarters were an essential consideration.

In order to retain the Air Corps laboratories in Dayton (the home of the Wright Brothers), and still a desirable location because of its centralized position with respect to manufacturing agencies, the citizens of Dayton raised \$425,000 with which to buy approximately 4500 acres of land lying about five and one-half miles from that city. This tract was offered as a gift to the Government for the purpose of establishing a permanent home for the Materiel Division. Upon acceptance of the gift by the Government, construction of a new field was immediately begun. This action was taken in 1926.

The removal of equipment and personnel from McCook to Wright Field was accomplished in 1927. The dedication of the new field took place on October

12th of that year. The new field, which was to become the seat of the Materiel Division, was named for the Wright Brothers and known as "Wright Field."

One section of the field, comprising 746.78 acres, was allocated to the use of the Materiel Division laboratories and a suitable flying field. The flying field covered 520 acres of this section. The remainder of the reservation, consisting of approximately 3800 acres, was allocated to the use of the Fairfield Air Depot, the large flying field attached thereto being designated "Patterson Field." This arrangement exists today.

The purpose of the Materiel Division, as outlined by an Air Corps Chief, is to have in readiness for immediate production and service the most advanced types of aircraft, engines, armament, and other equipment for the defense of the nation; to procure this equipment in necessary amounts; to issue it to the tactical services of the Air Corps; and to maintain it throughout its service life. The laboratories constructed for the carrying out of this purpose represent an investment of \$10,000,000 and the most expert engineering judgment obtainable.

The Materiel Division operates under the direction of Brigadier General George H. Brett, who also serves as Assistant Chief of the Air Corps. In addition to the immediate organization at Wright Field, the Chief of the Materiel Division has supervision over four Air Depots, located at Fairfield, Ohio; San Antonio, Texas; Middletown, Penna.; and Sacramento, Calif.; three Procurement Districts, located at Inglewood, Calif.; Wright Field, and New York City; and six Industrial Planning Districts, located at New York City, Buffalo, Cleveland, Detroit, Chicago and Los Angeles.

During the World War, many of the foremost engineers in the country had gathered at McCook Field to aid in building an air army. Many of these remained on in their various engineering capacities. Commissioned personnel are included among these groups of experts. Together they form a technical vanguard, the influence of which has been felt in all major aeronautical developments, and which has kept the position of the U.S. Air Corps secure through the years. The services of expert test pilots have added materially to the effectiveness of this group.

During the twenty odd years of its existence, the Materiel Division has figured directly or indirectly in virtually all aircraft developments, commercial as well as military. In many instances its contributions have been of major importance, definitely influencing aircraft operation or performance. But a few of these can be included in this brief history.

In the improvement of the airplane

power plant, the Division has been particularly fortunate. The present high-powered air-cooled engine is the direct result of the intensive study and experimentation, begun in the McCook Field laboratories in 1919, in the cooling of valves and cylinders. The methods evolved there resulted directly in the production of the famous Wright J-5 "Whirlwind." The higher powered air-cooled engines of today gradually followed.

As the result of an investigation of heat losses in water-cooled cylinders, ethylene-glycol was tried in 1923 at McCook Field as a possible high-temperature cooling element. The result of this investigation was the gradual obsolescing of water-cooled engines, a 65 percent reduction in radiator size, and a decided saving in weight.

The development of superchargers was a pioneering venture on the part of Division engineers, which, although fraught with technical difficulties, has become a prime factor in the high performance derived from present power plants. In the past several years, the supercharger has been applied to cockpits for the comfort of personnel, as well as to engines. The Lockheed C-35 built for the Air Corps incorporates a supercharged pressure cabin, which not only proved highly successful in its test flights but has caused the supercharger feature to be adapted to other types of aircraft for altitude flying.

Prior to 1928, aircraft engines operated with about 50 octane number fuel. The Air Corps believed that with fuel of higher octane ratings improved engine performance could be obtained. Experiments were undertaken with the cooperation of the fuel industry. Increased power output was made possible with 100 octane fuel, with increase of airplane speeds and additional safety. Future indications are toward the use of fuels with even higher octane ratings in engines designed specifically for their use.

To facilitate the starting of engine in extremely cold weather, an oil dilution system was discovered which provides that the engine will be supplied with thin oil for starting purposes, changing to heavier oil when operation is accomplished. The method achieved in this discovery is so simple and practical that, although it has come but recently into use, it will prove of great benefit to commercial transport as well as military aircraft. The Air Corps has also developed several priming systems to facilitate cold weather starting.

The existence of destructive vibration forces set up by certain propeller crankshaft combinations in high speed airplanes, at first a suspicion, later verified by research, was one of the

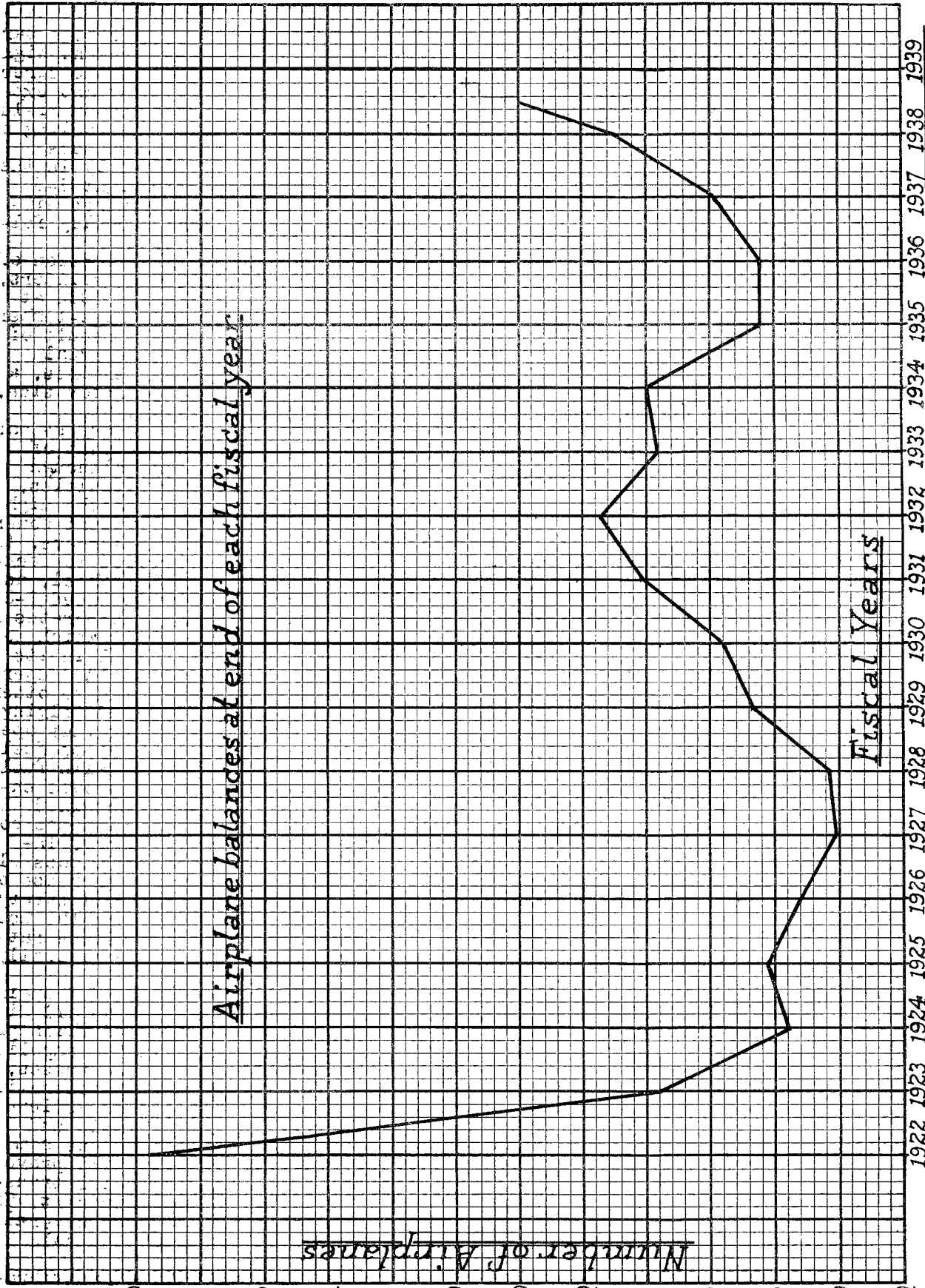
Number of Airplanes

Airplane balances at end of each fiscal year

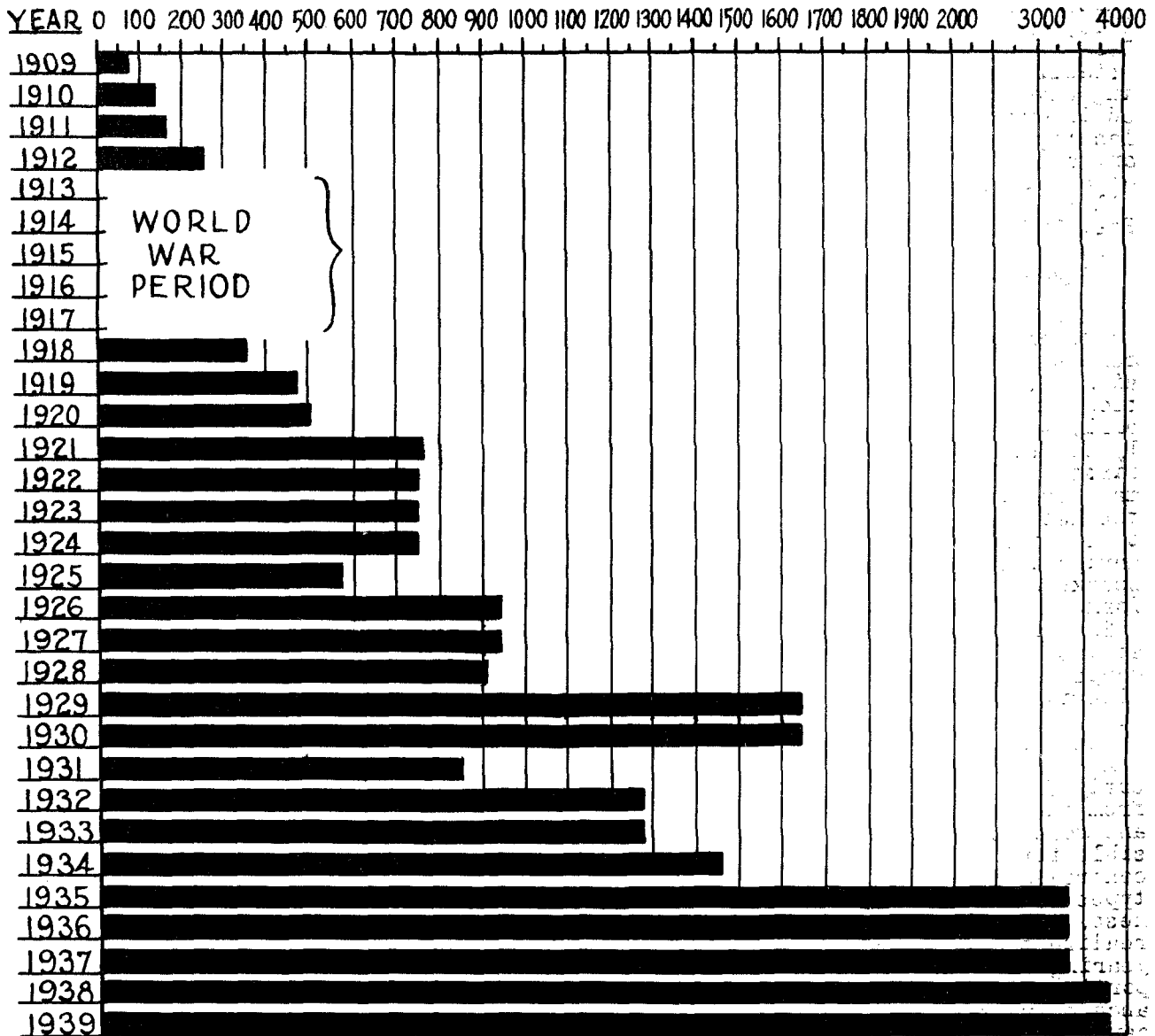
Fiscal Years

3400
3200
3000
2800
2600
2400
2200
2000
1800
1600
1400
1200
1000

1922 1923 1924 1925 1926 1927 1928 1929 1930 1931 1932 1933 1934 1935 1936 1937 1938 1939



RANGE ~ MILES



AIRCRAFT RANGE OVER 30 YEAR PERIOD

Materiel Division's most important discoveries. The first task to be undertaken was the development of instruments for recording these vibrations. The problem was met by the development of a simple vibration damping mechanism by which the amplitude of vibration can be reduced to a value lying within the safety limits.

The first night airways system in the United States was flown between Columbus, Ohio, and McCook Field, Dayton, Ohio, in 1922. The information gathered from the establishment of this system and resulting development of equipment is reflected in current designs of navigation and landing lights, revolving beacons, boundary and obstacle lights, floodlights, and other lighting and airways accoutrements. All information was turned over to the Post Office Department for the inauguration of the night air mail service, even to equipping a sample air mail plane at McCook Field.

Navigation instruments have been objects of constant research and development since the organization of the Division. The sextant and the earth induction compass played an important part in early transoceanic flights. More recently the first solo blind landing and the first automatic landing in history were made by Air Corps officers assigned at the Materiel Division. These last two types of flying have an implication of navigation instrument development which speaks eloquently of progress to the informed mind.

The first radio beacon was developed at McCook Field by Signal Corps and Air Corps officers working in coordination. Likewise, the first known radio interview between a person in flight and one on the ground was accomplished there.

At McCook Field, the Air Corps in the early days paved the way for transition from the wood to the metal propeller, and more recently it has been responsible for bringing the constant speed, controllable pitch, full feathering types to the stage of practical usefulness. The Air Corps was the first to realize the importance of propeller gearing which earned for the airplane a portion of its improved modern performance characteristics. Research into the cause of metal propeller failures led engineers to the discovery of the deteriorating effects of vibration. Instruments were developed by which these vibrational effects could be studied. Information which was obtained in these studies not only led to the development of a method by which weakness in new propeller designs can be determined, prior to trial in flight, but which will undoubtedly be of great value for use in connection with the sound-proofing of airplanes. Experimentation with hollow steel blades and forged aluminum blades was the result of a search for new and

improved materials, in order that the U.S. need never be hampered in mass production, in case such production became necessary.

Aerial photography, which is of prime importance in military air tactics, has advanced technically by leaps and bounds under Air Corps sponsorship. Highly sensitized haze penetration film came into existence at the instigation of the Air Corps. The United States was for many years the only country in the world using film instead of plates for aerial pictures. Development of high-speed panchromatic aerial film, which permits taking photographs under adverse conditions by the use of filters on the camera, was also initiated by the Air Corps. Snapshots and scenic views, of higher quality than heretofore, have been obtainable with ordinary aerial film, have been made possible. Night aerial photography has also come into being through the efforts of the Air Corps, and at present equipment and processes for the production of color photographic transparencies are being developed which will enable Army personnel to detect camouflaged positions. Increased shutter speeds have been necessitated by the increased speeds of airplanes. These in turn require an increase in the lens and film speeds. Quick work developing and printing equipment makes possible complete processing and printing in four minutes' time. A photographic laboratory trailer has been standardized which can develop film and make prints in the field in which the airplane is operating, receiving the film from the pilot as he lands, and, in the brief period of time named above, giving him the finished prints which he can fly to headquarters.

These are but a few of the highlights in aeronautical development accomplished at the Materiel Division by the Air Corps. The Division has also served as a clearing house for the development of test methods, the design of test machinery and equipment, and the writing in report form of test results. The broad experience in handling materials and equipment has enabled its engineers to contribute basic information to the aeronautical science all along the way. These data, with the exception of a few that have been held confidential, have always been at the service of the aircraft industry, and test results obtained by the Division have been looked upon as the most thorough and accurate obtainable.

In this brief description of accomplishments, we have not entered into types of airplanes and engines produced. Charts show the increases in range and speeds accomplished. The influence of Division study and development may be seen, however, in all the details of

the remarkable cleaning up of design which the airplane has undergone in a comparatively short period of time, as well as in the marked advance in performance.

Before closing, it is desired to recall a few of the outstanding events which color the history of the Materiel Division.

In 1920, Major Rudolph W. Schroeder, in one of history's most spectacular flights, achieved a world's altitude record of 33,113 feet. At this peak altitude, his oxygen supply gave out. The thermometer registered 67 degrees below zero. The airplane in use at that time was the open-cockpit, unheated type. Major Schroeder lifted his frosted goggles to check the oxygen, lost consciousness, and with eyes swollen shut, plummeted to within a few thousand feet of the ground before being revived by the normal air density of the lower altitudes. Almost blind, he miraculously made a safe landing.

In 1921 and 1922, Lieut. John A. Macready, in a LePere biplane with supercharged Liberty engine, bettered Major Schroeder's record by about 1,450 feet. This world's record was extended in 1935 by Captain Albert W. Stevens and Captain Orvil A. Anderson to 72,395 feet. This flight was accomplished by these two Air Corps officers in an especially constructed balloon, Explorer II. The record has not been exceeded to date.

It is interesting to note that where Major Schroeder struggled with an airplane that rose foot by foot to the extreme altitude he was able to obtain, at the present time an airplane flight in the enclosed cabins or supercharged pressure cabins of some distance at 30,000 feet is a mere routine performance. This extension of altitude performance has been due largely to research and development of equipment accomplished by the Materiel Division.

In 1922, Lieut. Harold R. Harris jumped from an airplane which failed at 2500 feet, thus being the first of approximately 1050 persons whose lives have been saved by a parachute developed by the Army Air Corps at the Materiel Division. Before this development there was no parachute in the United States adequate for escape from heavier-than-air craft.

In 1923, Lieut. Harold R. Harris flew the Barling Bomber which, although it did not prove practical as a development because during its long construction period the aeronautical art advanced far beyond it, proved that great size in itself was no deterrent to flight and provided data on the building and handling of large aircraft.

In 1923, world's speed records were set by Air Corps pilots of McCook Field for 500, 1,000, 1,500, 2,000, 2,500, 3,000, 3,500 and 4,000 kilometers, in a series of aerial demonstrations that at-

tracted national and international interest.

Noteworthy also in that year was the establishment of the world's endurance and distance records over a triangular course, the pilots (Lieuts. Macready and Kelly) remaining aloft 36 hours, 4 minutes, and 32 seconds. By this flight they proved that the Fokker T-2 monoplane was capable of remaining aloft a sufficient length of time and cover a nonstop transcontinental flight. They succeeded in making such a flight on May 2nd and 3rd of the same year, traveling from New York to California. The time required for this first aerea nonstop crossing of the continent was 26 hours, 50 minutes and 3 seconds. In January, 1937, a nonstop transcontinental flight from Los Angeles to Newark, New Jersey, was accomplished by Howard Hughes in 7 hours, 28 minutes, 25 seconds. That which was a pioneering effort, straining aircraft and equipment possibilities to the utmost in 1923, established a precedent to be broken thousands of times in the interim until today it has become mere routine.

In 1924, engineering requirements for the first Round the World Flight airplanes were drawn up by McCook Field engineers. This flight will always stand out as a glorious Air Corps accomplishment.

In the same year, Lieut. James H. Doolittle performed certain acceleration tests in which he risked his own safety to prove that the factors of safety laid down for Pursuit airplanes were not sufficiently high to provide proper protection against the failure of equipment in maneuvers with resulting loss of life. This was a major contribution to the structural development of military aircraft.

The radio beacon was a McCook Field development, and in 1925 the first radio beacon equipment was installed in an air mail plane for the Department of Commerce for use over the airways. In the same year, the first flashlight night photograph was made by Lieut. George W. Goddard with equipment developed at McCook Field.

In 1927, Lieuts. Hegenberger and Maitland accomplished the first crossing of the Pacific Ocean from California to Hawaii.

In 1929, Major Albert W. Stevens took a long-distance aerial photograph of points as far distant from the airplane as 331 miles.

In 1937, the first experimental pressure cabin stratosphere airplane in the world arrived at Wright Field for test and research purposes. This airplane has proved highly successful. The B-15, the Army's largest Bombardment airplane, was delivered and flight tested the same year.

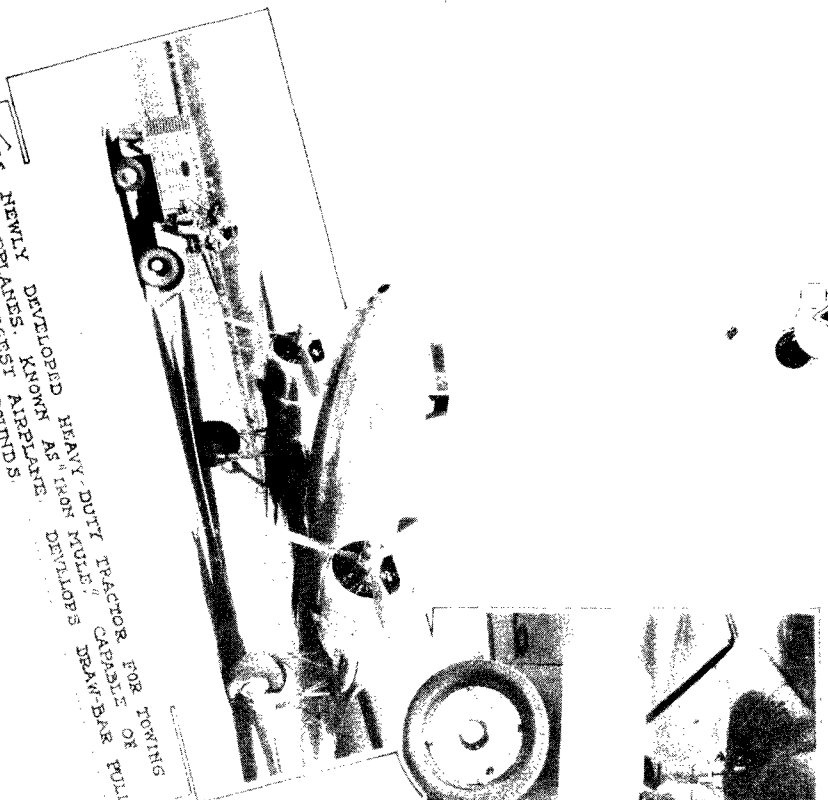
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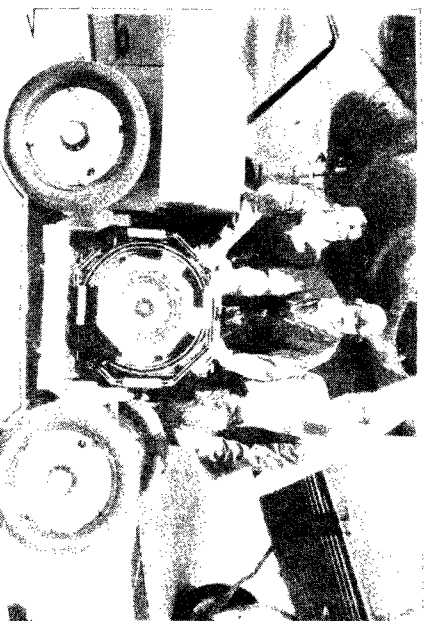
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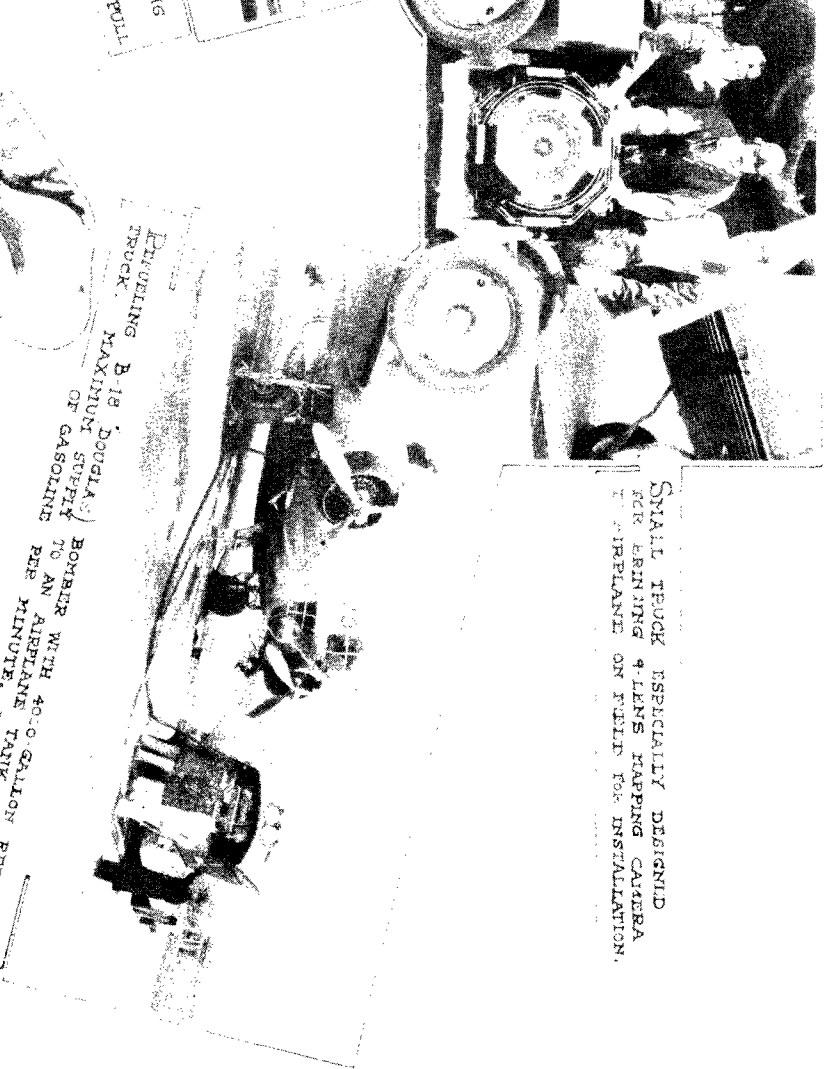
DEVELOPMENTS



THIS NEWLY DEVELOPED HEAVY-DUTY TRACTOR FOR TOWING LARGE AIRPLANES, KNOWN AS "IRON MULE" CAPABLE OF PULLING IN EXCESS OF 4000 POUNDS.



SMALL TRUCK ESPECIALLY DESIGNED FOR BRINGING 9-INCH MAPPING CAMERA TO AIRPLANE ON FIELD FOR INSTALLATION.



REFUELING B-18 DOUGLAS TRUCK. MAXIMUM SUPPLY OF GASOLINE BORNER WITH 40.0-GALLON REFUELING TO AN AIRPLANE TAKES 400 GALLONS PER MINUTE.



68 FT. WRECKING TRUCK FOR USE WITH LARGE AIRPLANE. THE TRUCK HAS FLOODLIGHTS AND A CAPACITY MOOR AND

THE GHQ AIR FORCE

"Saw the heavens fill with commerce, Argosies of magic sails,
Pilots of the purple twilight, dropping down with costly bales,
Heard the heavens fill with shouting, and there rained a ghastly dew,
From the nations! airy navies grappling in the central blue."

Alfred Tennyson (1809 - 1892).

The meteoric rise of Air Power in the world of today has brought the GHQ Air Force into the focus of public interest. Organized on March 1, 1935, and placed under the capable leadership of Major General Frank M. Andrews, Air Corps, in the brief period of four years it has achieved recognition as an important element in our defensive forces.

In 1933, the Drum Board, comprising outstanding general officers of the line and the Chief of the Air Corps, made the initial analysis leading to the creation of the GHQ Air Force. This new arrival in our national defense team fills the need for a highly mobile and powerful striking force that can be moved quickly from one part of the country to another. The present organization is the outgrowth of experience gained during the service test period.

The GHQ Air Force consists at the present time of all the combat squadrons located in the Continental United States. At present there are twenty-nine such units in the GHQ Air Force. The expansion program plans to effect a substantial increase in these units. The twenty-nine squadrons now available are organized into three Wings. The 1st Wing, with headquarters at March Field, California, comprises two groups of Bombardment, one group of Attack, and two Reconnaissance squadrons. The 2nd Wing, on the east coast, has its headquarters at Langley Field, Virginia. It comprises two groups of Bombardment, two of Pursuit, and two Reconnaissance squadrons. The 3rd Wing is located at Barksdale Field, Louisiana, and comprises one group of Attack and one group of Pursuit.

It is easy to think entirely of combat squadrons and forget that there must be an established system of service and supply to support air operations. This service and supply is rendered by the Air Base, a command which comprises the facilities and installations required for the operation, maintenance and supply of a specific air force. The Air Base normally includes a considerable area, since all the scattered auxiliary airdromes are under its control. The Air Base does much of the "housekeeping" for the combat units; it

prepares all the facilities at the auxiliary airdromes in such a manner that the combat units may move in and start operations without further work. An Air Base exists for the primary purpose of providing the necessary service to the combat units. At the present time there are six such air bases for the GHQ Air force, namely: The first at Langley Field, Virginia; the second, at Mitchel Field, New York; the third at Selfridge Field, Michigan; the fourth at March Field, California; the fifth at Hamilton Field, California, and the sixth at Barksdale Field, Louisiana.

March 1, 1935, found the combat squadrons trained under the same general directive, but with diverse results as to proficiency in many details, with the result that combat units from different stations were unable to work together without a period of combined training. Attention was focused immediately upon uniform training directives and methods to the end that GHQ Air Force units now can and have been brought together with every assurance of satisfactory operation without further combined training.

The outstanding achievement in tactical training which has welded heterogeneous squadrons into a tactical command has been the success attending the development of the combat crew as a flying team. While the idea is not new, it was not extended to the airplane crew until the training of tactical air units was centralized under one command in the GHQ Air Force. Today, the measure of proficiency is that of the combat team as a unit rather than the separate proficiencies of the individual members thereof.

The proficiency of GHQ Air Force units has been tested in three GHQ Air Force exercises and many other exercises for the Wings and smaller units. Each exercise has shown progressive improvement as a result of continued training. This proficiency has been exemplified also in the accomplishment of numerous outstanding flights during the past year. Among such were the flight of six B-17's from Miami to Buenos Aires in 34 hours elapsed time; the flight of three B-17's from Miami to Bogota, Colombia, in 8½ hours; and the flight of the B-15 from Langley Field to Santiago, Chile, a distance

of 4300 miles in 26½ hours actual flying time. These long range flights, through extremes of weather hazards and under peculiar navigational difficulties, were executed with a precision which indicates the excellent training of our personnel and the reliability of our present equipment.

The GHQ Air Force is our nation's means of exerting "Air Power". The backbone of this air power is Bombardment Aviation, for that is the type which can exert direct pressure on an enemy through the destructive effect of its bombing; the other combat types - Attack, Pursuit, and Reconnaissance - are all vital and necessary, however, to play their roles as part of the complete Air Force team. The four-engined "Flying Fortress" is the first Bombardment airplane which has provided the necessary speed, range and bomb load to be effective at long range. It is also a powerful, short range weapon, for it has the capacity to permit the interchange of fuel and bombs, depending upon the radius of action desired. Its power plant provides a high degree of reliability, for the airplane can safely fly on but two of the four engines. Its reliability and range have been thoroughly demonstrated by many flights executed under every possible weather condition. The flights to Buenos Aires and Bogota were of great public interest, but not unusual in the superb performance of this airplane.

Air power is different from military or naval power, in that it may be applied directly against the enemy without first overcoming land or sea barriers, or the enemy's surface forces. Weather, anti-aircraft defenses and distance are the only deterrents. Weather has been largely overcome. Distance is shrinking under the new developments in airplanes. Anti-aircraft defenses can deter, but not positively prevent, an air attack. The capabilities of modern high speed, high performance aircraft, coupled with a wide choice in suitable objectives, makes effective interference with an attack once launched a difficult problem. Our best defense against such an effort is to prevent an enemy from launching an attack by striking him before he is well established on advanced bases. The multi-engined, high performance Bomber is the best weapon available today with which to perform this mission.

The last decade has seen the use of Air Power as an important factor in "strong arm" diplomacy, the modern version of the "big stick" of Theodore Roosevelt. Although the destructive effect and moral influence of modern bom-

bardment has not yet been used on a major scale, the great powers of Europe, which lie within easy bombing range of one another, are reluctant to bring this to a test. The general opinion of the threat of the modern Bomber can be deduced from the elaborate precautions that are being taken in the major cities abroad. We cannot view complacently our distance from Europe as an impregnable obstacle. Spectators who watched the trials of the Wright machine in 1909 could not, by any stretch of the imagination, visualize the "Flying Fortress" of today, nor the routine crossing of our oceans by huge clipper seaplanes. No more can we today imagine the potentialities of the aircraft of tomorrow.

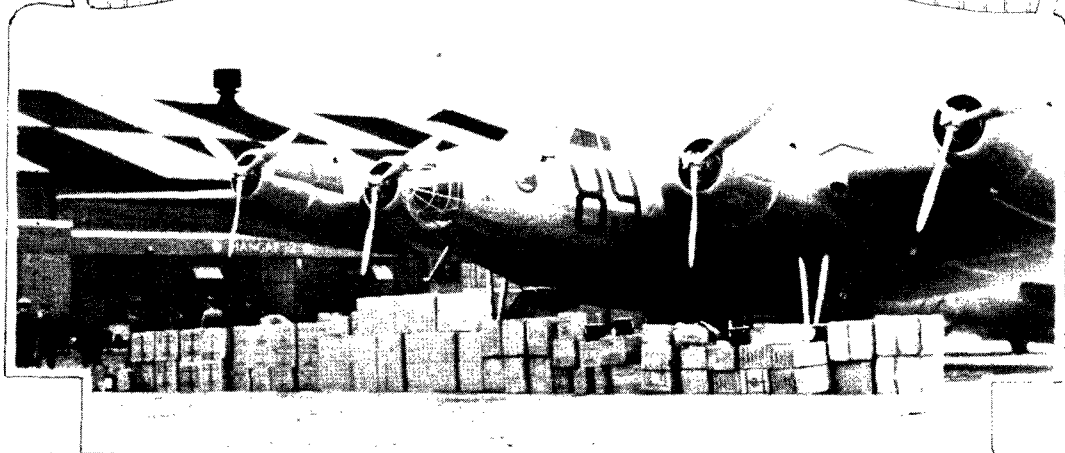
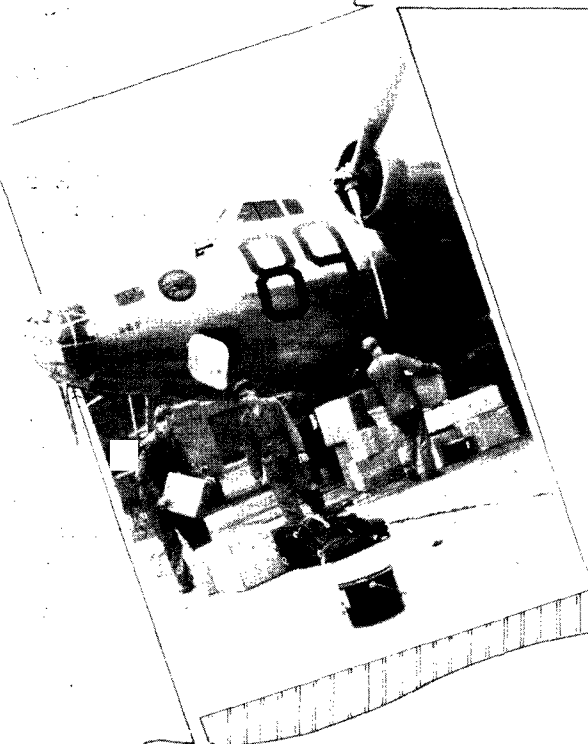
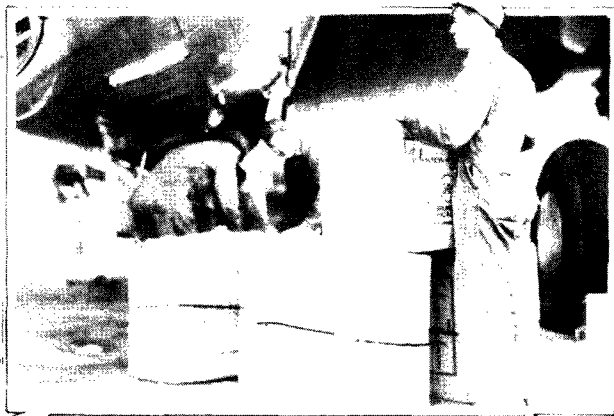
The GHQ Air Force was created to fill a definite role in our national defense team - a powerful force available on a moment's notice for any contingency. It is a national acceptance of the fact that Air Power has emerged from its swaddling clothes to take its place with the traditional military and naval powers.

In thinking of Air Power and of our GHQ Air Force, we must avoid the pitfall that airplanes alone, either in numbers or quality, are the measures of Air Power. There are three essential components: the airplane, trained combat crews and the necessary air bases with their service personnel to support the combat units. Unless these three elements are all present and in the proper proportion, we do not have Air Power in its true form. The number of trained combat units which can take the air and operate effectively is the real measure of Air Power.

When first organized, the GHQ Air Force was directly under the Chief of Staff. On March 1, 1939, the chain of command, to simplify peace time procedure, was changed to place the GHQ Air Force under the Chief of the Air Corps.

The role of the GHQ Air Force in the National Defense is clearly defined in Training Regulations. It operates under GHQ as a powerful, mobile, striking force to assist the high command in accomplishing the national mission. It may engage in operations in close support of ground forces; in coastal frontier defense; in other joint Army and Navy operations; or in independent operations beyond the sphere of influence of ground forces. In any type of mission, cooperating with either the Army or the Navy, the GHQ Air Force is part of a team and attacks those objectives whose destruction or neutralization is vital to the success of the team as a whole.

The GHQ Air Force has its greatest scope in independent operations. The range and speed of modern combat air-



PREPARATIONS AT LANGLEY FIELD, VA., FOR THE FLIGHT OF THE XB-15 BOMBER WITH MEDICAL SUPPLIES FOR THE EARTH-QUAKE SUFFERERS IN CHILE.

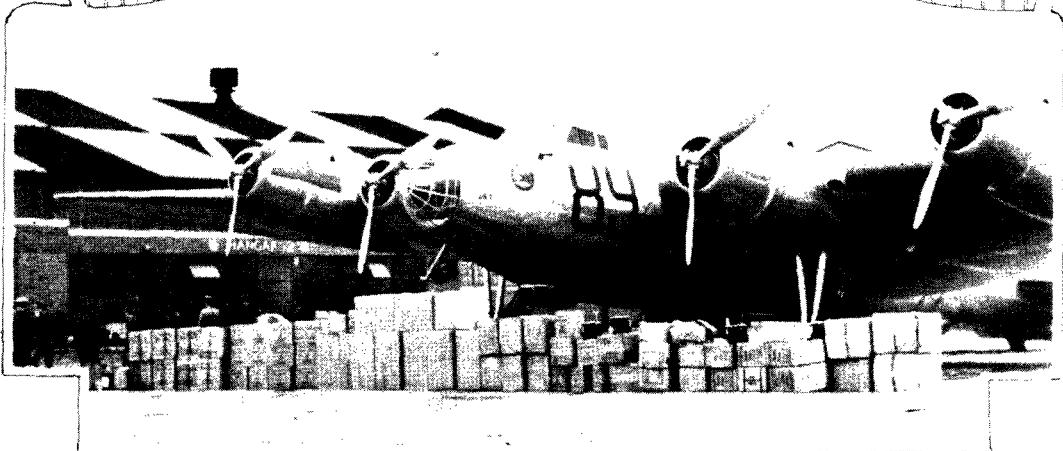
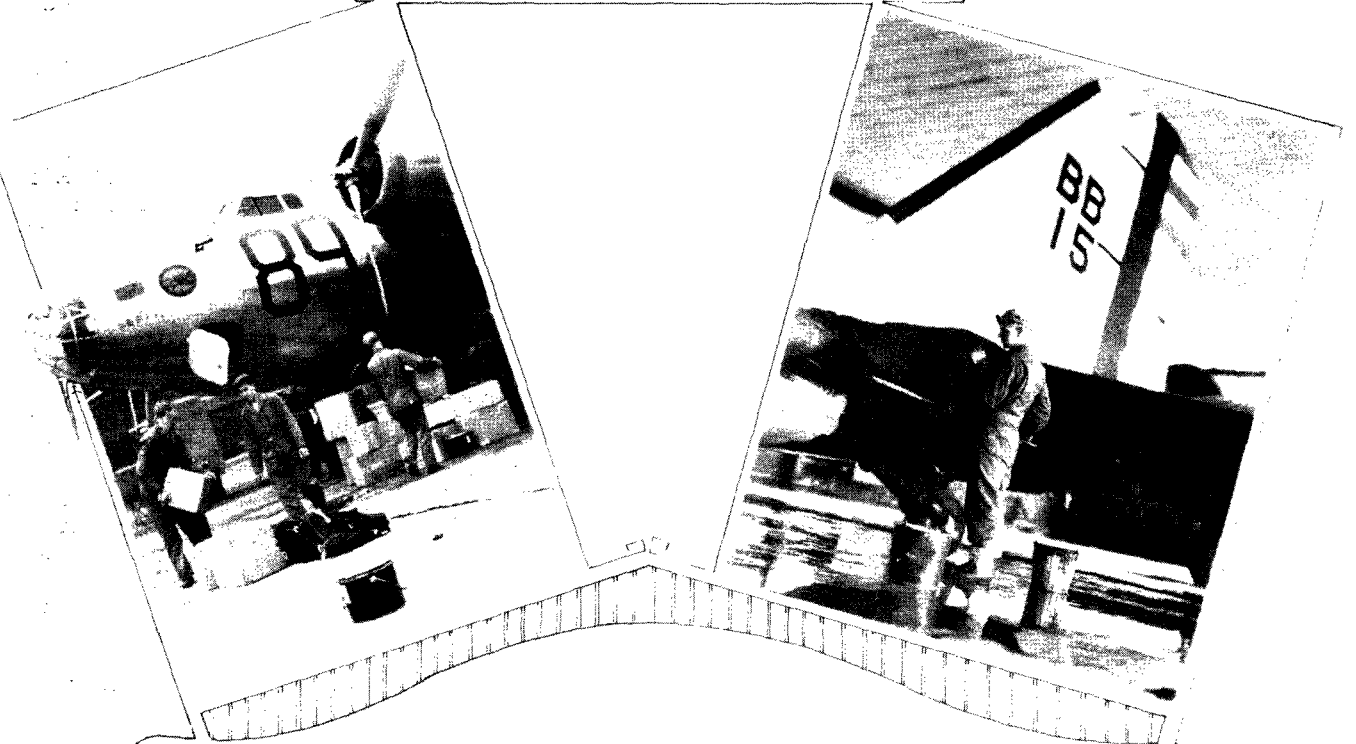
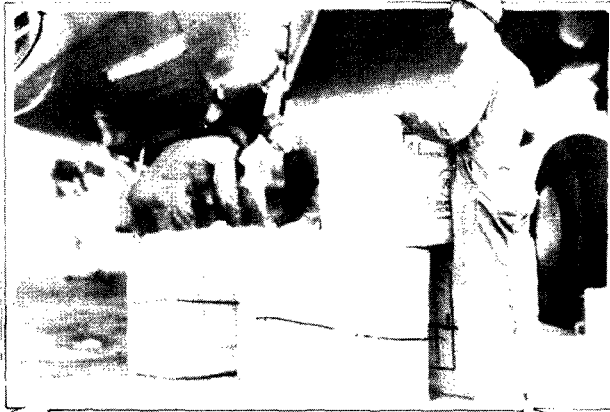
1. The first part of the document discusses the importance of maintaining accurate records of all transactions and activities. It emphasizes that proper record-keeping is essential for transparency and accountability, particularly in the context of public administration and financial management. The text highlights that without reliable records, it becomes difficult to track the flow of funds and ensure that resources are being used effectively and efficiently.

2. The second part of the document focuses on the role of internal controls and audits in preventing fraud and mismanagement. It states that a robust system of internal controls is necessary to identify and mitigate risks before they become significant problems. Regular audits are also crucial for verifying the accuracy of the records and ensuring that all operations comply with applicable laws and regulations. The document suggests that a combination of strong internal controls and independent audits can significantly reduce the risk of financial loss and reputational damage.

3. The third part of the document addresses the need for clear communication and collaboration between different departments and stakeholders. It notes that siloed operations can lead to inefficiencies and misunderstandings, which can ultimately impact the organization's performance. By fostering a culture of open communication and teamwork, organizations can better coordinate their efforts and achieve their goals more effectively. The text also mentions that clear communication is vital for ensuring that all stakeholders are aware of their roles and responsibilities and are working towards the same objectives.

4. The fourth part of the document discusses the importance of staying up-to-date with the latest trends and technologies in the industry. It argues that organizations that fail to embrace innovation and change are more likely to fall behind their competitors. By investing in research and development and adopting new technologies, organizations can improve their operational efficiency and enhance their ability to serve their customers. The document also notes that staying current with industry trends is essential for identifying new opportunities and addressing emerging challenges.

5. The fifth and final part of the document concludes by emphasizing the need for a strong leadership team and a clear vision for the future. It states that effective leaders are able to inspire and motivate their teams, set a clear direction, and make difficult decisions when necessary. A clear vision provides a sense of purpose and direction, which is essential for long-term success. The document suggests that organizations should regularly evaluate their progress and make adjustments as needed to stay on track and achieve their goals.



PREPARATIONS AT LANGLEY FIELD, VA., FOR THE FLIGHT OF THE XB-15 BOMBER WITH MEDICAL SUPPLIES FOR THE EARTHQUAKE SUFFERERS IN CHILE.

craft permit great flexibility in the choice of targets. Here, as in all military operations, the primary objective must be kept in sight - the force must be directed against those objectives whose destruction or neutralization will contribute most to the success of the national policy. There are always a myriad of tempting and vulnerable objectives. The selection of the vital points, on which to concentrate adequate force, is a matter for careful planning by commanders experienced in air force operations.

Proponents and opponents of Air Power point with pride or scorn to those events in current hostilities in the world today that seem to prove or disprove their favorite theories. There is one incontrovertible fact - Air Power as visualized in terms of hundreds of Bombers and hundreds of tons of bombs has not yet been tested.

In the few short years since its organization, the GHQ Air Force has progressed rapidly from a conglomerate mixture of units with wide variance in training into a homogeneous combat force. It is by no means completely effective as an M-Day force, but a sound ground work has been laid. The current expansion program should provide a long step forward in correcting deficiencies in personnel, airplanes and base facilities. It is truly remarkable that in a brief space of thirty years - three decades - the box kite structure of the first Wright airplane has progressed to the sleek "Flying Fortress", while its military value has progressed from a general attitude of skepticism to an accepted place as in indispensable part of our national defense team. We must keep our conception of the employment of the GHQ Air Force abreast of our technical developments to make certain that every such advancement is fully exploited. One thing must be remembered: military power today must be exerted on the sea, on the ground and in the air, and the GHQ Air Force is our principal instrument for exerting its Air Power. While the development of the GHQ Air Force has been well started, there remains much to be done in the way of equipment, organization, installations, etc., before our ability to exert air power is in balance with our position as a world power.

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History of the Materiel Division (Continued from Page 20)

Since its founding, it has been the aim of the Materiel Division to aid in maintaining a technical position for

the United States Air Corps second to none in the world. In face of the present unsettled world conditions, the need of maintaining that aim is perhaps more necessary than ever before in its history, and all Division personnel voluntarily pledge to do all in their power in order that the highest of technical standards may be maintained for the defense of the Nation.

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RECORDS IN EARLY DAYS OF ARMY AVIATION

On March 28, 1913, Lieut Thomas DeW. Milling created a new world's endurance record for pilot and passenger by remaining in the air 4 hours and 22 minutes.

Lieuts. J.E. Carberry and W.R. Taliaferro, on December 26, 1913, established a new American altitude record for pilot and passenger, when an altitude of 7,000 feet was reached.

On February 14, 1914, Lieut. T. F. Dodd, with Sergeant Marcus as passenger, completed a cross-country flight of 246 miles in 4 hours and 43 minutes, establishing an American record.

On October 8, 1914, a new American altitude record was established when Lieut. H.L. Muller, in a Curtiss tractor plane, reached an altitude of 17,441 feet.

Lieut. B.Q. Jones, on January 5, 1915, established a new American endurance record by making a continuous flight of 8 hours and 50 minutes.

On September 17, 1915, Lieut. W. R. Taliaferro established a new American endurance record of 9 hours and 48 minutes. This officer was killed on October 11, 1915, in an airplane accident while flying over San Diego Bay.

Corporal Albert D. Smith, flying a Martin hydroplane, established on February 10, 1916, a new world's record for endurance for that type of plane of 8 hours and 42 minutes.

American records for altitude were broken at San Diego, Calif., May 12, 1917, by Captain W.A. Robertson, Junior Military Aviator, at the North Island Flying School, who reached a height of 17,230 feet.

Après of the above altitude record of Captain Robertson, it is interesting to note that in the year 1937 - 20 years later - a British airman exceeded it by more than three fold, when he ascended to 53,936 feet. This heavier-than-air altitude record was officially recognized by the F.A.I.



First Pacific Flight

LIEUTENANTS A. F. HEGENBERGER AND LESTER D. MAITLAND BESIDE THE AIR CORPS "BIRD OF PARADISE." FIRST CROSSING OF PACIFIC FROM CALIFORNIA TO HAWAII, JUNE 28-29, 1927.



First Around The World

LEFT TO RIGHT: MAJOR JOHN F. CURRY AND LIEUTENANTS SMITH, OGDEN, NELSON, WADE, HARDING AND ARNOLD.

FLIGHT COMPLETED SEPTEMBER 26, 1924.



First Automatic Landing

FIRST COMPLETELY AUTOMATIC LANDING IN HISTORY - AUGUST 23, 1937. ACCOMPLISHED BY CAPT. CARL CRANE, CAPT. G. V. HOLLOWMAN AND RAYMOND STOUT.

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first airway from Washington, D.C., to Dayton, Ohio.

February 24. Lieut. Wm. D. Coney made a trans-continental flight from San Diego, Calif., to Jacksonville, Fla., a distance of 2180 miles, in a flying time of 22 hours, 27 minutes. Two stops were made enroute.

August 4. The novel experiment of spraying poison powder from an airplane over a grove of trees, practically defoliated through the ravages of worms, was successfully conducted by Lieut. John A. Macready.

Sept. 1. The Army Air Service successfully completed a forestry patrol project in the Pacific Northwest, 396 patrols being flown, during the course of which 832 fires were discovered by the 47 planes in commission.

Sept. 28. Lieut. John A. Macready, piloting a LePere airplane at McCook Field, Dayton, Ohio, reached an altitude of 37,800 feet.

1922

June 16. Lieut. Clayton Bissell completed the first successful night cross-country flight from Bolling Field, D.C., to Langley Field, Va., and return.

Sept. 25. Lieut. James H. Doolittle made a flight from Jacksonville, Fla., to Rockwell Field, Calif., in a flying time of 21 hours and 20 minutes. One stop of an hour and 15 minutes was made at Kelly Field, Texas, for servicing.

October 2. Lieuts. Oakley G. Kelly and John A. Macready established a world's endurance record of 35 hours, 18½ minutes, at McCook Field, Dayton, Ohio.

October 14. Lieut. Russell L. Maughan won the Pulitzer Race, when he established an average speed record over a course totaling 155.34 miles of 205.8 miles per hour. He flew an Army Curtiss Racer.

October 18. In the Army Curtiss Racer flown by Lieut. Maughan in the Pulitzer Trophy Race, General William Mitchell, at Selfridge Field, Mich., established a world's speed record of 224.38 miles per hour over a measured kilometer course.

November 4. The world's record for non-stop flight was established by Lieuts. Oakley G. Kelly and John A. Macready in the T-2 airplane, when they flew a distance of 2060 miles from San Diego, Calif., to Fort Benjamin Harrison, Ind., where a forced landing was made due to an overheated engine. This flight was originally intended to be non-stop across the continent.

1923

April 3. Twelve Air Service pilots, commanded by Captain Thomas G. Lempier, completed a trip from San Antonio, Texas, to San Juan, Puerto Rico, and return to Bolling Field, D.C., accomplishing one of the most remarkable flights in the history of American aviation.

April 19. Eleven persons, marooned and reported starving on South Fox Island, Mich., were afforded relief through supplies of food and clothing dropped to them from Army aircraft.

May 2. Lieuts. Oakley G. Kelly and John A. Macready, piloting the T-2 airplane, flew nonstop across the continent from Mitchel Field, N.Y., to San Diego, Calif., the dis-

tance of approximately 2520 miles being covered in 26 hours, 50 minutes, 38-2/5 seconds.

August 27. By means of refueling their plane while in the air, Lieuts. Lowell H. Smith and John P. Richter established at Rockwell Field, Calif., a new world's duration record of 37 hours, 15 minutes, 14-4/5 seconds; also six speed records covering distances of from 2500 to 5000 kilometers.

1924

March 4. Army airplanes were used to avert a serious flood by bombing ice jams in the Platte River, Nebraska, thereby clearing a channel for the passage of water.

March 17. Four Douglas World Cruisers of the Army Air Service departed on the around the world flight. Two of the four pilots successfully completed the distance of 27,553 miles, the globe-encircling journey requiring 175 days.

June 23. Lieut. Russell L. Maughan, in his projected Dawn to Dusk Flight, from the Atlantic to the Pacific coast, covered the distance of 2540 miles from New York to San Francisco in 21 hours, 48½ minutes.

1925

January 24. Army pilots at several Air Service fields, and flying at altitudes ranging from 16,000 to 19,000 feet, made successful photographs of the eclipse of the sun.

March 9. Twelve Pursuit planes of the 1st Pursuit Group, Selfridge Field, Mich., completed the longest flight ever made by that number of planes. The distance of 2,840 miles to Miami, Fla., and return, was covered in 21 hours and 35 minutes' flying time.

May 12. Seventeen live parachute jumps, one after another, comprised a unique demonstration by the Air Corps Technical School at Chamute Field, Rantoul, Ill.

October 12. In the Pulitzer Race at Mitchel Field, N.Y., Lieut. Cyrus Bettis, the winner thereof, established a new speed record of 248.99 miles per hour over a closed circuit.

October 26. Flying the Curtiss Racer in which Lieut. Bettis won the Pulitzer Race, Lieut. James H. Doolittle won the Schneider Cup Race at Baltimore, Md., when he averaged a speed of 232 miles per hour over a closed circuit totaling 350 kilometers. The plane was transformed into a seaplane through the substitution of pontoons for landing wheels.

November 20. The first successful flashlight photograph from an airplane was taken by Lieut. George W. Goddard, Air Service, at Rochester, N.Y. A Martin Bomber, equipped for night flying, was utilized for the experiment.

1926

January 29. Successful radio communication between a Martin Bomber flying at night above Dayton, Ohio, and Station WLW, Cincinnati, Ohio, was conducted.

May 3. A total of 45 officers, 67 enlisted men, utilizing 44 airplanes, participated in the aerial maneuvers at Wright Field, Ohio, which started on April 19th.

July 2. Twenty-four bags of tree seeds were dropped from an Army airplane flying over forest reserve lands in Hawaii which had

been devastated by fire.

July 2. Congress authorized a five-year expansion program to increase the Air Service personnel to 1650 officers and 15,000 enlisted men, and the equipment to 1800 serviceable planes. A change in designation from "Air Service" to "Air Corps" was effected.

1927

April. Army Air Corps and National Guard pilots performed commendable work in connection with relief measures incident to the disastrous Mississippi flood.

May 2. The Pan American fliers landed at Bolling Field, D.C., terminating their 20,500-mile "Good Will" flight around South America. The flight started from San Antonio, Texas, on December 21, 1926.

May 4. Piloting a free balloon, Captain Hawthorne C. Gray, Air Corps, reached an altitude of 42,470 feet.

June 29. Lieuts. Lester J. Maitland and Albert F. Hegenberger, Air Corps, successfully negotiated the flight of 2,400 miles over the Pacific Ocean from Oakland, Calif., to Honolulu, Hawaii.

October 12. The new Wright Field at Dayton, Ohio, was dedicated with impressive ceremonies.

1928

March 9. Lieut. Burnie R. Dallas, Air Corps, was the first airplane pilot to fly an amphibian plane across the American continent. Five stops were made enroute, and the total distance of 3300 miles was covered in a flying time of 32 hours and 45 minutes.

May 10. An Army TC airship made a successful landing on the deck of a steamer about three miles off Ambrose Light, N.Y., transferring some cargo and then taking off again without halting the vessel.

May 16. A total of 73 Army planes flew above Fort Sill, Okla., executing combat formations in cooperation with the Field Artillery School of Fire at that post.

May 16. Two PW-9 Pursuit planes, piloted by Lieuts. Robert W. Douglass, Jr., and James E. Parker, landed at Bolling Field, D.C., after completing a flight of 3815 miles from the Panama Canal Zone - the longest cross-country flight ever undertaken in single-seater Pursuit planes.

June 30. The Army Air Corps Team (Captain Wm. E. Kepner, pilot, and Lieut. Wm. O. Eareckson, side) won the International Balloon Race, thus giving the United States permanent possession of the Gordon-Bennett Trophy, since American aeronauts won this contest on two previous occasions.

October 10. Captains St. Clair Streett and Albert W. Stevens, during a photographic altitude flight, ascended to 37,854 feet, establishing a new record for a two-man altitude flight.

1929

Jan. 1-7. Flying over the Los Angeles airport, the Army Air Corps transport plane "Question Mark" established an endurance record through the medium of refueling operations during flight of 150 hours, 40 minutes and 15 seconds.

April 18-21. Capt. Walter F. Kraus and 1st Lt.

John E. Upston, in an Observation plane, flew from Bolling Field, D.C., to Havana, Cuba, and return. The south bound flight was accomplished in 13 hours, 25 minutes, and the return flight in 11 hours.

July 18-19. Captain Ross G. Hoyt made a flight from Mitchel Field, N.Y., to Nome, Alaska, and return. The trip from New York to Nome was accomplished in a flying time of 30 hours, and elapsed time of 48 hours. The return flight terminated in a forced landing at Valemount, British Columbia.

August 12. The first successful colored motion pictures from the air were taken by Captain Albert W. Stevens, who was piloted by Lieut. John D. Corkille. Later, on August 31st, Captain Stevens photographed Mt. Rainier from a distance of 227 miles, exceeding by 50 miles any previous record. September 24. Lieut. James H. Doolittle made the first public demonstration of "Blind Flying," involving a take-off and landing solely by instruments.

1930

January 29. The First Pursuit Group returned to Selfridge Field, Mich., after nearly a month spent in a winter test flight to Spokane, Wash.

April 1-24. Air Corps exercises were held at Mather Field, Calif., under the command of Brigadier General Wm. E. Gillmore, Air Corps, for the purpose of demonstrating the use of an air force to repel invasion.

May 4. Captain Albert W. Stevens succeeded in taking a photograph, covering a distance of 270 miles, in one single exposure, during the course of a flight 20,000 feet above Crater Lake, Oregon.

June 20-21. Randolph Field, Texas, was dedicated.

1931

May 18-30. Army Air Corps Field Exercises of the First Air Division began at Dayton, Ohio, and ended at Washington, D.C. The First Air Division consisted of 592 office 69 Flying Cadets, 643 enlisted men and 667 planes of all types. The Division Command was Brigadier General Benjamin D. Foulois.

November 3. The first cross-country flight an altitude of 20,000 feet, in which all pilots used liquid oxygen, was completed by the 94th Pursuit Squadron. The flight from Selfridge Field to Washington, D.C., required two hours and five minutes.

1932

January 17-21. Six Army Bombing planes from March Field, Calif., dropped food and other supplies to snow-bound Navajo Indians in the district of Winslow, Arizona, who had become isolated due to the unusual severity of the snowstorm.

January 31. An aerial photograph of Mt. Shasta was made from a distance of 331.2 miles and from a height of 23,000 feet. This constituted the greatest amount of the earth's surface ever covered in one exposure.

May 9. Captain Albert F. Hegenberger made the first "blind" solo flight, at Dayton, Ohio, seeing nothing but the instruments before him from take-off to landing. He did not have a check pilot aboard, as was the case when

Lieut. Doolittle accomplished his "blind" flight in September, 1929.

1933

January 5-8. The Eighth Pursuit Group, with 39 Pursuit planes, participated in the Air Races at Miami, Fla.

February 2. The Army Air Corps officially dedicated Barksdale Field, Shreveport, La.

May 8-June 4. The Air Corps West Coast Exercises for 1933 were held under the command of Brigadier General Oscar Westover, with March Field, Calif., as headquarters. A total of 322 planes was utilized in these exercises.

May 29. The first class of aviators ever to be qualified as "instrument landing" pilots completed their course of instruction and demonstrated their expertness in this form of flying at Wright Field, Ohio.

1934

July 19. A flight of ten Martin B-10 Bombers, with 14 officers and 16 enlisted men, commanded by Lieut. Colonel Henry H. Arnold, took off July 19th from Washington, D.C., for Fairbanks, Alaska, which place was reached at 11:30 a.m. on July 24th. The approximate distance of 4,000 miles was covered in 25 hours, 30 minutes, actual flying time. Taking a different route, the flight returned to Washington on August 20th, the distance of 4290 miles being covered in 26 hours' actual flying time.

July 28. Major Wm. E. Kepner, Captains Albert W. Stevens and Orvil A. Anderson, flying in a substratosphere balloon, reached an altitude of 60,613 feet. The fabric began to rip, and the velocity of the balloon's descent was such that at about 5,000 feet the aeronauts took to their parachutes. They landed safely.

December 27. The Secretary of War announced his approval of a test organization of the GHQ Air Force. Lieut. Colonel Frank M. Andrews was designated as commander thereof, with headquarters at Langley Field, Va.

1935

February 4. The 2nd Bombardment Wing, Langley Field, Va., returned to its home station after 27 days of field maneuvers in the 4th Corps Area.

Feb. 1-28. The First Pursuit Group, Selfridge Field, Mich., operated the entire month in the northern States where snow and ice last during the entire winter season.

March 1. The General Headquarters Air Force was officially organized, and its Commander, Lieut.-Colonel Frank M. Andrews, was given the temporary rank of Brigadier General.

April 13. In the maneuvers of the 1st Wing, GHQ Air Force, ninety tactical airplanes from Hamilton, Rockwell, March and Brooks Fields were utilized.

May 12. The new Air Corps post of Hamilton Field, San Rafael, Calif., was officially dedicated. The field was named in honor of 1st Lieut. Lloyd Andrews Hamilton, who was killed in action overseas during the World War.

May 21. A tract of 2500 acres, near Fort Kamehameha, Hawaii, to be used as the site for an Army Flying Field, was named "Hickam Field," in memory of the late Lieut. Colonel Horace M. Hickam, Air Corps, who was killed

in an aircraft accident at Fort Crockett, Texas, November 5, 1935.

August 29. Army Air Corps engineers made the first flight, using the radio compass to control the automatic pilot. A Martin Bomber, equipped with a Sperry automatic pilot and the radio compass, developed by the Air Corps, was flown, with additional apparatus combining these two devices. After the gyro pilot is engaged and the radio compass is tuned to a selected radio transmitted, the airplane proceeds to that station irrespective of its heading just prior to that time.

November 3-17. All of the Air Corps units and of the Coast Artillery (Anti-aircraft) on the West Coast participated in field exercises at widely scattered points in the San Joaquin valley. The Air Corps participated to the extent of 131 officers, 1348 enlisted men, with over 80 airplanes.

November 11. In a stratosphere flight, sponsored by the Air Corps and the National Geographic Society, Captains Albert W. Stevens and Orvil A. Anderson, Air Corps, piloting the world's largest balloon, attained an altitude of 72,395 feet for the world's record.

December 2. The 7th Bombardment Group from Hamilton Field, Calif., comprising 29 bombing planes, made a record for a mass flight when the distance from that field to Vero Beach, Fla., was accomplished in the elapsed time of 21 hours and 50 minutes.

December 27. Bombing operations from five Army planes on a lava flow from the Mauna Loa volcano in Hawaii proved successful in diverting the course of the flow which had threatened to envelop the town of Hilo.

1936

February 28. The largest mass flight of U.S. Army planes made to a possession beyond the continental limits of the United States was completed with the arrival in the Panama Canal Zone of 13 Pursuit and 11 Bombardment planes.

March. During the flood in the State of Pennsylvania, the 2nd Bombardment Group, Langley Field, Va., performed relief missions by dropping food and other supplies to isolated communities. During the preceding month, the 49th Bombardment Squadron, Langley Field, dropped packages of food to the inhabitants of Tangier and Smith Island who were facing starvation due to ice floes in Chesapeake Bay which prevented assistance from reaching them by water.

February 1-15. Air Corps personnel from Barksdale, Langley, Mitchel and Selfridge Fields, organized as a provisional group, were engaged in conducting cold weather tests of clothing and equipment in the New England area. The airplanes were in the open without the facilities and protection of heated hangars.

August 12. The War Department issued instructions governing the reorganization of the Army Air Corps within the continental limits of the United States incident to the reorganization of the GHQ Air Force. Under the GHQ Air Force organization, various units

were reorganized and redesignated, and new organizations constituted from the station complements which were abolished. Nine Base Headquarters and Air Base Squadrons were created.

September 8. Ground was broken for the construction of Sacramento's new \$7,000,000 air repair depot.

1937

February 11. The 96th Bombardment Squadron, 2nd Bombardment Group, equipped with B-10B airplanes, made a flight from Langley Field, Va., to Albrook Field, Panama Canal Zone, thus completing the longest over-water navigation flight yet performed by a formation of land planes.

May 1-30. The GHQ Air Force concentrated in the Hamilton Field - March Field areas and conducted operations therein with the purpose in view of testing the full strength organization of the various units of the GHQ Air Force as set up by the tentative tables of organization. Personnel engaged in the maneuvers totaled 425 officers and flying cadets and 3,400 enlisted men, the equipment comprising 260 airplanes.

June 24. Three B-10B planes were flown from Mitchel Field, N.Y. to San Juan, Puerto Rico, and return. The flying time between these two points totaled 29-3/4 hours, the distance involved being 4,395 miles. Most of the flying was performed over water.

August 5. The Army's new substratosphere airplane, the Lockheed XC-35, made its initial performance flights at Wright Field, O.

August 23. Two wholly automatic landings climaxed the work of Air Corps engineers to combine radio aids and the automatic pilot which involved over two years of intensive research.

September 12. A routine training flight was made by the 20th Pursuit Group, comprising 27 single-seater Boeing fighters, from Barksdale Field, La., to Buffalo, N.Y., in an elapsed time of 12 hours and 10 minutes. Two stops were made for refueling.

November 2. In the pressure cabin substratosphere plane, Air Corps officers of Wright Field, flying at altitudes between 19,000 and 21,000 feet, covered a distance of 220 miles from Chicago to Dayton in 38 minutes, averaging a speed close to 350 miles per hour.

1938

February 10. The Departments of Photography and Armament were moved from the Air Corps Technical School, Chanute Field, Ill., to the branch of that School at Lowry Field, Colo.

February 27. Six B-17 "Flying Fortresses" returned to Langley Field, Va., from a "Good Will" Flight to Buenos Aires, Argentina. The southward flight was made in a flying time of approximately 33 1/2 hours, and the return flight in 33 hours, 45 minutes.

March 14-31. Tactical Squadrons of the 2nd Wing, GHQ Air Force, concentrated in Florida for annual field exercises.

March. During the disastrous flood in Southern California, Air Corps personnel from March Field, Calif., aided in rescue work and performed various other missions to help relieve

the situation.

February 9. Pilots of the 27th Pursuit Squadron, 1st Pursuit Group, Selfridge Field, Mich., began a 4,600-mile aerial journey which took them through 16 States.

April 20. The first school to be operated in this country for military flying training and maintenance of the Autogyro began at Patterson Field, Fairfield, Ohio.

May 18. GHQ Air Force maneuvers on the East Coast were completed. During the course thereof, 19 temporary air bases were utilized. Statistics disclosed that 2,285 airplane hours were flown in actual operations involving 340,254 miles. All three Wings of the GHQ Air Force participated.

June 12. Three B-17 airplanes of the Second Bombardment Group, Langley Field, Va., while on a routine training flight, intercepted a steamer about 300 miles out at sea and then returned to the home airdrome.

April 14. During a period of four days tests were conducted in the Big Bend District of Texas on the practicability of utilizing an airplane to drop food for personnel and grain for animals of a Cavalry detachment in an assumed isolated mountainous region.

August 8-15. The 1st Wing, GHQ Air Force, moved to the Pacific Northwest to engage in long range reconnaissance missions and to familiarize personnel with the terrain and available military facilities throughout the Northwest area.

August 3-12. Three B-17 airplanes of the 2nd Bombardment Group, Langley Field, Va., were flown on a "Good Will" Mission to Bogota, Colombia.

October 3-17. Joint anti-aircraft - Air Corps Field Exercises were held at Fort Bragg, N.C., and its vicinity, the Air Corps organizations participating being 3 Pursuit Squadrons and one Hqrs. Squadron from the 8th Pursuit Group; one Pursuit Squadron from the 1st Pursuit Group; the 2nd and 9th Bombardment Groups, a Reconnaissance Squadron; an Attack Squadron from the 3rd Wing and a Bombardment Squadron from the 1st Wing.

May. During the GHQ Air Force Maneuvers on the East Coast, three B-17 Bombing planes were flown 750 miles out to sea to intercept an ocean liner. The steamer was sighted after four hours of flying, and after the places circled the vessel they returned to Mitchel Field on schedule time, despite adverse weather conditions.

July 28. First Lieut. Harold L. Neely, Air Corps, flew a Seversky P-35 Pursuit plane across the continent at a speed of approximately 278 miles per hour. Three stops were made for refueling. The actual flying time of the flight was 9 hours and 54 minutes, and the elapsed time 11 hours and 29 minutes.

October 26. Lieut. Benjamin S. Kelsey, Air Corps, flew a new Army Pursuit plane from Dayton, Ohio, to Buffalo, New York, at an average speed of 350 miles per hour.

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DEVELOPMENT OF COMBATANT AVIATION IN THE UNITED STATES ARMY

By Colonel Frank M. Andrews

It is a far cry from the role of the first military airplane to the role of the GHQ Air Force in national defense today.

When the Wright Brothers in 1909 turned over to the Army the first airplane built to military specifications, this "flying machine", as it was called, was viewed only as a means of increasing the scope of ground reconnaissance. This was its role for six years, and would probably have remained its role for many years to come had not a major war intervened. But along came the World War, and within three months the airplane was developed into a deadly instrument of war, capable of delivering its fire far beyond the range of any previous weapon. One of the teachings of history - that it takes a major war to develop a new weapon - was again confirmed.

From the fast single-seater airplane employed during the World War against other airplanes in the air was evolved our present Pursuit type of combatant aviation. From the large, cumbersome and slow "Night" Bomber was evolved our present Bombardment type. From the smaller, faster, "Day" Bomber came our present Attack type.

Truly remarkable has been the development made in these weapons since the World War. Speed, climb, range, load, reliability - all have been multiplied many times. Throughout the history of aeronautical development, the requirements of the military combatant airplane have been the constant and insistent urge behind the steady progress in design and performance. Military airmen have pioneered in the mastery of the air. In our own Army we have led the way in many phases of aviation - night flying and lighting of airdromes; weather reporting service; refueling in the air; radio communication between ground and airplane; aerial photographic surveying; "blind" or instrument flying and radio ranges; the first transcontinental flight, dawn to dusk flight, flight from the mainland to the tiny target of Hawaii, flight around the world, and recently, Miami to Lima nonstop - all of these, seemingly, "stunts" at the time, have contributed to the development of combatant aviation.

We have seen the all-purpose single-seater Pursuit plane of Rickenbacker's day develop into "interceptors" capable of climbing to 15,000 feet in 6 minutes, with 8 machine guns mounted in the wings; into two-place "protectors" of considerable range; into two-engined

"fighters" bristling with cannons and machine guns.

Observation aviation has changed to autogiros for front-line work and to four-engined types for long-range reconnaissance. Attack aviation, whose low flying mission during the World War was performed by any and all airplanes available to a commander, has been provided with a varied assortment of airplanes during the past twenty years. The fast single-engined airplane has predominated but both fast two-engined types and slower armored types have been tried. If low flying tactics are to be continued, some armour seems necessary even if sufficient only to give protection to the crew and the fuel tanks. The next few years will probably see radical changes in this type.

Bombardment aviation has undergone the greatest change of any type in existence at the close of the World War. More than any other it has profited by the advances made in airplane design and performance, in aids to navigation, in bombsights, in weather forecasting and in instrument flying. Its capabilities bear little resemblance to those of the Caproni or the Handley-Page of wartime fame. Developments of the past few years indicate that the era of the really large, high performance airplane is not far off. When that era dawns, we can no longer sit back and view with complacency the broad expanses of water guarding our coasts.

Aside from scientific development, combatant aviation has benefited from improved organization and control. For many years, the tactical air units were under the jurisdiction of the nine Corps Area Commanders, which meant that unity of command, coordination of training and uniformity of tactics were impossible. Upon the recommendations of the Baker Committee and through the efforts of General MacArthur, all combatant aviation in this country was organized under a single commander in March, 1935. This unit was christened the GHQ Air Force, and placed under the direct control of the Chief of Staff.

Modern air operations, involving as they do highly technical equipment, high speed, great altitudes, and all kinds of weather require that pilots, navigators and bombers achieve a state of training far beyond that required only a few years ago. It has made imperative the rigid adherence to the "combat team" system of training and operations; that is, a regularly assigned crew for each

THE SCHOOL OF AVIATION MEDICINE

The School of Aviation Medicine had its origin during the World War as the Medical Research Laboratory, located at Hazelhurst Field, Mineola, L. I., New York. The functions of that organization were:

1. To investigate all conditions which affect the efficiency of pilots.
2. To institute and carry out, at flying schools and elsewhere, such experiments and tests as would determine the ability of pilots to fly at high altitudes.
3. To carry out experiments and tests as necessary to provide a suitable oxygen supply apparatus to be used by pilots at high altitudes.
4. To act as a standing Medical Board for the consideration of, and instruction in, all matters relating to the efficiency of pilots.

In the year 1919, the name was changed to The Medical Research Laboratory and School for Flight Surgeons, and in May of that year, after an eight weeks' course, the first class of Flight Surgeons was graduated. In November, 1919, the School was moved to Mitchel Field, Long Island, and in December, 1922, the name was changed to the School of Aviation Medicine. Owing to the availability of teaching material (trainees for flying) at San Antonio, Texas, the School was moved to Brooks Field in 1926 and later, in 1931, to Randolph Field, its present location.

The personnel of the School of Aviation Medicine includes a commandant, assistant commandant, adjutant, executive officer, instructors, enlisted men, civilian clerks and technicians. It is made up of four departments: Ophthalmology and Otology, Aviation Medicine, Psychology, and Neuropsychiatry, each one in charge of a director.

The instruction and training which the School gives to officers of the Medical Corps of the Regular Army, Navy, National Guard and Reserve, cover in general:

- (a) The organization and administration of the Medical Department as related to special requirements of the Air Corps;
- (b) The principles and technique of physical examination for flying training and tests of fliers;
- (c) The application of tests for physical efficiency;
- (d) The physical care of fliers;
- (e) Medical specialties as related to aviation medicine, including neuropsychiatry, physiology, ophthalmology, otology, psychology and cardiology. The instruction and training given to selected enlisted men for specialists' courses is made up of those subjects

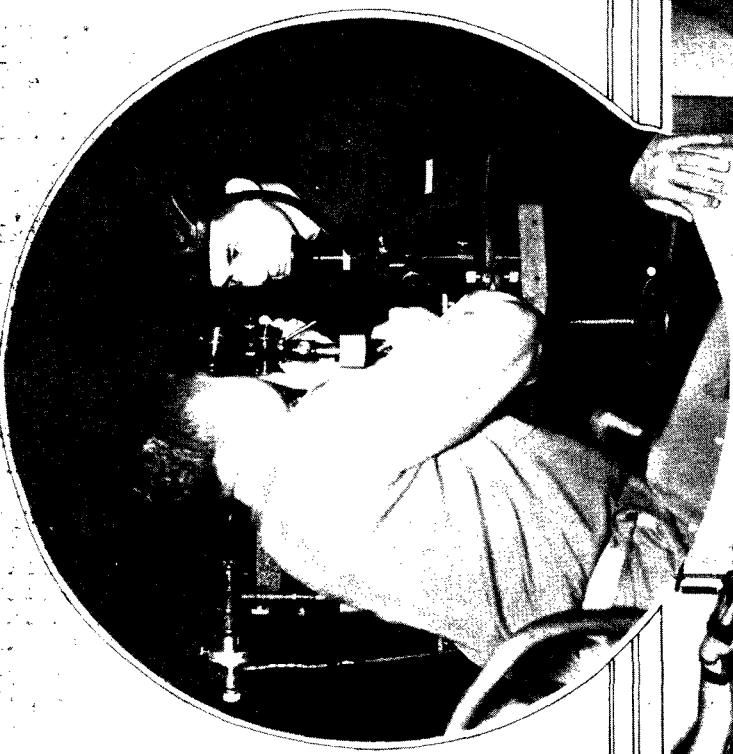
required for proficiency as first, second and third class technicians of the Medical Department and for qualification as assistants to flight surgeons.

The school year comprises two complete courses of four months each for medical officers and two courses of three months each for enlisted men. When a medical officer successfully passes the course of instruction, he is granted a diploma of graduation as a flight surgeon. An enlisted man receives a certificate as a specialist after completion of training.

The basic course for medical officers is presented by means of lectures, demonstrations and practical work. From a medical standpoint the subjects include eye, ear, nose and throat conditions; physical diagnosis as it relates to the general examination of the body; physiology, especially as related to altitude; various tests for equilibrium; cardiology, the study of heart and blood vessels; psychology and psychological testing methods; psychiatry, the recognition and treatment of mental disorders; neurology, the normal and abnormal responses of the nervous system; administration, with special reference to Medical Department and Air Corps relations, the set-up and conduct of the flight surgeon's office and of the station hospital; Air Corps accidents and their care; the duties of the flight surgeon in the selection, care and maintenance of the flier. Instruction further includes lectures by Air Corps officers in meteorology, theory of flight aviation and maps, Air Corps officers' organization, all phases of heavier-than-air and lighter-than-air aviation, and flying cadet regulations and instruction. In addition, medical officers are given ten periods of flying instruction and observation on the flying line.

The training demonstrations embrace the various techniques of the entire physical examination for flying, the Henderson-Pierce rebreather showing the effects of oxygen want, the Barany chair for vestibular equilibrium, the flight surgeon's portable examining unit, the electrocardiograph for heart tracings, the audiometer for hearing tests, the reaction time machines, the motor and airplane ambulances, the Link Trainer, and the packing and care of parachutes. The classes are taken early on an orientation trip over Randolph Field; later, visits are made to the flying cadet area, Air Corps Supply, the Air Corps Shops at Duncan Field and the Kelly Field Hospital. Clinics in cardiology are held at the Station Hospital, Fort Sam Houston, and in psychiatry at this hospital and the San Antonio State

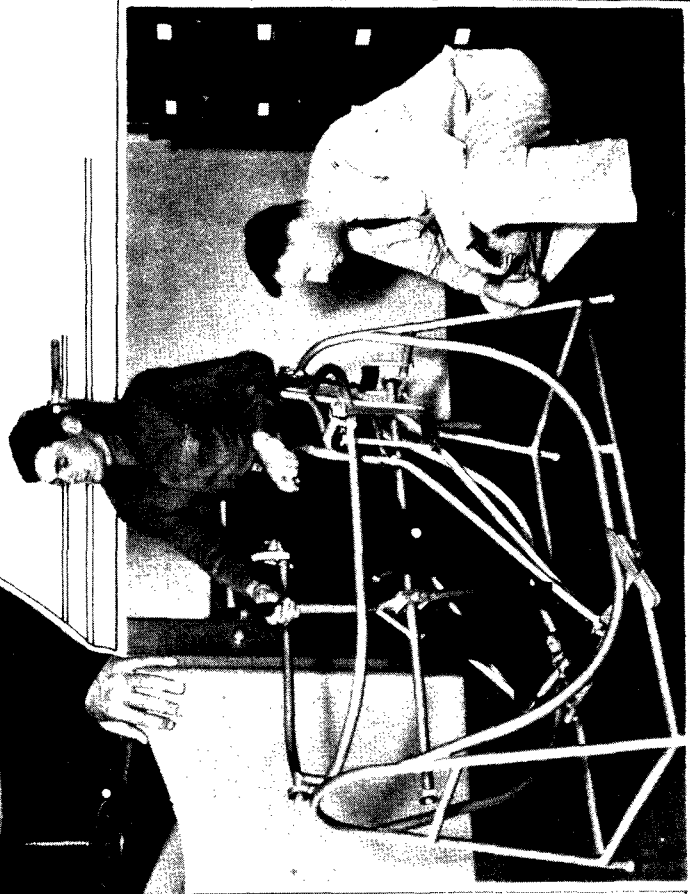
School of Aviation Medicine



← LAMP STUDY OF THE ANTERIOR SEGMENT OF EYE.



RESEARCH IN BEHAVIOR USING PHOTOPOLYGRAPH



EQUILIBRIUM TEST USING THE BALANCING CHAIR

Hospital.

Medical officers are given practical work on the different instruments of precision used in the examination of applicants and others for flying training, and are assigned groups of enlisted men for unofficial examinations. This gives them preliminary basic experience before they are permitted to assist in the examination of the classes reporting for flying training. It is the intent of the School to give as much practical work as possible, so that the student will be thoroughly qualified to conduct the physical examination for flying when he reports to his Air Corps station or other assignment.

Since the inception of the Medical Research Laboratory in 1918, the School has constantly carried on research along varied lines. Much of our knowledge of the altitude effects on the human organism has been gained from work done at this School. The pioneers in blind (instrument) flying worked in close collaboration with our medical personnel to determine the physiological background for the disorientation experienced in blind flying. A great amount of study has been devoted to reaction times to differentiate the degrees of reaction as related to potential flying ability and possibility of graduation. In the Psychic fields investigation has covered traits and abilities which might be related to success or non-success in learning to fly. Considerable thought has been given to the reaction of the cardiovascular system under stress and strains and the effects of emotion. Investigations have been made on the sensitivity of the eye to varying degrees of darkness. Color vision has received attention. The problem of proper goggle construction, fit, and lens inserts has been an important one. The School maintains a lens grinding department which makes tests, experimental and special lenses needed by pilots. Revision of the examining technique is always a consideration. Thousands of past examination records are available from which repeated and overlapping physical and psychic abnormalities present a key to the possible failures in learning to fly. Many other research problems have been solved, or discarded, or are in the process of solution.

Research to be conducted properly by flight surgeons, and especially if it is to amount to anything of scientific value, requires regular and frequent flying on the part of flight surgeons.

The Extension Course given by the School of Aviation Medicine to medical officers of the Regular Army, Navy, Organized Reserve, National Guard and Naval Reserves includes, in so far as possible, the didactic work which is taught at the School. At present there

is an enrollment of 400 officers. The correspondence papers are corrected and graded by the different instructors in each subject. The completion of the extension course does not entitle the student to a diploma as a flight surgeon, but to a certificate covering this portion of the work. However, if the student obtains permission to take a practical training course for a period of six weeks at the School of Aviation Medicine, or one of its subsidiaries at March or Langley Field, he receives a flight surgeon's diploma.

It is to the credit of the School that a very large percentage of the medical examiners for the Department of Commerce are graduates of it. They took the course either on active status as Medical Reservists or at their own expense. For many years every Medical Director of the Department of Commerce has been a graduate of the School of Aviation Medicine. Furthermore, it numbers among its graduates the Medical Directors of the larger commercial lines. Our methods of examination are now being used by the Philippine and Mexican Governments.

It is believed that the graduate of the School of Aviation Medicine, the flight surgeon, during the years of his activity has contributed immeasurably to the upbuilding of the personal factor in aviation. He has evolved standards of examination which are a secure basis for physical and mental efficiency. He attempts to turn over to the Air Corps only those men with the very best physical qualifications available; it is indeed seldom that a man fails in flying because of physical reasons alone. Among the older pilots, of course, physical and nervous upsets may crop up with the years, but it is the duty and desire of the flight surgeon to find and care for them in their incipency.

A new era in aviation is fast approaching. Large, multi-motored ships, manned by crews and flying at greater altitudes are phenomena of the present day. Substratosphere flying may become a common occurrence. The construction of ships with sealed cabins, in which the barometric pressure at sea level is simulated, will allow the occupants to exist as comfortably and safely in the rarefied atmosphere of great altitudes as they do on the ground. All this involves not only intricate engineering details but many physiological problems as well. The Physiological Research Laboratory at Wright Field, in charge of a flight surgeon, is conducting studies on physiological requirements for sealed high-altitude enclosures and on numerous other projects which affect the health and safety of Air Corps personnel.

The Department of Commerce is developing a laboratory at Kansas City, directed by a flight surgeon, to study pilot

fatigue and other problems to make flying more comfortable and safer. Commercial airlines employ flight surgeons as medical directors. The Aero Medical Association and its organ, the Journal of Aviation Medicine, organized by flight surgeons, contribute their part in developing factors guaranteeing safety to the public and pilot, and cooperate to the fullest extent with the Army, Navy, Department of Commerce and commercial air transport companies. The medical departments of the several branches of the Government, Army, Navy and Department of Commerce, are established institutions that play a major part in aeronautical achievement.

With the forward advance of aviation and its subjection of man's bodily economy to new stresses and hazards, it is evident that the medical man, the flight surgeon, must keep pace. His contributions will add as much to the future progress of aviation as they have in the past.

Altogether, 482 officers have been graduated as flight surgeons, viz:

Regular Army	218
Reserve Corps	180
National Guard	31
United States Navy	45
Foreign	8
Total	482

The above figures are as of March 31, 1939.

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Development of Combat Aviation in U.S.
(Continued from Page 29)

airplane. Because of the difficulty in mastering the intricacies of the modern airplane and the scientific aids to aviation, it now takes from two to three years properly to train a military pilot.

Efficiency at the beginning of hostilities is the nature of the capability of the GHQ Air Force. We must divorce from our minds the idea that the GHQ Air Force in times of peace can be a "nucleus" for wartime expansion. It is no longer possible suddenly to expand an air force in an emergency by calling in all of the Reserve flyers and all of the commercial and private airplanes for war service. Years, not months, are required to train a military pilot; years, not months, are required to equip units with "drawing board" airplanes. The GHQ Air Force, like the Navy, must be an M-Day force. Its effectiveness lies in what it can do tomorrow morning with the equipment and personnel of today.

Note: This is a revision of an article "Development of Combatant Aviation in the United States Army," by Colonel Frank M. Andrews, then Major General, Air Corps, for the Jubilee Issue of the Army and Navy Journal, July, 1938.

PROPHETIC VISIONS OF A PIONEER FLYER

Poring over the pages of an aeronautical magazine published over 22 years ago in search of data on records established in aviation in its early days, we chanced to run across an article by one, Burton J. Hendrick, setting forth an interview he had with Mr. Orville Wright.

In the light of present-day aircraft developments, Mr. Wright's views as then expressed are of particular interest, and certain portions of the interview are quoted below, as follows:

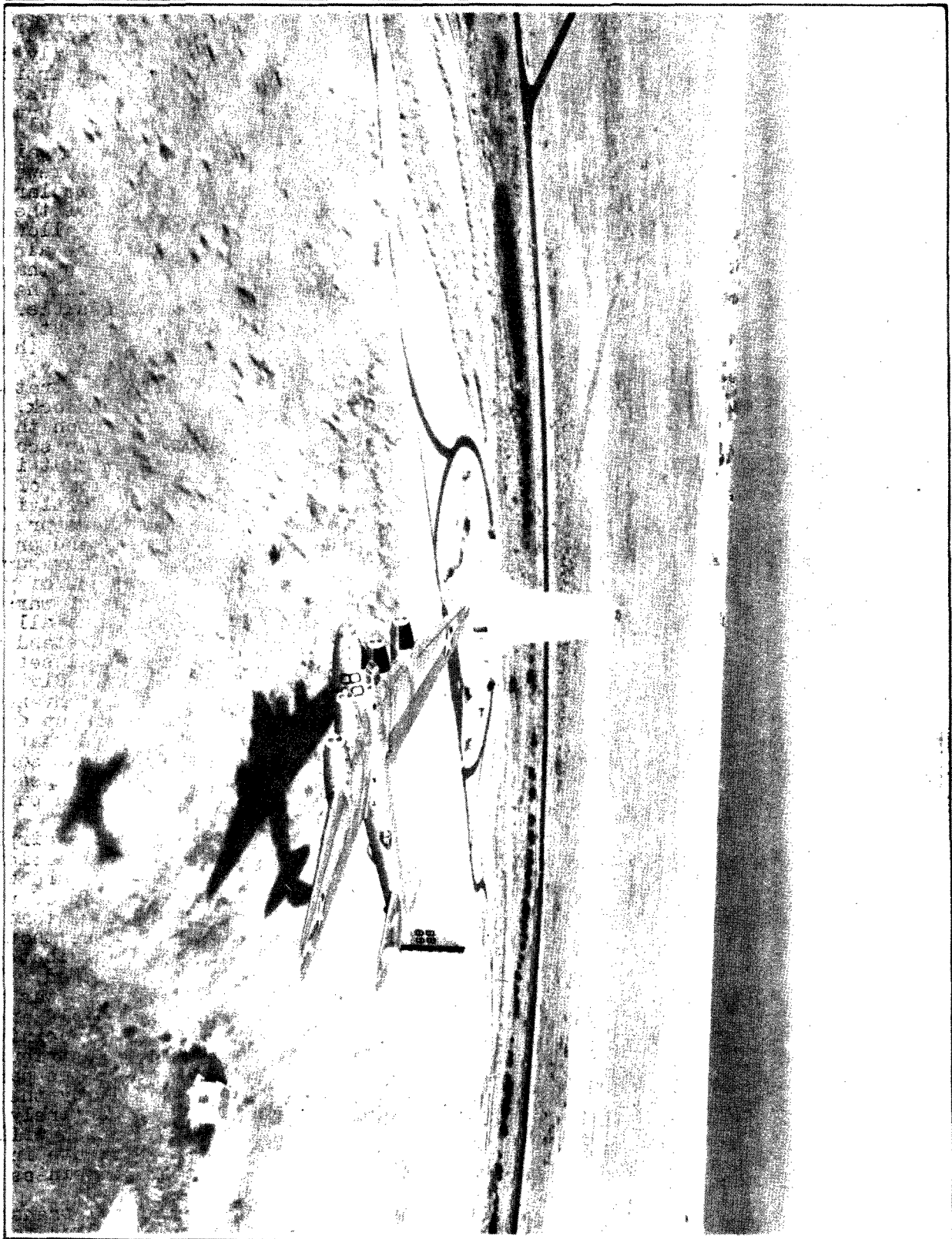
"I really believe that the airplane will help peace in more ways than one. In particular I think it will have a tendency to make war impossible. Indeed, it is my conviction that, had the European governments foreseen the part which the airplane was to play, especially in reducing all their strategical plans to a devastating deadlock, they would never have entered upon the war.

Most of us saw its use for scouting purposes, but few foresaw that it would usher in an entirely new form of warfare. As a result of its activities every opposing general knows precisely the strength of his enemy and precisely what he is going to do. Thus surprise attacks, which for thousands of years have determined the event of wars, are no longer possible, and thus all future wars, between forces which stand anywhere near an equality, will settle down to tedious deadlocks. Civilized countries, knowing this in advance, will hesitate before taking up arms - a fact which makes me believe that the airplane, far more than Hague conferences and Leagues to enforce peace, will exert a powerful influence in putting an end to war.....

My main interest is in the airplane as a real promoter of civilization. Recent events have made us regard it almost exclusively as a weapon of war. Probably many people believe that, as soon as peace is signed, the thousands of airplanes that have contributed so greatly to it will be scrapped. That is not my belief. After the war we are told we shall have a new world and a new type of civilization; in my opinion one of the factors that will contribute to this changed order will be the part which will be played in it by the airplane. We shall have an entirely new form of transportation, which will serve many ends and contribute in many ways to the welfare and happiness of mankind.....

I do not believe that all transportation in future will be through the air. The airplane will not supplant the railroad, the trolley car, or the automobile. All our present methods of transporting passengers and freight will continue to render excellent service; the airplane will merely be ano-

An Army Air Corps "Flying Fortress" at the Monument to the War of 1812 at the Washington Monument



ther agency for performing a similar kind of work. There are certain things that it will do better than the railroad or the automobile, and its use will therefore be limited to these, for we must realize at the start that the airplane has decided limitations. In saying this I am discussing the machine as we know it today. It is not impossible that other forms of aircraft, built upon other principles, may be invented, which may accomplish all the wonderful things certain imaginative people prophesy for the present airplane.....

In a very few years, I think, the flying machine will do all the work that the special train does now. It is not only faster, but it is more comfortable, much safer, and much less expensive. The New York business man who wishes quick transit to Chicago, where the saving of a few hours will perhaps mean a successful business deal involving millions, will use the airplane. So will the man who wishes to reach the bedside of a sick relative, where saving an hour or two may mean seeing his wife or child alive. We frequently read of surgeons being rushed upon a special train, so that they may arrive in time to perform an operation that may save a human life. What a godsend the speedier transit of a flying machine will be in cases like this!.....

I have mentioned the scarcity of good landing places. It will be necessary to establish such landing places - that is, smooth, level fields - at all important points...All large cities will have to build such accommodations; future municipal planning will necessarily provide them. With these established in all important points, the day of passenger traffic will begin. This service can supplement the regular railroad in numerous ways.....Perhaps the greatest service of the passenger airplane is that it will make accessible parts of the world that are now little used. There are plenty of places where railroads cannot be built because of the great cost, because of engineering obstacles, and because there is not enough traffic to justify them.....

The present type of machine will never supplant the freight-car, and I cannot foresee that it will ever be used for carrying coal or wheat. But in transporting special small packages, precious freight, it will be extremely useful.....The airplane will probably be one of the most potent agencies in the development of Alaska, for here we have an extremely rich country where railroads are difficult and extremely expensive to build.....

I do not think it (the airplane) will supplant the steamship and the railroad as a mail carrier, because it will be too expensive. It would take a very large number of flying machines, perhaps

a hundred, to carry as much mail as we now get into a mail car. You can easily figure how this would increase the expense. It will have the same advantage in carrying mails as in carrying passengers, and that is speed.....But we shall probably have a special rapid mail service by airplane, for which we shall pay a higher price and buy a special stamp. The flying machine will give a ten-hour service between New York and Chicago and a two-day service from the Atlantic to the Pacific. It will likewise carry letters into remote sections which the mail now reaches only at long intervals or does not reach at all."

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IN REMEMBRANCE OF AN AVIATION PIONEER

At the regular meeting of the Board of Directors of the Ronald Press Company, held on June 14, 1939, the following resolution was unanimously adopted:

In Memory of
Charles deForest Chandler

The members of the Board of Directors of The Ronald Press Company, by this resolution, wish to record their deep sense of loss in the death, on May 18th, of Colonel Charles deForest Chandler, Editor of aeronautic publications of this Company.

From 1901 until 1920 Colonel Chandler served in the United States Army, in the United States, the Philippines, Mexico, and France. He was closely identified with Army flying from its inception. As chief of the aeronautical division of the Army Signal Corps, he was commander of the first Army Aviation School. In the World War he was chief of the balloon section of the American Expeditionary Forces. He received the Distinguished Service Medal of his own country and was an officer of the Legion of Honor of France.

From 1925 until the time of his death he was Editor of the publications of The Ronald Press Company in the field of aeronautics. In that capacity he brought into being the first Aeronautic Library published in America and carried it forward to the completion of more than twenty-five volumes, an achievement in the field of professional literature as constructive and distinguished as his military service.

By his ability, modesty, courtesy and personal charm he endeared himself to all those who worked with him in this Company over a period of fourteen years.

It is directed that a copy of this resolution be sent to the members of his family, to the Institute of Aeronautical Sciences, of which he was a founder-member, and to certain of his closest friends and associates in the field of aeronautics.

PROCEDURES IN AIRCRAFT PROCUREMENT FROM ESTABLISHMENT
OF TACTICAL TYPE TO DELIVERY OF AIRPLANE TO SQUADRONS
(As of April 15, 1939)

1. TACTICAL REQUIREMENTS

Tactical requirements are set up based on tactical considerations and recommendations by:

- a. Office, Chief of Air Corps
- b. Tactical School
- c. Tactical Commanders
- d. Board of officers experienced in type under consideration.

2. DESIGN STUDY

A design study is made by the Materiel Division in order to determine whether tactical requirements are consistent with current aeronautical practice and the future possibilities within a reasonable period of time. Design studies consist of:

- a. Review of existing engineering data, characteristic existing models and types, fundamental researches, and experimentation.
- b. Preparation of installation drawings.
- c. Calculations of performance characteristics and other requirements.
- d. Estimate of probable cost and time required for development of experimental model.

(Time, approximately 6 months to one year.)

3. MILITARY CHARACTERISTICS AND DEVELOPMENT DIRECTIVE.

- a. Military Characteristic requirements are prepared by Materiel Division based on tactical and design studies. Military Characteristics cover performance, armament, equipment and crew. Forwarded to Chief of Air Corps for reference to General Staff for approval.

(Time, approximately one to three months.)

- b. The Development Directive is issued by Chief of Air Corps to Chief of Materiel Division. Contains data additional to that set forth above and necessary to preparation of type specification.

(Time, from 1 week to an indefinite period, depending upon complications)

4. TYPE AND GENERAL SPECIFICATIONS.

- a. The Type Specification is prepared at Materiel Division. It incorporates:

- (1) Minimum requirements in military characteristics.
- (2) Desired characteristics.
- (3) Detailed requirements such as types of engines, propellers, instruments, armament, etc.

(Time, approximately one month).

- b. General Specifications applicable to all types exist in the Hand-

book of instructions for Airplane Designers and other current related specifications.

(These are standing publications, hence the time element does not enter in.)

5. Up to this point procedures are the same for all types of procurement. From this point on procurement may be effected by Design Competition, Experimental Procurement Without Design Competition, or Production Procurement.

a. Design Competition

Circular proposal is prepared to be issued to all manufacturers in accordance with the requirements of Section 10 of the Air Corps Act (Act of July 2, 1926). The terms of the proposal are based on the Type and General Specifications noted above.

- (1) Bids are called for on:

- (a) Preliminary design consisting of specification drawings, performance calculations, balance diagrams, and weight calculations.
- (b) Detailed design and construction of experimental airplane including detailed specifications, drawings, group weight statement, and balance data.
- (c) Construction of static test airplane.
- (d) A specified number of airplanes.

- (2) Winner of preliminary design may be given contract with option calling for detailed design, or construction of an experimental airplane based on detailed design, or other options.

(Time, a minimum of approximately 90 days).

- (3) A Board of Officers is appointed by the Secretary of War to make a study of designs submitted in response to circular proposals, and based on this study award is made to winner of competition (Time, about 1 to 2 weeks).

- (4) Skeleton airplane for static test and stress analysis offered. Construction of experimental article started. (The static test and check of stress analysis and engineering data are accomplished by Materiel Division during the actual construction of the first airplane. Necessary

V-8110, A.C.

changes and improvements are made during construction.)

(Time, approximately 8 months to 1 year).

- (5) Airplane flown by Trial Board for determination of tactical suitability.
(Time, 1 to 2 weeks).
- (6) If favorable report is submitted by Trial Board, contract is entered into for procurement of a specified number of airplanes for test by the Air Corps Tactical Units to determine suitability for planned military purposes.

(Time, approximately 9 months to 1 year).

These tests are referred to as Service Tests.

(Time, approximately 1 year).

b. Experimental Procurement Without Design Competition.

(1) Direct procurement of airplanes referred to above is also authorized without competition under paragraph (k), Section 10, Air Corps Act 1926, wherein the Secretary of War may, at his discretion, purchase by contract or otherwise such aircraft as may be necessary for experimental development purposes.

(2) Such procurement by direction of the Assistant Secretary of War is limited to the minimum number of airplanes required for experimental and service test purposes.

(Service test quantities usually consist of 3 to 13 airplanes.)

(Delivery of first airplane approximately 10 months to 1 year after issuing of contract).

(3) This method is employed in the case of an original design, the patent rights for which would preclude securing competition from other designers, or in case secrecy of plans and engineering design details are required.

c. Production Procurement

Production procurement is accomplished by the issue of circular proposals to the entire aircraft industry, describing specification requirements, method of evaluation to be employed, and calling for unit price bids. The submission of a physical airplane is also required under this form of procurement (unless the bidder offers an airplane substantially identical to one heretofore available for test by the Government, in which case the Government may waive the requirement). Circular proposal and Type Specifications are forwarded through the Chief of the Air Corps to the Assistant Secretary of War for approval.

(Advertised a minimum of 90 days before opening of bids.)

- (1) Model delivered at Materiel Division undergoes:
- (a) Full engineering inspection.
(Time, 1 to 6 weeks).
- (b) Full flight and performance testing.
(Time, 3 to 8 weeks).
- (c) Study of model undertaken by Evaluation Board.
(Time, 3 to 10 days).
- (d) Recommendations forwarded to Chief of Air Corps for reference to General Staff and Secretary of War.
- (e) Upon approval of the Secretary of War, award of contract is made, and procurement entered into for a production number of airplanes necessary for the supply of Tactical Units. The airplane is then considered as an Air Corps Standard.

6. The above development of an airplane type or model requires from 2 to 5 years.

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EARLY CONCEPTION OF MILITARY AIRPLANE

The following extract is quoted from the report of the Chief Signal Officer of the Army for the Fiscal Year 1910:

" * * * Furthermore, experienced military airmen cannot be created after war is declared, and the demands of this new service will undoubtedly require higher qualities of training, judgment and courage than any other branch of the military service. Military authorities agree that the only way to meet aerial attack is by similar weapons, and that there is no chance of adequate protection being given locally. The advent of aerial navigation has, in fact, extended the vulnerable area of a country to every acre of its territory."

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ACKNOWLEDGMENT

The News Letter expresses deep appreciation to the Materiel Division personnel who executed the work incident to the lay-outs, photography, and printing by the offset process of the attractive illustrated inserts featuring this issue which is published in commemoration of the thirtieth anniversary of the purchase of the first Army airplane. The News Letter has always met with a ready response to all requests made upon the Materiel Division personnel on various occasions for assistance in connection with cover designs and other features. Such cooperation is very heartening.

Our Army Air Corps and Its Future
(Continued from Page 4)

in the training program. A plan was therefore evolved for giving primary training at qualified civilian flying schools. This primary training will consume three months. The students who successfully complete this course will then be transferred to Randolph Field for basic training of three months' duration. The last three months of the nine months' course will consist of advanced training at Kelly Field, following which the coveted wings will be presented to the graduates. Specialized training will then be given to these new flyers in the various tactical organizations to which they will be assigned. While the course has been reduced from one year to nine months, the same high standards will be maintained. Only the number of hours of certain phases of the course will be cut down, and it will be the function of our tactical units to complete the specialized training. The civilian schools selected for primary instruction purposes are excellent, and their instructors are entirely competent.

By June 30, 1940, we shall have enlisted an additional 25,000 men. We shall give two-thirds of them specialized training. Another branch of the Air Corps Technical School is being established at Scott Field, Ill., where a basic course will be given these men prior to their pursuing more advanced courses at Chanute and Lowry Fields.

As personnel and new airplanes become available, we shall form new tactical units. Approximately fifty new squadrons of all types will be organized during the expansion, at the conclusion of which we shall have a total of 13 Bombardment Groups of the heavy, medium and attack types, and 9 Pursuit Groups of the single-engine, interceptor and fighter types.

It is impracticable to operate all the additional new planes from our bases now in existence. We therefore plan to construct five new bases for this purpose, located as follows: one each in Alaska, Northeast United States, Southeast United States, Puerto Rico and Panama.

It is quite obvious that the average citizen is convinced that the terms "Air Power" and "Air Force" refer to conditions which now obtain throughout the world. It is our solemn trust to see to it that the training of individuals and units will insure a high state of air discipline and efficiency. Our new officers, Regular and Reserve, joining from the Training Center, must complete their training in our tactical

units so that they will be absorbed smoothly into these units, each performing his part competently and industriously. We must not permit deficiencies in training to mislead us as to the efficacy of air power and the accomplishments of air forces.

We have come a long way during the past thirty years. Who ever thought: the early days that fighting planes would fly at 500 miles an hour; that Bombers would weigh thirty tons and carry five tons of bombs for eight thousand miles; that single engines would develop two thousand horsepower or that aerial cameras could make clear photographs through layers of clouds; or that instruments could be developed making possible accurate area bombardment on localities obscured by clouds or fog; that combat crews could ride in airplanes in the substratosphere, sealed in pressure cabins with the warmth, comfort and oxygen and pressure equivalent to earth level temperature? Yet all these things, through the nighmarish fantasies of yesterday, are the successful experiments of today and will be the mass production actualities of tomorrow.

The Air Program of our Commander-in-Chief will be brought to a successful conclusion, and this will mean that we have made the first stalwart step in providing a reasonable air defense for our country.

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OUR COVER PAGE

The artistic and very attractive cover page featuring this commemorative issue of the News Letter was designed and drawn by Mr. Frank Dunnington, draftsman of the Air Corps Information Division. Mr. Dunnington has drawn many News Letter cover designs in the past, but it is believed his latest effort tops them all.

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Air Corps

NEWSLETTER

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

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Information Division
Air Corps

August 15, 1939

Munitions Building
Washington, D.C.

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

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THE MEN THAT MAKE 'EM RUN

By 2nd Lieut. D.C.P. Brown, Air Reserve

Ed. Note:

Lieut. Brown recently graduated from the Air Corps Training Center and, therefore, sees through the eyes of a student pilot as well as through those of a wearer of wings.

Three times each year, select groups of sharply trained, keenly disciplined young men are given Reserve commissions in the Air Corps of the United States. For them it is the reward of months of hard, diligent work. They leave the Air Corps Training Center to take their places among the winged fighting units which Uncle Sam has located throughout the United States and her outlying possessions.

What makes it possible for these officers to become pilots in the finest fighting unit the world has ever known? Is it the sheer result of their own dogged ability and tenacity to succeed? Perhaps. But there is another factor, often overlooked, which works as a great nucleus in the moulding of pilots for the Air Corps. That unit is the corps of enlisted men which comprises the working center of the Air Corps training system.

At Randolph Field there are six squadrons of enlisted personnel. From them are drawn the men who keep the wheels of the Training Center revolving night and day, continuously, without let-up. Approximately fifteen hundred men are drawn from the Squadrons, and each man has a duty which he must fulfill faithfully in order that some Cadet or student officer will earn his wings on graduation day.

From the squadrons come the men who groom the many airplanes which must of necessity be kept in perfect flying order. The hangar Line Chief coordinates the working and directs the assignments of the mechanics, the trained men who are responsible for their particular airplanes. He is a Sergeant whose mechanical knowledge and technical skill have earned for him this important position on the "flying line."

Then there are the crew chiefs. These men must be certain from hour to hour that their airplanes are without mechan-

ical defect. Safety is the essential factor of a successful flying program. The crew chief must know his airplane from the tip of the propeller to the tiniest nut which goes into the tail wheel assembly.

In addition to the Line Chief and Crew Chief, there are the assistant mechanics, clerks, dispatchers and hangar orderlies who play an essential role in the functioning of student flight training.

But, it is not only in the training of future pilots that the enlisted man plays a vital part at the Air Corps Primary Flying School. For instance, in the transient hangar more than fifty men keep twenty-four hour vigil so that incoming ships may be serviced and repaired and sent on their way in safety. The line chief in the transient hangar is a Sergeant who holds a pilot's rating in the big Bombers, in addition to his rating as an expert mechanic.

No large army post could function without a Quartermaster Corps. Buildings become in need of repair. Roofs leak, pipe lines break, someone wants furniture moved. It is the duty of the Quartermaster's office to see that these conditions are remedied and all wants taken care of. The Squadrons send sixty men to the Quartermaster Section. Technical Sergeants are in charge of clerical work, subsistence and utilities. Draftsmen, painters, carpenters, and mechanics labor daily towards the upkeep of property on the Post.

Located in the Post Operations building is the Weather Office. Here a carefully chosen group of enlisted men assemble meteorological data, plot weather maps, prepare forecasts and operate the teletype machines. The Weather Office never closes. The enlisted men are the pilot's best friend. From them he learns whether it is safe to make his hop or not. Many lives have been saved due to the knowledge and skill of the personnel of the Weather Office.

The Post Engineering Office has a staff of highly trained men who inspect airplanes and machinery for defects.

One of these enlisted inspectors is a qualified pilot. Making out reports on engine failure, maintenance of radio, Link Trainer upkeep and a myriad of other tasks belong to the personnel of the Post Engineering Office.

Enlisted men from the squadrons perform important jobs in the Flying Cadet Detachment. There are clerks, orderlies, a supply sergeant and assistants, a mess sergeant, carpenters and maintenance men who continually shoulder their jobs so that the future pilots may have comfortable quarters and pleasant living facilities.

One of the most important factors in air pilotage and navigation is the airplane radio. Enlisted technicians operate the post radio and maintain and control the receiving sets and radio compasses on the training planes and the B-10 and B-18 Bombers. Each hangar has its radio men, all of whom come from the squadrons on the field.

Yet, the activities of the enlisted personnel are not confined to office and mechanical work. The grounds of Randolph Field, of which there are none more beautiful, must be taken care of daily. The soldiers cut the lawns, plant trees and flowers, prune and trim trees and shrubs. When a visitor drives through this post he is impressed with the cleanliness of the streets, the neatness of the houses and the beauty of the growing objects.

Indeed, all is not flying at Randolph Field. The Primary Flying School is run as intricately as the most closely webbed corporation in the world. Officers control the operation and the enlisted men serve faithfully as the wheels which turn the machinery of the Flying Center. There is a hierarchy of jobs, a cooperation of individuals, a system of supervision which is equalled nowhere in this country.

To the enlisted personnel of Randolph Field, then, must go the lion's share of the credit for the success of the future pilots in the United States Air Corps.

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FUNDS FOR REPAIR WORK AT RANDOLPH FIELD

A W.P.A. allotment of \$9,630.00 - \$8,420 for labor and \$1,210 for non-labor - was received at Randolph Field, Texas, to cover repairs and rehabilitation of buildings, including plumbing, heating and electrical installations, public utility systems, water supply and purification, water and sewer lines, landscaping, grading and drainage and incidental roads and walks at that station. No new construction is to be accomplished under this authorization. This project will provide employment for approximately 195 men for a period of one month.

RESERVE OFFICERS' DAY AT MITCHEL FIELD

One hundred officers of the Air Corps Reserve and their guests enjoyed a field day at Mitchel Field on Saturday, July 22, 1939.

The activities got under way promptly at 9:30 a.m. In groups of fifteen, the Reserve officers and their guests were conducted on a tour of the principal points of interest about the field. Places visited were the Weather Office, the Operations Office, the Base Squadron barracks, orderly room, day room, mess hall and kitchen, the Base Commander's office, the Base Photo Department, the Base Parachute Department and the Base Engineer's office.

The visitors then proceeded down the hangar line inspecting the ships of the various squadrons, the tour being concluded with an inspection of the Armament Department of the 5th Bombardment Squadron. At eleven o'clock, a demonstration of picking up messages was conducted by the 97th Observation Squadron. This concluded the morning's activities.

After a luncheon at the bachelor officers' quarters, a program of swimming and golf was enjoyed. For those officers who so desired it, flights of a half hour's duration were conducted in the vicinity of Mitchel Field.

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MEMBERS OF ROTC INSPECT LANGLEY FIELD

A group of 337 members of the Reserve Officers Training Corps, stationed at Fort Monroe, Va., for six weeks' extended training, were recently conducted on a tour of inspection of the various General Headquarters Air Force facilities at Langley Field, Va.

The group, under the command of Lieut. Colonel C. Thomas Stahle, examined the latest type aircraft in use at the Peninsula Airdrome, and were also conducted on a tour of workshop facilities by Langley officers.

The tour began at about eight o'clock and lasted until noon. According to Fort Monroe officials, the largest portion of the R.O.T.C. group consisted of students from the Virginia Polytechnic Institute. Other educational institutions represented were the Massachusetts Institute of Technology and the Universities of Pittsburgh, New Hampshire, Maine, Alabama and Illinois.

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Second Lieut. Shepler W. FitzGerald, Jr., Field Artillery, has been assigned to undergo primary flying training at the Ryan School of Aeronautics, San Diego, Calif., with the class commencing October 7, 1939. He is the son of Colonel FitzGerald, Air Corps, one of the "Early Birds" in aviation.

AIR CORPS ACTIVITIES IN THE PHILIPPINES
By the News Letter Correspondent

3rd Pursuit Squadron

"A fruitful training year is about to be completed by the 3rd Pursuit Squadron of the 4th Composite Group, this station," writes the Nichols Field Correspondent, under date of June 8, 1939. He adds that the average commissioned strength for the fiscal year ending June 30, 1939, was ten, and that about the same number of officers were attached for flying training. Lieut. Colonel Ralph Royce, Department Air Officer, was one of the officers in the latter category.

Captain Norris B. "Skippy" Harbold, who was Squadron Commander from July 1, 1938, to May 31, 1939, departed on the June transport for his new station at Maxwell Field, Ala. Captain Alden R. Crawford assumed command on June 6th.

All assigned and most of the attached officers completed the squadron training directive for 1938-1939. All completed the War Department minimum flying requirements for the year. The Squadron directive involved 241 flying hours pertaining to gunnery, navigation, acrobatics, combat, combat exercises, formation flying, night flying, field exercises, instrument flying, performance flights, and reconnaissance.

The Squadron maneuvers were conducted from Baguio, Mountain Province, from November 28 to December 12, 1938, about 150 miles north of Nichols Field. Loakan field was used as the base, and the organization was housed and messed at Camp John Hay, the Department recreation center. Cooperative missions were flown with the 45th Infantry (Philippine Scouts) stationed at Camp John Hay during the maneuver period.

The field training was highly successful. All members of the organization were particularly enthused with the Baguio climate, which compares with that of a mountain resort. Baguio is situated high in the mountains and offers sharp contrast to Manila.

The Squadron participated during the Philippine Department War Condition Period, from January 3 to January 17, 1939. Numerous missions were flown, the majority being problems with the Squadron acting as Attack Aviation.

A successful gunnery season has been concluded, with eight pilots qualifying as experts. Captain Ralph O. Brownfield made the high score for the year with a 232 out of a possible 250. Both ground and aerial gunnery were fired.

Technical Sergeant John Keogh completed his 30 years of active service while a member of this organization. He departed on the March transport, and is to retire after availing himself of a furlough.

In addition to Captain Crawford, the officers assigned to the Squadron, and their duties, are as follows:

1st Lieut. Norman R. Burnett, Operations Officer;
1st Lieut. Lawrence S. Fulwider, Engineering Officer;
2nd Lieut. Carl K. Bowen, Jr., Communications and Mess Officer;
2nd Lieut. John M. Bartella, Adjutant
2nd Lieut. Jackson H. Gray, Supply Officer;
2nd Lieut. Conrad F. Necrason, Armament and Athletic Officer.

Officers attached for flying training include Lieut. Colonel Ralph Royce, Major Charles Backes, Captain Ralph O. Brownfield, 1st Lieuts. Talma W. Imlay, John O. Neal, 2nd Lieuts. Joseph J. Mazzaro and William E. Covington, Jr.

The Squadron con commissioned staff consists of Master Sergeants Ray Francisco, line chief; Don Hanaford, squadron inspector; 1st Sergeant William Jones, first sergeant; Technical Sergeants Frank Edwards, flight chief, "A" Flight; Johnny V. Yocum, flight chief, "B" Flight; Staff Sergeants Harold Braun, supply sergeant; Earl Castlemaine, armament; Sergeant Elvys Jordan, mess sergeant; Corporal Raymond Solstad, communications, and Private 1st Class Charles Stanton, sergeant major.

2nd Observation Squadron

The 2nd Observation Squadron, Air Corps, Nichols Field, Rizal, P. I., commanded by Major Lloyd C. Blackburn, is about to complete a most successful training year. The average commissioned strength of the organization (assigned and attached) for the period July 1, 1938, to June 30, 1939, was 20. All officers completed the War Department minimum flying requirements, and the majority of them the squadron directive. The latter involved 244 hours per pilot and, in general, consisted of navigation (individual and unit), instrument flying, reconnaissance, ground and aerial gunnery, photography, radio, combat, formation, liaison, night flying, visual communications, smoke puff adjustment, performance flights and field exercises.

The annual Squadron field maneuvers were conducted from Del Carmen, Pampanga, about 65 kilometers north of Manila, from November 28 to December 12, 1938. The organization also participated in the Philippine Department maneuvers during January, 1939, and the home station was used as the base of its operations.

The results of the current training year's gunnery were particularly grati-

(Continued on Page 6).

"THE MOVE TO SCOTT."

There arrived at Scott Field, Ill., over the week end of June 24-26, 1939, five officers, five civilian instructors, a stenographer, twenty-six enlisted men and six heavily loaded box cars. The Department of Basic Instruction, Air Corps Technical Schools, then began its part of the Air Corps Expansion Program. It may be said here that this Department gives all enlisted men sent to the Air Corps Technical Schools a month's course of general instruction to prepare them for their regular course and to weed out the unfit.

Monday morning, June 26th, this same group, with the addition of thirty prospective and enthusiastic students, surveyed the job ahead of them. The problem was to clean out three dilapidated hangars, uncrate and distribute to widely separated homes some twenty tons of household goods, unload, uncrate and set up machinery, cabinets, desks and office supplies from the six box cars, improvise classrooms, and adapt the three old hangars, completely bereft of wiring and plumbing facilities for classes by July 1st, just six days away.

All hands plunged in. The Director, Captain Cote, and the officers - Lieuts. Ligon, Canterbury, Hulse and Boushey - supervised the unloading, moving and uncrating of equipment, with the civilian heads under Mr. Lantis spotting the equipment. Lieut. Boushey was literally everywhere at once establishing a Supply Department, in accordance with the best custom and usage of Supply Officers. Over all the noise could be heard the booming voice of Sergeant Stinchcomb, master of ceremonies, directing the efforts of the enlisted men.

Within forty-eight hours the hangars were cleared, the box cars unloaded, equipment uncrated and spotted, and temporary offices and classrooms set up. Classes could have been held on Wednesday morning, June 28th.

The next few days were spent in repairing and wiring the hangars, building board walks and organizing offices. Class work commenced in earnest on July 3rd with ninety students. Instructors shouted above the noise of nearby construction work; students strained their ears, asked questions and worked enthusiastically.

With the present set-up working smoothly, the personnel look forward to handling a steadily increasing stream of students whose number will top six hundred by next February.

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Master Sergeant Robert H. Kerr, Headquarters and Headquarters Squadron, 2d Bombardment Group, GHQ Air Force, Langley Field, Va., was placed on the retired list, effective July 31, 1939.

NOTES OF THE FIRST PURSUIT GROUP

A flight of twelve P-36's of the 27th Pursuit Squadron, commanded by Captain Murry C. Woodbury, recently completed a long cross-country flight, covering a distance of over 4,000 miles and crossing sixteen States. The flight was completed with no engine trouble, and the schedule was maintained to the letter.

The 27th Pursuit Squadron left July 3rd-5th for Camp Skeel, Oscoda, Mich., for a month's encampment in order to participate in the annual gunnery practice.

The Headquarters and Headquarters Squadron personnel are now messing with the 94th Pursuit Squadron, in view of the absence of the 27th Pursuit Squadron on gunnery practice. The Correspondent states: "Since we know the delicious meals haven't changed since we were last guests at their mess hall, we know we will be well fed and there will be no danger of starving."

Three Squadrons comprising the First Pursuit Group flew in aerial review over Detroit on Wednesday, July 5th, in honor of the arrival at the City Airport of Major General Pedro Aurelio De Goes Monteiro, Chief of Staff of the Brazilian Army.

General Monteiro and his party viewed the Selfridge Field planes at the City Airport. Later the General visited automobile factories and attended a banquet given in his honor by the Board of Commerce at the Hotel Book-Cadillac in Detroit.

Staff Sergeant Raymond Jenkins, of Headquarters and Headquarters Squadron, passed away at the Walter Reed General Hospital, Washington, D.C., after a few weeks' illness. Sergeant Jenkins had 15 years of service in the Air Corps and was well liked by all his fellow men. He achieved quite a reputation for himself on his hobby as a builder of airplane models.

Services for Sergeant Jenkins were held with full military honors at the Mt. Clemens Cemetery, with his fellow office workers acting as pallbearers. The deceased noncommissioned officer is survived by his wife and two small children.

Captain Murry C. Woodbury spent a short leave of absence at Burlington, Vt., prior to reporting for duty at Wright Field, Dayton, Ohio. He has been on duty with the 27th Pursuit Squadron for some time, and the personnel of this organization extend to him their wishes for unlimited success at his new post of duty.

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THE MEXICAN FLIGHT

By Captain W. D. Old, Air Corps
B-15 Co-Pilot, Mexican Flight

Francisco Sarabia was certainly a National Hero of Mexico and, as "TIME" expressed it, he was the nation's "Lindbergh, Turner and Trippe." He organized and, with his three brothers, operated the Compania Transportes Aereos de Chipas, the most important native-owned airline in Mexico.

Sarabia purchased from a second-hand dealer on the West Coast a fast airplane, the Q.E.D. This airplane was a Gee-Bee, originally built in 1934 for Jacqueline Cochran to fly in the London-Melbourne Race. Miss Cochran got as far as Bucharest before she was forced out. Subsequently, this plane was entered in four important U.S. races, and each time it failed to finish.

About June 1, 1939, Sarabia took off in the Q.E.D. from Mexico City for New York City to break the non-stop record of 14 hours and 19 minutes set by the late Amelia Earhart. Ten hours and 48 minutes later he set the Gee-Bee down at Floyd Bennett Field.

Eventually he arrived at Washington, D.C., and, after a brief visit, on the morning of June 7th, taking off from New Bolling Field on a non-stop flight to Mexico, his engine quit at about 100 feet and he crashed into the Potomac River. President Roosevelt ordered the body flown back to Mexico City.

Upon arrival at Headquarters of the 2nd Bombardment Group, Langley Field, Va., of instructions for the flight, Colonel Robert Olds, the Group Commander, ordered the B-15 to make the flight. Major C.V. Haynes, pilot; Captain W.D. Old, co-pilot; Lieut. G.E. Williams, Navigator; Lieut. J.B. Montgomery, Engineer; Technical Sergeant Adolph Cattarius, Crew Chief; Staff Sergeants W.J. Heldt, D.L. Spicer, Harry L. Hines, Assistant Crew Chiefs; Sergeant G.R. Charlton and Corporal J.E. Sands, Radio Operators, made up the crew.

On June 9th, at 11:45 a.m., we took off from Langley Field and, after a short flight, landed at New Bolling Field. We had expected a box containing the coffin of a gross weight of around 400 pounds. However, upon our arrival there, we found that it would weigh 700 pounds. This necessitated reinforcing the platform in the right outer bomb bay, just in case we encountered some extremely turbulent air.

After servicing to give us a total of 3500 gallons of gasoline aboard, we moved the plane to a predetermined spot to facilitate loading and taxiing out for the take-off.

At Bolling Field, Major Haynes was advised that three passengers would go

aboard for the trip - Commander Manuel Zermeno, Mexican Naval Attache to Washington; Senor Santiago Sarabia, brother of the deceased, and Lieut. Jesse Auton, Aide to the Hon. Louis Johnson, Assistant Secretary of War.

Promptly at 11:00 p.m., the body arrived, accompanied by General Arnold and prominent Mexicans in Washington. Under the glare of flood lights, photographers' flares and photo flashlights, the solemn and impressive task of loading began.

At midnight all was set, and Major Haynes taxied out for the take-off to the south on the new runway. Our gross weight was about 65,000 pounds. It was amazing how high and how near the three radio towers that are just south of the field appeared.

Lieut. Williams set a course for Mexico City, 1798 miles away. This hit the coast near Pensacola, Fla. Except for an area of local storms between Gordonsville, Va., and Charlotte, N.C., the weather was good until just before daylight, when we began to see lightning from a storm of considerable extent along the coast and directly on our course. As soon as it was light enough to see, Major Haynes started easing to the west, looking for a chance to break through, and shortly found one that took us over Mobile, Ala. A new course was set for Mexico City. From the mouth of the Mississippi across the Gulf to the Mexican coast, we had unlimited ceilings with an occasional areas of lower scattered clouds. We saw eight freighters and tankers and from their courses we estimated them to be going or coming from Galveston and Beaumont, Texas.

Just a little before noon, and about the time we sighted the Mexican Coast, a radio was received to the effect that the plane bearing Mrs. Sarabia and her son would not arrive before 1435 E.S.T. Since we could not land prior to her arrival, around and around we went to kill two hours. At 1400 E.S.T., we again headed for Mexico City, and as that place was reporting unlimited ceilings and the clouds were on the mountain peaks, we went "over the top." At 1450 E.S.T., we were on the ground.

Many questions have been asked about our arrival - "Were you hit by rocks?" "Did they try to mob you?" It is almost impossible to understand how such reports could have been originated.

There was a tremendous crowd out to meet the plane, estimated by the newspapers to have been 300,000. As soon as we started to taxi back, they broke through the cordon of soldiers and

policemen, and swarmed in from all directions. We managed to get off the runway and on the taxi strip before Major Haynes cut the switches to prevent the inboard propellers from decapitating someone. It was certainly an excited crowd, one whose actions were motivated entirely by curiosity to see the plane, and particularly the casket. For a time it was impossible to get the door open to get out. Eventually, enough soldiers got next to the plane and started driving the people back, making good use of their carbine butts. Many cracked heads resulted and, if anything was thrown, it was probably aimed at a soldier. Amid much talking, and with far too many helping hands, the heavy box was lowered to the ground, the casket placed in a hearse, and with its departure the crowd began leaving the field.

We remained in Mexico City until the morning of June 14th, and during that entire time not a single discourteous word was heard. We were treated royally by the Mexican Government and the Mexican people, and their cordial hospitality will long be remembered.

Just before departing, Captain Sarabia presented Major Haynes with a 14-month old Ocelot. When placed aboard the B-15 she was quite wild, but now she is as gentle as an old house cat.

The return trip was made in two days, with stops at Randolph Field, Texas, and at Bolling Field, D.C.

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ACTING CHIEF OF STAFF VISITS CHANUTE FIELD, ILL.

On July 21st, the Acting Chief of Staff of the U.S. Army, General George Marshall, arrived at Chanute Field, Ill., to make an informal inspection and familiarize himself with the inner workings of the Chanute Field Branch of the Air Corps Technical School.

General Marshall arrived via air, flying from Washington in a new C-41, recently placed at his disposal. Lieut. Beebe was the pilot and Captain Parker the co-pilot.

Upon his arrival, General Marshall was greeted by Colonel Gerald C. Brant, Air Corps, Commandant of the Air Corps Technical Schools, and the three field commanders, namely, Colonels Arthur G. Fisher, of Scott Field, Ill.; Jacob H. Rudolph, of Lowry Field, and Davenport Johnson, of Chanute Field. Colonel Rudolph arrived at Chanute Field on July 20th, and Colonel Fisher arrived shortly before General Marshall landed. Neither of these officers was aware of the impending visit by the Acting Chief of Staff.

General Marshall was greatly interested in the layout plan for the new field and immediately upon landing proceeded

to examine the plans and gather information concerning the future of the School. Accompanied by the Commandant, Colonel Johnson, Colonel Rudolph and Major Vandervoort, Constructing Quartermaster, he made an inspection of the new area, construction, tent camp and school.

Following a brief conference in the Office of the Commandant, General Marshall departed for Chicago, Ill., at 4:00 p.m. Three C-47 airplanes from the Illinois National Guard flew to Chanute Field to escort the C-41 to the Municipal Airport, Chicago.

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Air Corps Activities in the Philippines (Continued from Page 3)

flying. Up to June 2, 1939, nine officers who have fired for record made qualifying scores, six of them qualifying as experts. The ground gunnery range on the Nichols Field reservation and the Manila Bay aerial range were used. Skeet shooting was also practiced as time and circumstances permitted.

Cooperative missions, involving approximately 350 flying hours, were performed during the training year, with units stationed at Fort Mills, Corregidor; Fort William McKinley, Post of Manila; and Fort Stotsenburg. In general, these problems involved tow target, radio, smoke puff adjustment, panel reading, drop and pick, photographic, liaison and reconnaissance missions. These problems were conducted incident to the training of the 59th, 60th, 91st and 92nd Coast Artillery regiments, Headquarters Philippine Division, 31st Infantry, 23rd Brigade, 12th Signal Company, 24th Field Artillery, 26th Cavalry, 45th and 57th Infantry.

Officers assigned to the 2nd Observation Squadron, in addition to Major Blackburn, are 1st Lieuts. Andrew Meulenberg, Harry N. Burkhalter, Jr., Charles B. Harvin, German P. Culver, 2nd Lieuts. Cecil E. Combs, Jack E. Caldwell and Richard Fellows. Those attached for flying training are Lieut. Colonel William H. Crom, Majors Earle J. Carpenter, David S. Seaton, Captains Frederick A. Bacher, Jr., Fred O. Tally, Mark K. Lewis, Jr., 1st Lieuts. Tom W. Scott, Wendell W. Bowman, John P. Ryan, Henry B. Fisher, Charles H. Anderson, 2nd Lieuts. James R. Gunn, Jr., and William K. Horrigan.

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Lieut. Colonel Clinton W. Howard, Air Corps (General Staff), in accordance with Special Orders of the War Department, recently issued, is relieved as a member of the General Staff Corps, from assignment to the General Staff with troops, and from assignment and duty with the GHQ Air Force, Langley Field, Va., and assigned to Hawaiian Dep't.

IN DEFENSE OF PHOTO SECTIONS
By 1st Lieut. Andrew Meulenberg,
Air Corps, U. S. Army

One of the first things that a man learns when he dons the Army's somber khaki is to do a job to the best of his ability and not to expect a pat on the back when his work is finished. Typical of the man who does the work and lets someone else do the front page stuff, this man is apt to get his ire aroused when someone criticizes him for not accomplishing anything.

Recently one of the more popular aviation magazines criticized the Air Corps Photographic Sections for not furnishing them with "something spectacular" to catch the public eye. Later issues of the Air Corps News Letter seemed to agree with the magazine comments and joined in the request for more front page pictures.

It is agreed that aviation magazines as a whole do much to put the Air Corps in the public eye, and we should therefore cooperate with them to this end. But we may respectfully state that the photo sections have practical work to do, and that all too often this practical work is sidetracked for work of a different nature.

During recent maneuvers in this department (Philippine), a request was received for a large scale map of a defense line 35 miles long and 3 miles wide. By a combination of camera, altitude, enlarging printer, and simulated war-time working conditions, within less than 36 hours after receipt of this request five copies of this work at a scale of 1 to 6,000 were dropped by plane to the field unit over 100 miles from the laboratory. That is what an Army photographer calls accomplishment. It is SPECTACULAR - but not to the public, because the magazines have no pictures of the work done to catch the eye.

Such work is appreciated by units in the field, but even in the services such a feat leads only to misunderstanding of the abilities of a photo section. Basing estimates on the above project, a request was made for a map of an area ten times the size of the first. Scale desired, 1 to 10,000. Time desired, one week or ten days. This request was not for a reconnaissance strip, but for a map. The area to be covered ranged in elevation from sea level to 5,000 feet.

The flying of this project was most trying, and the making of the map was a grinding ordeal.

From tropical Manila, sweating in heavy winter flying suits, to the below freezing temperatures of 20,000 feet, nine and one-half hours of flying in two days, eight hours at elevations requiring constant use of oxygen, twenty-

seven monotonous parallel overlapping flight lines, more than 700 operations of the camera with hands and body cold and weak from exposure. Pilot, navigator and photographer, dead tired but flushed with success, finish their mission only to pick up an aviation magazine and read that they are too lazy to use their equipment!

The work had not even started. In two days had been secured the supplies that would keep the laboratory busy for six months. The scale of the 700 prints varied from 1/20,000 to 1/15,000. Long study of contour maps, reducing all prints to a common scale and printing all of them to match in tone, then the endless task of matching the detail and laying these 700 prints into a composite mosaic, has taken more than five months. Another month and the completed map will be delivered.

When this job is completed, it will be another accomplishment. The men who have labored all these months to do something that someone wanted in as many days will not expect a pat on the back. It will be just another completed project. If no one else is proud of our work, we are. We know what it takes to get things done.

Ed. Note:

In the December 15, 1938, issue of the Air Corps News Letter there was included a rotaprint insert, the top half of the sheet picturing a Seversky Fighter in a banking attitude and the lower half containing several quotations from an American aviation magazine, hinting that photographs of airplanes in flight emanating from service photographic agencies should have more sparkle.

The News Letter made no editorial comment whatsoever regarding the above either in the December 15th issue or in any subsequent issue. The insert was included in the News Letter at the request of the aviation magazine, and was by no means intended by the News Letter as a criticism of service photographic personnel but merely to serve as the means of informing them of the reaction of the public to flight photographs possessing more than casual interest.

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Lieut. Colonel Calvin E. Giffin, of Hamilton Field, Majors William S. Gravely and Harold A. Bartron, of March Field, Calif., have been relieved from assignment and duty at their respective stations and assigned to duty with the Air Corps in the Panama Canal Dep't.

V-8172, A. C.

COOPERATIVE TRAINING BY 5TH BOMB. GROUP

The 5th Bombardment Group, Hickam Field, T.H., was recently afforded the opportunity of conducting cooperative training of a different nature than the usual tracking and towing missions for anti-aircraft units. On June 13th, the 31st Bombardment Squadron, with airplanes and personnel attached from all other units of the Group, transported Company "D," 19th Infantry, to Burns Field, which is located on the "Garden Isle" of Kauai. The strength of Company "D" was two officers and eighty-three enlisted men. The equipment carried was that which is normally used by a machine gun company when in the field on tactical maneuvers. Crews on the airplanes were held at a minimum, and ten "Flying Doughboys" were carried in each airplane. In addition, camp and tactical equipment was equally divided between all aircraft. Boxes, designed to fit into the bomb-bay, were constructed prior to the move. The boxes were loaded with equipment, rolled under the airplanes and hoisted into place with the regular equipment used in hoisting bombs.

Within one hour after Company "D" arrived at Hickam Field by truck train, all personnel were instructed in the use of emergency equipment, and all airplanes were loaded and ready to take off. The move was accomplished in approximately two and one-half hours, but due to an interesting and instructive tactical situation, which was assumed, the move covered a period of approximately four hours.

No great difficulty was encountered and, insofar as this Group was concerned, the mission was accomplished as though it were routine. It was the first mission of its type conducted in the Hawaiian Department, and all participants considered it a complete success.

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BOMBING EXERCISE BY 5TH BOMB. GROUP

The second phase of the 5th Bombardment Group demolition bombing exercise has been completed, with the result that only a few of the allowance of 100-lb. demolition bombs remain to be dropped. These bombs will be expended during a bombing exercise tentatively scheduled to take place in October. One interesting feature of the last demolition bombing exercise was the report by the Navy that the tender SEAGULL had picked up a flotation bag off Laysan Island, about 800 miles from Hickam Field. One of the targets in the first phase of the demolition bombing exercise consisted of several salvage flotation bags lashed together. Most of these were picked up at the completion

of the day's bombing, but apparently this one had been torn away early in the bombing and had drifted out of the main target area. Since the flotation bag had drifted 800 miles in approximately forty days, and in the direction of Midway, an indication of drift is given which might be of future value in connection with search for aircraft forced down at sea.

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✓ VISIT TO CENTRAL AMERICAN COUNTRIES

Brigadier General Herbert A. Dargue, Commanding General of the 19th Wing, Panama Canal Department, accompanied by Lieut. Colonel Francis M. Brady, Wing Executive, and 2nd Lieut. Sam Maddux, Jr., Aide-de-Camp, departed from Albrook Field on the morning of June 26th in a B-18 airplane of the 44th Reconnaissance Squadron on a flight to the capitals of all the Central American countries for the purpose of contacting the air representatives of these countries and making a study of airport and airway conditions. The flight was to require a period of two weeks, stops being made in Costa Rica, Nicaragua, Guatemala, El Salvador and Honduras.

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CONSTRUCTION OF NEW THEATER AT ALBROOK

Construction was recently started of a new theater at Albrook Field to replace the old theater building which was originally designed as a gymnasium. The new building is being built of reinforced concrete, and will be open on both sides, on the order of other new theater buildings in the Panama Canal Department.

The new theater will have a seating capacity for one thousand persons and will be a decidedly attractive addition to the post. The date of completion will not be known for some time.

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Special Orders of the War Department, recently issued, relieved Major Frank O'D. Hunter, Air Corps, from assignment and duty at Barksdale Field, Shreveport, La., and assigned him to duty at Maxwell Field, Montgomery, Ala., as Commanding Officer, Pursuit Squadron, Demonstration Group, Air Corps Tactical School.

Special Orders of the War Department announced the transfer of the following named Air Corps officers to the Panama Canal Department: Lieut. Col. James F. Doherty, from Fairfield Air Depot, Ohio; Majors James B. Carroll, from Chanute Field, Ill.; Wm. R. Sweeley, from Selfridge Field, Mich.; Bayard Johnson from Maxwell Field, Ala.

WEST POINT GRADUATES ASSIGNED TO UNDERGO FLYING TRAINING

Recent orders of the War Department assigned to the Air Corps for flying training a total of 149 second lieutenants of the Regular Army who graduated from the United States Military Academy, West Point, N.Y., on June 12, 1939. Constituting almost 33% of the entire graduating class, numbering 449, this is the largest number of West Pointers, although not the largest percentage, to choose the Air Corps as their branch of service since the policy was inaugurated in the year 1922 of assigning West Point graduates to the Air Corps for flying training. The largest percentage of a West Point graduating class to be assigned to the Air Corps for flying training fell to the 1929 class, when out of a total of 297 graduates, 110, or 37%, chose the Air Corps.

The 149 young officers, above referred to, are under orders to proceed upon the expiration of their graduation leave to the various civilian flying schools selected by the Air Corps for the primary flying training of Air Corps students, under the expansion program, reporting thereat on October 7, 1939.

The following tabulation shows the number of West Point graduates of the June, 1939, class who were commissioned in the various branches of the Army, and the number from each of these branches assigned to the Air Corps for flying training, viz:

Branch of Service in which Commissioned	Assigned to Air Corps for flying training	Percentage
Corps of Engineers	31	6
Signal Corps	30	10
Cavalry	53	25
Field Artillery	79	23
Coast Artillery	82	28
Infantry	174	57
Total	449	149

Nine months of intensive training are ahead of these West Point graduates to whom aviation presents a special appeal, i.e., three months at a civilian primary flying school, three months of basic flying training at Randolph Field, Texas, and three months of advanced flying training at Kelly Field, Texas. Those who succeed in completing the nine months' course will be awarded the rating of "Airplane Pilot" and will be transferred to the Air Corps, while those failing to make the grade will return to the branch of the Army in which they were originally commissioned upon their graduation from the Military Academy.

It is now 18 years since the policy was inaugurated of assigning West Point graduates to the Air Corps for flying training. During the period from 1922 to 1938, inclusive, 1140 West Pointers were accepted for flying training, of which number 512 graduated from the Advanced Flying School up to and including the year 1937. In addition, approximately 72 members of the 1938 Military Academy graduating class and four members of previous classes are scheduled to graduate from the Advanced Flying School, Kelly Field, Texas, next October, mak-

ing the grand total of graduated flyers 588, or 52% of the number commencing training. It would appear from this that just about 50% of the young men who are physically and mentally qualified to undergo the course of Army flying training are able to complete same successfully.

The following tabulation covering a 16-year period of flying training given West Point graduates may be of interest:

Year	Total No. of Graduates	Assigned to the Air Corps	Pct.	Number graduating from the Advanced Flying School	Pct.
1922	102	16	15.6	8	50.00
1923	261	51	19.5	25	49.21
1924	406	61	15.0	20	32.78
1925	244	42	17.2	9	21.43
1926	152	18	11.8	7	38.88
1927	203	30	14.7	16	53.33
1928	260	77	29.0	53	68.83
1929	297	110	37.0	41	32.27
1930	235	85	36.1	41	48.23
1931	296	93	31.4	44	47.3
1932	258	69	26.7	39	56.52
1933	346	92	26.6	43	46.74
1934	247	62	25.0	32	51.10
1935	277	50	18.0	31	62.00
1936	276	62	23.2	39	62.90
1937	293	109	37.0	64	58.72
1938	300	113	37.6	76*	67.30
Total	4453	1140	25.6	588	52.00

*Expected to graduate in October, 1939

The West Point graduates of the June, 1939, Class, who will report in October at various civilian flying schools for their primary training, are enumerated below, as follows:

Class Standing	Name	Home
<u>Corps of Engineers</u>		
3	Delmer J. Rogers	Munger, Mich.
5	John Spoor Samuel	Hinsdale, Ill.
12	Walter W. Farmer	Ruston, La.
15	Roscoe C. Crawford, Jr.	Fort Belvoir, Va.
17	Harry Nathan Brandon	Little Rock, Ark.
34	Joseph George Perry	Lindsay, Okla.
<u>Signal Corps</u>		
47	John A. Chechila	Skillman, N.J.
60	Hugh A. Griffith, Jr.	So. Pittsburg, Tenn.
72	Robert Penn Haffa	Waterloo, Iowa
90	Allen F. Herzberg	Cabool, Mo.
106	Robert Merwyn Wray	Norton, Kans.
123	Paul R. Okerbloom	Columbus, Ohio
154	James Barclay Knapp	Blandsville, Ill.
254	Robert C. Twyman	Galesburg, Ill.
219	Richard S. Morrison	Chillicothe, Ohio
323	Leonard Neil Palmer	Council Bluffs, Iowa
<u>Cavalry</u>		
26	George Yount Jumper	Natoma, Calif.
78	Adam K. Breckenridge	Plattsburg, Mo.
109	Charles R. Bowers	Huntington Park, Calif.
226	Thomas B. Whitehouse	Rochester, N.Y.

243 Robert C. Richardson, 3d Fort Riley, Kans.
 250 William Amas Garnett Gainesville, Texas
 254 Donald Max Simpson Huntington, Pa.
 272 Jack Gordon Marrell Jeannette, Pa.
 278 Robert W. Crandall Northwood Narrows, N.H.
 281 Victor L. Johnson, Jr. Malone, N.Y.
 297 William L. McDowell, Jr. Hico, Texas
 301 Lyle Everett Peterson Grand Forks, N.D.
 305 William Charles Jones Manchester, N.H.
 322 William LeRoy Turner Milledgeville, Ga.
 330 Robert David Hunter Albion, Neb.
 378 Richard V.W. Negley, Jr. San Antonio, Texas
 397 William W. Nichols Steubenville, Ohio
 407 Robert Emmett McMahon New York, N.Y.
 432 Vincent L. Boylan Brooklyn, N.Y.
 372 Matthew Whalen Philadelphia, Pa.
 442 Levin Lane Lee Hamburg, Ala.
 452 James Deimel Green Hollywood, Calif.
 453 Charles J. Parsons, Jr. Liverpool, N.Y.
 456 Arthur T. Williams, 3d Jacksonville, Fla.
 429 James Elmer Mather San Mateo, Calif.

Field Artillery

45 Thomas J.J. Christian, Jr. West Point, N.Y.
 46 Robert F. Cassidy Winona, Minn.
 53 John W. Carpenter, 3d Peoria, Ill.
 55 Harmon Lampley, Jr. Eufaula, Ala.
 58 Joseph Harold Frost Pasadena, Calif.
 93 Henry R. Sullivan, Jr. Mt. Sterling, Ky.
 94 Thomas James Webster Bath, N.Y.
 101 Charles Henry Hillhouse LaFayette, Ga.
 103 Harold M. Crawford Columbia, S.C.
 105 Roger Edwards Phelan So. Norwalk, Conn.
 116 Livingston N. Taylor, Jr. Clayton, N.M.
 139 Edwin John Latoszewski Jackson, Mich.
 153 Frank W. Iseman, Jr. Ithaca, Mich.
 167 Benoid Earl Glawe Green Bay, Wis.
 183 Robert Roy Little Southgate, Ky.
 198 Claude Lee Shepard, Jr. Corydon, Iowa
 218 Clark Wilson Mayne Springfield, Ill.
 225 Warner Winston Croxton, Jr. Atlanta, Ga.
 228 Elwood Paul Donohue Kingston, N.Y.
 236 Richard Gordon Lycan Pulman, Wash.
 238 George W.R. Zethren Fosston, Minn.
 240 Ernest Beverly Maxwell Ft. Worth, Texas
 241 Strother Banks Hardwick, Jr. Bertrand, Mo.

Coast Artillery

25 James L. McBride, Jr. Ft. McDowell, Calif.
 41 Norman J. McGowan Chicago, Ill.
 50 Robert Benjamin Miller Clinton, Ill.
 95 Donald Roy Boss Williamsville, N.Y.
 104 Philip Henry Lehr Cleveland, Ohio
 108 Andrew John Kinney Macon, Ga.
 115 Charles J. Long, 3d Chevy Chase, Md.
 122 Frederick H. Foerster, Jr. Holyoke, Mass.
 133 David Kenneth White Montrose, Colo.
 136 Elbert Owen Meals Lincoln, Ill.
 165 Laird W. Hendricks Jacksonville, Fla.
 175 Robert Evans Greer Huntington Beach, Calif.
 181 John George Pickard Philadelphia, Pa.
 192 Albert L. Evans, Jr. Ft. Monmouth, N.J.
 212 William D. Chadwick, Jr. State College, Miss.
 215 Seth Foster Hudgins Newport News, Va.
 222 Charles J. Hackett Jacksonville, Ill.
 261 Carl Lentz, 2nd Short Hills, N.J.
 275 Joel Terry Walker Mattoon, Ill.
 282 Wm. Thomas Smith Detroit, Mich.
 290 Stephen Chas. Farris Bethlehem, Pa.
 294 Tilden P. Wright Littlefield, Texas
 327 Thomas W. Davis, 3d Brentwood, Tenn.

338 James David Garcia Del Norte, Colo.
 353 Prentiss D. Wynne, Jr. Forest Hills, N.Y.
 358 Donald K. Nickerson Fort Sill, Okla.
 382 Joseph T. Kingsley, Jr. Falls Church, Va.
 414 Wm. Jackson Fling Elkins, W. Va.

Infantry

40 John E.L. Huse Bath, Me.
 96 Joseph L. Dickman West Orange, N.J.
 97 Paul Joseph Long Patton, Pa.
 119 Eugene Allen Romig Byesville, Ohio
 150 Charles David Kepple Dunkirk, N.Y.
 159 Cecil Carel McFarland Wichita, Kans.
 171 Robert Carver Sears Springfield, Mass.
 184 Burnham L. Batson Manchester, Conn.
 190 Carl D. McFerran East Palestine, Ohio
 227 Daniel F. Tatum Booneville, Ark.
 233 Maurice Myron Miller Terril, Iowa
 262 Charles Henry Bowman Casper, Wyo.
 263 James Louis LaPrade Gregory, Texas
 280 William Stein Boyd Butler, Pa.
 285 Howard Bertolet St. Clair Beckley, W. Va.
 288 Alfred Virgil Walton Shattuck, Okla.
 298 Ray Joseph Will Evansville, Ind.
 300 Robert John Rogers New York, N.Y.
 311 Edwin Joseph Ostberg Brooklyn, N.Y.
 312 Perry M. Hoisington, 2d. Baltimore, Md.
 314 Oliver Burtis Taylor Palo Alto, Calif.
 318 Leon Robert Vance, Jr. Enid, Okla.
 321 Salvatore Edward Manzo Brooklyn, N.Y.
 325 Elmore George Brown Sacramento, Calif.
 326 Melvin Verner Engstrom Rawlins, Wyo.
 329 William Kemp Martin Atlantic City, N.J.
 335 Carl Walter Hollstein Spring Lake, N.J.
 336 Donald Franklin Hull Loveland, Colo.
 340 John Osburn Dickerson Duluth, Minn.
 341 Samuel G. Kail Huntington, W. Va.
 347 John William Jaycox Orlando, Fla.
 348 Walter James Alsop St. George, D.C.
 351 Robert Clarence Whipple Erie, Pa.
 356 Raymond T. Petersen Flushing, N. Y.
 359 Ellsworth Reily Jacoby Kansas City, Mo.
 368 William Calvin Banning Old Lyme, Conn.
 371 Frank Goodwin Forrest Garden City, N.Y.
 377 Ned Woods Glenn Wynmore, Nebr.
 401 John Carlos Edwards Champaign, Ill.
 410 Harry L. Murray, Jr. St. Louis, Mo.
 411 John Louis McCoy Pratt, Kans.
 412 Willard B. Atwell, Jr. Wakefield, Mass.
 415 Charles Manly Walton, Jr. Morganton, N. C.
 416 Edward Randall Ford Rochester, N.Y.
 420 George Thomas Coleman Lovington, N.M.
 421 Joseph Everett Reynolds Clarksville, Tenn.
 423 Newton Elder James Mason City, Iowa
 425 Carl A. Buechner, Jr. Altamonte Spgs., Fla.
 426 Edwin Peter Schmid Rapid City, S.D.
 430 Lewis Wilson Stocking Rockford, Ill.
 431 Matthew J. McKeever, Jr. Westerleigh, N.Y.
 433 William Robison Reilly Barre, Vt.
 437 Benjamin F. Avery, 2d. Aurora, N.Y.
 439 Kenneth Wilson Collins Magnolia, Del.
 440 Benjamin C. Chapla Lorain, Ohio
 444 James Walter Wilson North Baltimore, Ohio
 448 Milton B. Adams Corpus Christi, Texas

The newly commissioned second lieutenants of the Regular Army, as listed above, were assigned to civilian flying schools for primary training, as follows:

Parks Air College, East St. Louis, Ill.
 Robert B. Miller Eugene A. Rom

Parks Air College (Continued)

Thomas W. Davis	Carl W. Hollstein
John C. Edwards	Clark W. Mayne
Stephen C. Farris	Elbert O. Meals
William J. Fling	Harry L. Murray
Charles J. Hackett	Joseph E. Reynolds
Strother B. Hardwick	Ray J. Will

Santa Maria School of Flying, Hancock Airport,
Santa Maria, California

Charles R. Bowers	James E. Mather
	Oliver B. Taylor

Spartan School of Aeronautics,
Tulsa Municipal Airport, Tulsa, Oklahoma

Willard B. Atwell, Jr.	William K. Martin
Donald R. Boss	Donald K. Nickerson
John W. Carpenter, 3d	Edwin J. Ostberg
John A. Chechila	Joseph G. Perry
Kenneth W. Collins	Robert C. Richardson, 3d
Albert L. Evans, Jr.	Robert J. Rogers
Fred'k H. Foerster, Jr.	Edwin P. Schmid
Seth F. Hudgins	Daniel F. Tatam
William C. Jones	Robert C. Twyman
Donald F. Hull	Leon R. Vance, Jr.
Andrew J. Kinney	Joel T. Walker
John L. McCoy	Alfred V. Walton
Cecil C. McFarland	Robert C. Whipple

Ryan School of Aeronautics, Ltd.,
San Diego, California

Charles H. Bowman	Richard G. Lycan
Elmore G. Brown	James L. McBride, Jr.
George Y. Jumper	David K. White

Alabama Institute of Aeronautics, Inc.,
Municipal Airport, Tuscaloosa, Alabama.

Burnham L. Batson	John W. Jaycox
Vincent L. Boylan	Roger E. Phelan
Carl A. Buechner, Jr.	Harmon Lampley, Jr.
William D. Chadwick, Jr.	Levin L. Lee
Harold M. Crawford	Carl Lentz, 2d.
Roscoe C. Crawford	Richard V.W. Negley, Jr.
Warner W. Croxton, Jr.	William R. Reilly
Joseph L. Dickman	William L. Turner
Allen F. Herzberg	Charles M. Walton, Jr.
Charles H. Hillhouse	Arthur T. Williams, 3d.
John E.L. Huse	Prentiss D. Wynne

Dallas Aviation School and Air College,
Love Field, Dallas, Texas

Milton B. Adams	James B. Knapp
Benjamin F. Avery, 2d	James L. LaPrade
William S. Boyd	Paul J. Long
Harry N. Brandon	Wm. L. McDowell, Jr.
Thomas J.J. Christian	Carl D. McFerren
George T. Coleman	M.J. McKeever, Jr.
Robert W. Crandall	Salvatore E. Manzo
Melvin V. Engstrom	Ernest B. Maxwell
Walter W. Farmer	Jack G. Merrell
Edward R. Ford	Charles J. Parsons, Jr.
William A. Garnett	Raymond T. Petersen
Benoid E. Glawe	Lyle E. Peterson
Hugh A. Griffith, Jr.	Howard B. St. Clair
Laird W. Hendricks	Robert C. Sears
P.M. Hoisington, 2d	Claude L. Shepard, Jr.
Ellsworth R. Jacoby	Henry R. Sullivan, Jr.
Samuel G. Kail	Livingston N. Taylor
Charles D. Kepple	Thomas J. Webster
Joseph T. Kingsley, Jr.	Tilden P. Wright

Grand Central Flying School, Glendale, Calif.

Walter J. Alsop	James D. Green
Joseph H. Frost	Robert E. Greer

Chicago School of Aeronautics, Glenview, Ill.

William C. Banning	Richard S. Morrison
Robert F. Cassidy	Paul R. Okerbloom
Benjamin C. Chapla	John G. Pickard
Elwood P. Donohue	Delmer J. Rogers
Robert P. Haffa	John S. Samuel
Frank W. Iseman, Jr.	Donald M. Simpson
Edwin J. Latoszewski	William T. Smith
Philip H. Lehr	Lewis W. Stocking
Robert R. Little	Matthew Whalen
Charles J. Long, 3d	Thomas B. Whitehouse
Norman J. McGowan	James W. Wilson
Robert E. McMahon	George W.R. Zethren

Lincoln Airplane and Flying School,
Lincoln, Nebraska

Adam K. Breckenridge	Newton E. James
John O. Dickerson	Victor L. Johnson, Jr.
Frank G. Forrest	Maurice M. Miller
James D. Garcia	William W. Nichols
Ned W. Glenn	Leonard N. Palmer
Robert D. Hunter	Robert M. Wray

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SELFRIDGE FIELD PURSUITERS FLY TO BOSTON

Eighteen P-35 type Pursuit planes of the 1st Pursuit Group, Selfridge Field, Mich., left Langley Field, Va., on the afternoon of July 10th for Boston, Mass., after being serviced at the Peninsula airdrome by the emergency crew of the Base Operations Section.

The Selfridge Field pilots were on a navigation training flight. After their departure from Boston, they proceeded to Pittsburgh, Pa., and then to Atlanta, Ga., and Nashville, Tenn., before returning to Selfridge Field.

The first of nine planes arrived at Langley Field at about nine o'clock that morning, under the command of 2nd Lieut. James Gutherie. Captain Al Springer was in command of the second flight, which arrived at Langley Field at noon.

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CIVILIAN INSTRUCTORS COMPLETE COURSE

The final contingent of civilian flying instructors, 14 in number, completed the two weeks' course at the Randolph Field Instructors' School, prior to assuming their duties at the civilian flying schools participating in the Air Corps Pilot Training Program. A total of 42 potential instructors entered the course on July 5th, 14 of whom successfully completed the work.

Following the final day of instruction, the civilians began ferrying of additional primary training planes to the various schools under the leadership of Randolph Field officers. Major Martinus Stenseth led a flight of eight PT-3's to the Dallas Aviation School, Dallas, Texas. Lieut. Lloyd H. Dalton was in command of five PT-3's assigned to the Spartan School (Continued on Page 12).

PROMOTION OF AIR CORPS OFFICERS

Special Orders of the War Department, recently issued, announced the promotion of the following-named Air Corps officers, with date of rank as indicated:

To Colonel from June 12, 1939

Lieut. Colonel Walter H. Frank (Brigadier General, Wing Commander).

To Lieut. Colonel from June 12, 1939

Major Willis H. Hale (temporary Lieut. Colonel).

The following-named Captains of the Air Corps, all holding the temporary grade of Major, were promoted to the permanent grade of Major:

With rank from June 12, 1939

Michael E. McHugo	Fred C. Nelson
James L. Grisham	Edward M. Morris
Earl S. Hoag	Hugh A. Bivins
Vincent J. Meloy	Burton F. Lewis
Charles E. Branshaw	Elmer J. Bowling
Edward W. Raley	Orin J. Bushey
James T. Hutchison	Fred S. Borum
Edwin R. Page	George W. Polk, Jr.
Harvey H. Holland	Christopher W. Ford
Russell L. Maughan	Devereux M. Myers
Oliver P. Gothlin, Jr.	Alfred W. Marriner
Eugene B. Bayley	Guy H. Gale
Dache M. Reeves	Muir S. Fairchild
Leo F. Post	James G. Taylor
John C. Kennedy	Leland W. Miller
Edmund P. Gaines	Raphael Baez, Jr.
Harvey W. Prosser	Don L. Hutchins
Clayton L. Bissell	Clarence H. Welch
Horace S. Kenyon, Jr.	Ennis C. Whitehead
Leland C. Hurd	Alfred J. Lyon
Robert V. Ignico	Harold L. Clark
Leland R. Hewitt	Sam L. Ellis
Clifford C. Nutt	George G. Lundberg
Isaiah Davies	Eugene L. Eubank
Arthur W. Vanaman	Lawrence A. Lawson
Franklin O. Carroll	Albert W. Stevens
Frederick W. Evans	Bayard Johnson
Harry G. Montgomery	

With rank from June 29, 1939

Frank M. Paul

With rank from July 1, 1939

Samuel M. Connell	Paul L. Williams
Chas. B. DeShields	Clarence P. Kane
John E. Upston	Harry Weddington
Reuben C. Moffat	Samuel C. Eaton, Jr.

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Civilian Instructors Complete Course
(Continued from Page 1)

of Aeronautics at Tulsa, Okla. Lieut. Coulter commanded a flight of two PT-13's to the Ryan School of Aeronautics at San Diego, Calif., and Lieut. John N. Reynolds led two PT-13's to the Lincoln Flying School at Lincoln, Neb.

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Colonel Lawrence S. Churchill, Air Corps, has been relieved from assignment and duty at Langley Field, Va., and assigned to duty in the Philippine Department.

"WINGS OF THE ARMY" RADIO PROGRAM

In an effort to create interest in the School and stimulate recruiting, the Air Corps Technical School has gone on the air with a series of radio programs.

Station WDWS, 1370 Kcs., owned and operated by the News Gazette, of Champaign, Ill., has spent many hours with their announcers and technicians looking over the layout of Chanute Field in order that this series may be presented in an entertaining and accurate manner.

The first of the series went over the ether waves on the evening of July 17th and featured a talk by 1st Lieut. Paul Hanley, Air Corps, of the Air Corps Technical School Staff, and nine members of the Chanute Field Wing Chorus, under the direction of 2nd Lieut. P.H. Dane, Air Corps, in a group of familiar songs. Lieut. Hanley opened the series with an explanation of the role of the School in the Air Corps Expansion Program.

On Monday, July 24th, the second of the series was presented, and the theme was dramatized by Mr. Marc Howard, of the studio staff, and portrayed the assignment of eight students at March Field to the School, the flight enroute, arrival, assignment to quarters, Trade Test, and resume of full course of instruction at Chanute Field.

The series will continue each Monday evening from 7:00 to 8:00 p.m., until each phase of training has been covered in detail. The characters are being portrayed by members of the Department of Communications, especially selected for their experience with radio broadcasting. The men are: Sergeants W.E. Jones, M.B. Morton, Privates H.A. Slad, R.L. Evans, J.A. Laurence, C.L. Barton, J.P. Van Tuil and P.E. Chamberlain.

"It is anticipated," declares the News Letter Correspondent, "that the series will receive favorable reception within the broadcasting area of Station WDWS, and the thanks of the Air Corps are due the personnel of the radio station for their untiring efforts to make the program entertaining and technically accurate. Three individuals are especially deserving of an expression of appreciation - Ken Rice, Program Director; Marc Howard, announcer assigned to the A.C.T.S. broadcast, and Max Kimbrell, Chief Engineer of the station.

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Under Special Orders of the War Department, two Air Corps officers were directed to proceed to their respective homes to await retirement, namely, Major Bushrod Hoppin, who has been relieved from duty at Moffett Field, Calif., and Captain Herbert W. Anderson, who has been relieved from observation and treatment at Fitzsimons General Hospital, Denver, Colorado.

NEW CLASS STARTS AT SCHOOL OF AVIATION MEDICINE.

The routine course of instruction to qualify medical officers for duty as Flight Surgeons was commenced at the School of Aviation Medicine, Randolph Field, Texas, on July 15, 1939, and will continue for four months. The following student officers are enrolled:

Medical Corps, U.S. Army.

Captain James G. Moore,
Mitchel Field, L.I., New York.
Captain Gus W. Neece,
Wright Field, Dayton, Ohio.
1st Lieut. Andres G. Oliver,
Boston Airport, Boston, Mass.
1st Lieut. George Zalkan,
Scott Field, Ill.
1st Lieut. Robert H. Looney, Jr.,
Kelly Field, Texas

Medical Corps, U.S. Navy

Lieut. Cecil D. Riggs,
Lieut. (JG) Norman L. Barr,
Lieut. (JG) Nicholas E. Dobos,
Lieut. (JG) Earle E. Metcalfe,
Lieut. (JG) Samuel J. Wisler
All of Pensacola, Fla.

Medical Corps, Philippine Army

1st Lieut. Trajano V. Bernardo,
Manila, P.I.

Two basic courses are conducted annually, starting July 15th and December 1st of each calendar year.

In addition to the resident courses, the School conducts throughout the year extension (correspondence) courses of considerable magnitude. The School of Aviation Medicine is an activity of the Air Corps Training Center.

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NEW INTERNATIONAL RECORD BY AIR CORPS

One of the most coveted of international aviation records was returned to this country from Europe, according to an announcement on August 1st by officials of the National aeronautic Association.

This record for carrying the greatest pay-load to an altitude of 2,000 meters (6,561.66 feet), was made late in the afternoon of July 31st at Dayton, Ohio, by Major Caleb V. Haynes and Captain W.D. Old in the Army's Boeing super Flying Fortress, which they flew to an altitude of 8,200 feet with a pay-load of 15½ tons, exceeding the former record made in Russia by more than one ton. Mr. William Enyart, Secretary of the National Aeronautic Association, went to Dayton several days previous to the flight to supervise it and to place sealed barographs in the plane after the load itself had been weighed and sealed. Mr. Enyart was accompanied by Dr. W.G. Brombacher, of the Bureau of Standards, and both acted as official observers.

In spite of a cross wind, this airplane, weighing a total of 74,000 pounds, left the field in 47 seconds. The airplane climbed until it reached the 6,500.61 foot level and continued nearly 2,000 feet more to an altitude of 8,200 feet.

The record was made as a part of the Air Corps' celebration of its 30th birthday, August 2, 1939. The actual pay-load of the big plane, made up of water and lead, totalled 31,205 pounds, as against 28,660 pounds carried by a Russian plane of the Maxim Gorky Plant to 6,561 feet at Tchelkovo, U.S.S.R., on November 20, 1936.

The Boeing XB-15 has a wing spread of 150 feet and is 90 feet long. It is powered by four twin row Pratt & Whitney "Wasp" radial engines. Air Corps officials stressed the fact that both airplane and motors were of the regular service type and had not been specially groomed for the record flight.

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GOOD WILL FLIGHT TO CENTRAL AMERICAN REPUBLICS. ✓

In a B-18 airplane of the 44th Reconnaissance Squadron, Brigadier General Herbert A. Dargue, Air Corps, Commanding General of the 19th Wing, accompanied by Lieut. Colonel Francis M. Brady, Wing Executive Officer, and 2nd Lieut. Sam Maddux, Aide-de-Camp, took off recently for San Jose, Costa Rica, on the first leg of a trip throughout the Central American Republics. The good will flight had as its objective the discussion of landing field facilities with military representatives of these countries. Throughout the trip, which included an overnight stop in the capital of each of the Central American countries, the members of the flight were extended every courtesy.

The flight returned to Albrook Field, Canal Zone, on July 5th, having visited San Jose, Costa Rica; Managua, Nicaragua; Guatemala City, Guatemala; San Salvador, El Salvador, and Tegucigalpa, Honduras.

It is believed by everyone concerned that the promotion of courtesy flights between the Central American Republics and the United States Air Corps in the Canal Zone will result in a marked increase in the friendly feelings of the countries involved. The capital cities of Central America have often played host to the American pilots from the Canal Zone, and continue to do so. Each pilot who has visited these cities knows that he can always be sure of a cordial welcome there, and there has been none but the most pleasant relations among the military personnel. The hope is expressed that the increase of these courtesy visits by air will strengthen still further the bonds of friendship.

GRADUATIONS FROM A. C. TECHNICAL SCHOOL

The following-named officers graduated on June 23rd last from the Air Corps Technical School, Chanute Field, Ill., in the courses indicated:

Airplane Maintenance Engineering
Air Corps

Captain John J. Morrow
1st Lieut. Millard C. Young
1st Lieut. Lawson S. Moseley, Jr.
1st Lieut. Paul T. Hanley
1st Lieut. Elvin S. Ligon
1st Lieut. John M. Hutchison
1st Lieut. Arnold T. Johnson
1st Lieut. Joseph B. Stanley
1st Lieut. Clair L. Wood
1st Lieut. Harry Coursey
1st Lieut. Harold Kreider
2nd Lieut. Homer A. Boushey, Jr.

U. S. Marine Corps

Captain Booker C. Batterton

U. S. Coast Guard

Lieut. E. E. Fahey
Lieut. C. L. Harding
Lieut. (JG) L. H. Seeger

National Guard

Captain William C. Canby
1st Lieut. Clifton C. Hutchison
1st Lieut. John J. Kennedy
2nd Lieut. Vincent G. Huston

Philippine Army Air Corps

2nd Lieut. Andres O. Cruz

Communications

Air Corps

1st Lieut. William M. Canterbury
1st Lieut. Richard A. Legg
1st Lieut. Albert T. Wilson, Jr.
1st Lieut. Glenn C. Thompson
1st Lieut. Carl Swyter
2nd Lieut. Seward W. Hulse, Jr.
2nd Lieut. Paul H. Dane

National Guard

1st Lieut. Theodore C. Castle
1st Lieut. Emmett J. Kelly
1st Lieut. James I. Vanderhoff
1st Lieut. John V. Wallen

Philippine Army Air Corps

2nd Lieut. Andres O. Cruz

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LANGLEY FIELD VISITED BY COL. LINDBERGH

Officials at Langley Field, Va., announced that Colonel Charles A. Lindbergh made a brief visit to that field on July 12th. He flew down from Bolling Field, D. C., in a Seversky Pursuit plane and spent several hours in the administrative section of the National Advisory Committee for Aeronautics. It was his second visit to Langley Field since returning from Europe.

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Major Bob E. Nowland, Air Corps, was relieved from duty as Instructor, 40th Division Aviation, California National Guard, Los Angeles, and assigned to duty at March Field, Calif.

NORWEGIAN OFFICERS VISIT LANGLEY FIELD

Captains Motzfeldt and Reisfad, of the Royal Norwegian Air Force, visited the 8th Pursuit Group, GHQ Air Force, Langley Field, Va., recently.

These officers stated that the purpose of their visit to the United States was to gain first hand information regarding Pursuit types of airplanes, since the Norwegian government was contemplating the purchase of Pursuit planes of the American type in the very near future. They also stated that they were favorably impressed with the highly efficient system of maintenance which is responsible for the superior state of repair and cleanliness they found at all of the Army air fields that they had visited during their inspection tour.

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LEOPARD ACCUMULATES FLYING TIME

Staff Sergeant Howard A. Jauernig, Air Corps, now a member of the 21st Reconnaissance Squadron, Langley Field, Va., is the owner of a very unusual pet. It is so unusual, in fact, that officers and men of the Squadron are a bit wary upon first seeing the animal.

The pet is known as a long-tailed ocelot. Its native home is in Colombia, South America. Sergeant Jauernig acquired it while on duty in the Panama Canal Zone. Since joining the Squadron, the ocelot has logged ten hours of flying and behaves like a veteran in the air.

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RESERVE OFFICER SERVES TENTH TOUR OF DUTY AT LANGLEY FIELD.

Major "Hal" Bazley, Air Reserve, was recently back at Langley Field for his annual two-weeks' tour of duty with the 33rd Pursuit Squadron, and renewed old acquaintances as well as making new ones.

For the past two and one-half years, Major Bazley has been Assistant Chief of the Pennsylvania Division of Aeronautics. Prior to this he managed the Allegheny County Airport at Pittsburgh, Pa. Upon the completion of this tour of active duty he planned to join the All-American Aviation Corporation as Assistant Operations Manager at Pittsburgh. This was his tenth tour of active duty at Langley Field, during the course of which he checked out in the P-36 and was highly impressed with its performance capabilities. He said it is a mighty long call to the Sopwiths on which he performed duty as flying instructor at Tours, France, over 3800 flying hours ago.

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FIRING PROBLEMS BY INDIANA NAT'L GUARD

The 3rd Battalion, 150th Field Artillery, Indiana National Guard, commanded by Major Osborne R. Thompson, conducted recently four firing problems with the use of aerial observation, Lieut. C.F. Peterson, of the 113th Observation Squadron, Indiana National Guard, being the observer.

Bursts were represented by the usual "smoke bombs" borrowed from the Air Corps.

Because of the shortage of available ground personnel to operate the smoke bombs, and having in mind the fact that the purpose of the exercise was practice in procedure and communications rather than a test of the eyesight of the observer, the following scheme was used to operate the bursts instead of the usual distribution of a number of smoke bomb operators around the target.

The "target party" consisted of a station wagon with one officer, one chauffeur, one smoke bomb operator and one radio operator equipped with a 194 radio set.

The set-up at the battery consisted of the usual telephone lines, a 178 radio for communication with the airplane, and a 194 set for communication with the target party.

When the initial command to fire was given, the target party released a smoke bomb from the general vicinity of the target. The sensing received from the air observer was immediately relayed to the target party (by radio) and they moved their truck the corresponding distance (right or left, short or over) and reported ready to fire from the new position. This took but a few seconds. When the battery was again ordered to fire, the target party likewise instructed and fired another smoke bomb after the proper interval to allow for the time of flight of the projectile. This procedure was followed for each salvo.

On completion of the problem, the truck moved rapidly to the next target and repeated the procedure.

The advantages of using a mobile target party are as follows:

Saving of personnel and smoke bomb equipment.

Simplicity of control of bombs, since each was fired under the direct supervision of the target officer where he indicated.

Only one smoke bomb operator need be trained.

The same target party can be used for several widely separated targets with a minimum loss of time.

The disadvantages are as follows:

The ground in the vicinity of the targets must be such as to permit movement of the truck in any direction.

The truck itself may "give away" the

location of the burst before the smoke bomb is actually fired.

In this connection, the observer reported as follows:

"I do not believe the truck assigned to the smoke puff detail 'gave away' the target location, as I have no recollection of seeing the truck after the problem began....it would be very difficult, if not impossible, for an observer to identify the truck at the usual altitude from which such problems are ordinarily worked, i.e., above 6,000 feet. Incidentally, I observed several bursts on this problem that were in what seemed to be a plowed field, and I have no recollection of seeing the truck."

In problems where the use of four guns is contemplated, some scheme could be worked out to have four smoke puff operators in the target truck or to use some other form of burst (such as a smoke grenade) which one man could throw on the ground as he ran along the line of bursts or which could be thrown from the truck as it was driven along the line.

"While it is obvious," says the News Letter Correspondent, "that this method of representing bursts is not as satisfactory as a well planned net work of smoke bomb operators, properly dispersed and controlled, it is very simple, takes a few men, and can be improvised so quickly that it may have its uses."

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COAST ARTILLERYMEN VISIT NICHOLS FIELD

Approximately 40 officers from the 59th and 60th Coast Artillery regiments at Fort Mills, Corregidor, visited Nichols Field, P.I., on June 22nd and 23rd for a brief orientation into local Air Corps activities. The contingent was divided into two echelons, about 20 arriving on the first day and the remainder the following day.

Lieut. Colonel William H. Crom, Air Corps, Commanding Officer of the 4th Composite Group and Nichols Field, greeted the visitors and delivered a brief address regarding the organization, equipment and training objectives of Air Corps units in the Philippine Department.

This was followed by an informal inspection of the airplanes and hangars of the 2nd Observation Squadron, 3rd Pursuit Squadron, Headquarters Flight and other Nichols Field installations. The airplanes of the organizations were arranged on the hangar lines and the Squadron engineering officers accompanied the party and explained the various types of equipment.

Special aerial demonstrations were also staged. The 3rd Pursuit Squadron, commanded by Captain Alden R. Crawford, V-8172, A.C.

Air Corps, flew acrobatic, formation and a simulated attack problem. They concluded their mission by honoring the Coast Artillery officers with an aerial review.

Dropping and picking up of messages while an airplane was in flight was demonstrated on the first day by 1st Lieut. Harry N. Burkhalter, Jr., Air Corps, and by 1st Lieut. Frederick E. Calhoun, Air Corps, on the final day.

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DEATH OF MAJOR PAUL C. DURBIN

Major Paul C. Durbin, Air Reserve, was killed in the crash of a BT-9 airplane on July 14, 1930, at Bethpage, Long Island, about seven miles east of Mitchel Field. Witnesses of the accident reported that the airplane appeared to stall at approximately 1,000 feet with the motor running slowly as it went into a spin and struck the ground at a flat angle.

Major Durbin enlisted as an Aviation Cadet on June 5, 1917. Upon completion of ground school training at Cornell University, he was ordered overseas and was in a group of Cadets who received their flying training at Foggia, Italy. Following his acceptance of a commission as a Lieutenant on June 3, 1918, he went to Ford Junction Airdrome at Sussex, England, where he was attached to a Handley Page Bombing Squadron for special training.

Following his war service, Major Durbin accepted a commission in the Officers Reserve Corps. He was promoted to Captain on May 11, 1923, and to Major on January 25, 1930. He was particularly proficient in aerial photography and had completed the photographic course at the Air Corps Technical School at Chanute Field, Rantoul, Ill. As an active pilot in command of the 861st Observation Squadron of Reserve officers at Mitchel Field, New York, Major Durbin had a large total of flying time and had received a certificate in the Instrument Flying and Blind Landing Course on the Link Trainer.

In civilian life Paul C. Durbin was an engineer with the Western Electric Company for over 16 years. He attended Purdue University and was a member of Sigma Chi Fraternity. Organizations of which he was a member included the Air Reserve Association of the U.S., Aviators Post of the American Legion, Quiet Birdmen, Candida Masonic Lodge of Chicago, and various technical societies.

Funeral services were held at Great Neck, Long Island, and interment was at Arlington National Cemetery, Washington, D.C.

BRITISH MILITARY ATTACHE VISITS AIR CORPS STATIONS.

Colonel Richard V. Read, Military Attache to the British Embassy, visited Kelly Field on July 14th, and inspected the activities of the Air Corps Advanced Flying School. He was escorted by Colonel Frank D. Lackland, Colonel E.A. Lohman, Major Isaiah Davies and Captain Henry R. Baxter.

On the following day, Colonel Read visited the San Antonio Air Depot at Duncan Field, Texas, and expressed himself as greatly pleased at the opportunity of inspecting Air Corps shops and supply activities thereat.

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AIR CORPS PERSONNEL NOTES

Four Air Corps officers, Colonels John D. Reardan, Ira A. Rader, Lieut. Colonel Willis H. Hale and Major Harold A. McGinnis, were recently detailed in the Inspector General's Department.

Colonel Reardan, who for the past four years has been on duty as Procurement Planning Representative for the Air Corps, New York, is assigned to the Headquarters of the 9th Corps Area, Presidio of San Francisco, Calif.

Colonel Rader, who has been on duty at Barksdale Field, La., is assigned to the Headquarters of the 8th Corps Area, Fort Sam Houston, Texas.

Lieut. Colonel Hale, who has been on duty in the Panama Canal Department, is assigned to duty at Langley Field, Va., as is also Major McGinnis, who has been on duty at March Field, Calif.

Lieut. Colonel Carlyle H. Wash, Air Corps, was promoted to the grade of Colonel (temporary) with rank from July 14, 1939; Major Ross F. Cole to Lieut. Colonel (temporary) with rank from July 28, 1939, and Captain Hugo P. Rush to Major (temporary), with rank from July 19, 1939.

Brigadier General Frank M. Andrews, U.S. Army, formerly Commanding General of the G.H.Q. Air Force and the second Air Corps officer to be appointed a general officer of the line of the Army, has been detailed as a member of the General Staff, assigned to the War Department General Staff, G-3, Office of the Chief of Staff, Washington, D.C., effective August 4, 1939, and directed to report for duty accordingly.

Major Robert Kauch was appointed to the grade of Lieut. Colonel (temporary) effective July 4, 1939, and Captain John L. Davidson to the temporary rank of Major, effective June 28, 1939.

THE AUGUST, 1939, PRIMARY FLYING CLASS

Flying Cadets

To the Alabama Institute of Aeronautics, Inc.,
Tuscaloosa, Alabama

Austin, George Lafayette, Jr.	Stevenson, Ala.
Tallent, Guy Bill	Stevenson, Ala.
Hunt, William Bennett	Clermont, Fla.
Wilkes, Gardner J.	Jacksonville, Fla.
Baxter, Reuben Augustus	Decatur, Ga.
Barthman, Henry B.	Decatur, Ga.
Tilly, Harwell P., III	Jonesboro, Ga.
Helst, John Bernt	Savannah, Ga.
Maxey, Horace H.	Wickliffe, Ky.
Prendergast, Edwin Morgan	Covington, La.
McCough, William Malcolm	Morton, Miss.
Wallace, John	East Orange, N.J.
Cole, Richard Herbert	Elizabeth, N.J.
Bickell, George Ross	Nutley, N.J.
Armstrong, Harold Reid, Jr.	South River, N.J.
Hennia, Philip Francis	West End, N.J.
Bender, Frank Peter	Brooklyn, N.Y.
Hicks, Daniel M., II	Brooklyn, N.Y.
Jacobs, Harold Herman	Brooklyn, N.Y.
Maiersperger, Walter Paul	Brooklyn, N.Y.
McTague, Hugh O'Neill	Brooklyn, N.Y.
Puglisi, Vincent	Brooklyn, N.Y.
Rink, Harold H.	Brooklyn, N.Y.
Grunewald, Kenneth F.	Flushing, N.Y.
McKenna, Charles F., III	Fort Totten, L.I., N.Y.
Ball, Alfred John, Jr.	Jamaica, N.Y.
Mulholland, Mitchell J.	Long Island, N.Y.
Wilder, Alan W.	Garden City, L.I., N.Y.
Champlain, Daniel Dolph	New York, N.Y.
Jones, Charles Lewis	New York, N.Y.
Walmsley, Hallock Peter K.	New York, N.Y.
Schmidtchen, Robert P., Jr.	Sag Harbor, L.I., N.Y.
Myers, Earle Russell	Alexandria, Va.
Chiles, John William	Natural Bridge, Va.
Warner, William Scott	Richlands, Va.
Riddick, Willis S.	Suffolk, Va.
Barnard, William F.	Virginia Beach, Va.
Miner, Tracy Coit, Jr.	West Point, Va.

To the Chicago School of Aeronautics,
Glenview, Illinois

Gerrity, Thomas Patrick	Chicago, Ill.
Mino, Raymond William	Evansville, Ind.
Clough, Fred Augustus, Jr.	Auburn, Me.
Marsh, Edward L.	Bangor, Me.
Tukey, Philip Edgar, Jr.	Cape Elizabeth, Me.
Paul, James S.	Fort Fairfield, Me.
Dyer, Hamilton Higgins, Jr.	Kennebunk, Me.
Watson, Festus George	Portland, Me.
Snow, Richard Maurice	Rockland, Me.
Ellis, Peter George	Springfield, Mass.
Haynes, Albert Lee	West Acton, Mass.
Stafford, Cyrus Black	Camden, N.J.
Mullins, William P.	Cambridge, Ohio
Fleet, Burton Rush	Tiffin, Ohio
O'Brien, William J.	Buffalo, N.Y.
Barreford, Daniel McPherson, Jr.	Edwards, N.Y.
Lipsie, Henry Isaac	Utica, N.Y.
Donaldson, William Niven, Jr.	Pawtucket, R.I.
Jablecki, Leon Matthew, Jr.	Pawtucket, R.I.
Lotito, Ralph John	Providence, R.I.
McGovern, David Regan	Providence, R.I.
Starbuck, James E.	Burlington, Vt.

McKenzie, Melvin Almon St. Johnsbury, Vt.

To Dallas Aviation School and Air College,
Dallas, Texas

Jolly, Hoyt Avery, Jr.	Auburn, Ala.
Rhodes, Larkin T., Jr.	Bay Minette, Ala.
Marshall, Richard M., Jr.	Birmingham, Ala.
Edwards, John Thomas, Jr.	Montgomery, Ala.
Anderson, Benjamin F., Jr.	Sellers, Ala.
Simpson, Donald Andrew	Carrollton, Ill.
Tuggle, James Roger	Albany, Ky.
Parks, Cyrus Curtiss	Berea, Ky.
Craft, Winfred O.	Crestwood, Ky.
Will, Joe O., Jr.	Louisville, Ky.
McCullar, Kenneth D.	Courtland, Miss.
Guenther, Charles Curtis	State College, Miss.
Bowers, Thomas Lane	Charlotte, N.C.
Carter, John Ted	Mars Hill, N.C.
Beverly, Jack Thompson	Raleigh, N.C.
McLean, John L., Jr.	Raleigh, N.C.
Moseley, Cuthbert L., Jr.	Raleigh, N.C.
Worrell, James Abner, Jr.	Rich Square, N.C.
Sonenfield, Robert	Lakewood, Ohio
Knox, Forrest Thomas	Buffalo, S.C.
White, Robert Wilson	Jackson, Tenn.
Dumas, Roger Edmond	Memphis, Tenn.
Thomason, Julius M.	Nashville, Tenn.
Webber, William Alexander	Nashville, Tenn.
Blackmon, Linnon Robert	Abilene, Texas
Lankford, Eugene Ernest	Austin, Texas
Toomey, John Marshall	Austin, Texas
Bialock, A.V.	Beeville, Texas
Reyes, Alvino Villarreal	Beeville, Texas
Kadanka, Victor Daniel	Corpus Christi, Texas
Morris, Norman Gayle	Cross Plains, Texas
Cobb, Edward Everett, Jr.	Dallas, Texas
Farris, Carrol C.	Dallas, Texas
McIlheran, Robert C., Jr.	Dallas, Texas
McIver, Otto Bill	Dallas, Texas
Crump, James F.	Dublin, Texas
Tanner, Kenneth B., Jr.	Eastland, Texas
Sears, Thomas E.	Fort Worth, Texas
Collins, Thomas Franklin	Garden City, Texas
Dittman, Henry	Goose Creek, Texas
Gunstream, Walter C.	Houston, Texas
Heiss, Gustave M., Jr.	Houston, Texas
Odom, Willie C.	Houston, Texas
Teaff, Spohnie E., Jr.	Houston, Texas
Ramsey, Thomas Isaac	Karnes City, Texas
Carter, James Pearson	Kingsbury, Texas
Cook, Howard Gordon	Kingsville, Texas
Hall, Donald Pierce	Kingsville, Texas
Martin, Ernest Franklin	Kingsville, Texas
Barnes, William Ford, Jr.	Pharr, Texas
Mullin, Vernon Q., Jr.	San Antonio, Texas
Uhr, Clinton W.	San Antonio, Texas
Colston, Joe Rex, Jr.	Santa Anna, Texas
Hluchan, Woodrow Otto	Sealy, Texas
Goodwin, Ceaborn Harvey, Jr.	Stephenville, Texas
Chapman, Benjamin F.	Sulphur Springs, Texas

To the Grand Central Flying School,
Glendale, California

Rombach, Lionel	Tucson, Ariz.
O'Connor, Everett James	Hollister, Calif.
Wheeler, Claremont Edward	San Jose, Calif.

Grand Central Flying School (Continued)

Cox, Urvin Wayne	Ukiah, Calif.
Arnold, Jesse Gilmore	Visalia, Calif.
Smith, Eugene C.	Boulder, Colo.
Bohman, Thomas Spare	Denver, Colo.
Ekland, Robert Nelson	Clinton, Iowa
Stevens, Bradford Vernon	Fenton, Iowa
Clift, James Burton	Hornick, Iowa
Moeller, Werner Gilman	Iowa City, Iowa
Wolfe, Harold K.	North Liberty, Iowa
Hubbard, Mark E.	St. Paul, Minn.
Kanouff, George O.	Omaha, Neb.
Ruegg, Robert George	Boring, Ore.
Fisher, Charles E.	Corvallis, Ore.
Hansen, Charles E.	Corvallis, Ore.
Anderson, Conrad A.	Cove, Ore.
Ireland, Loren Elsworth	Marshfield, Ore.
Yaeger, Donald B.	Portland, Ore.
Caisse, Kenneth M.	Salem, Ore.
Shepard, Allen LeRoy	Silverton, Ore.
Williams, Earl Charles	Wasco, Ore.
Behling, Lincoln E.	Kaysville, Utah
Blair, William J.	Magna, Utah
Crismore, George Willard	Salt Lake City, Utah
Mulica, Robert W., Jr.	Salt Lake City, Utah
Neslen, Alfred J.	Salt Lake City, Utah
Sorenson, Blair M.	Salt Lake City, Utah
Van Cott, Charles Robert	Salt Lake City, Utah
Peterson, Chesley Gordon	Santaquin, Utah
Phillips, Ivan G.	Smithfield, Utah
Phillips, Thomas A.	Springville, Utah

To Lincoln Airplane and Flying School,
Lincoln, Nebraska

Meeks, George Everett	Washington, D.C.
Smith, James Russell	Fort Wayne, Ind.
Culley, Ray F.	Indianapolis, Ind.
Maxwell, Allison	Indianapolis, Ind.
Taylor, John M.	Indianapolis, Ind.
Lipshultz, Hyman	Chicago, Ill.
DeFrain, Orville Donald	Alexandria, Neb.
Peterson, Leo S.	Grand Island, Neb.
Lauritsen, Carl Richard	Kennard, Neb.
Smith, Charles Loomis	Lincoln, Neb.
Stroud, Walter Charles	Lincoln, Neb.
Armitage, Horace Gregg	Omaha, Neb.
Ferry, James P.	Akron, Ohio
Neidhardt, Donald Wyse	Bowling Green, Ohio
Petri, Christian, Jr.	Cleveland, Ohio
Greenfield, William D.	Dayton, Ohio
Campbell, David A.	Plattsburg, Ohio
Lentz, George Lawrence	Philadelphia, Pa.
Pierce, Richard Torrence	West Lawn, Pa.
Johnson, Lewis F.	Eau Claire, Wis.
Watters, Rufus W.	Eau Claire, Wis.
Schilling, David Carl	Land O'Lakes, Wis.
Grueschow, George F.	Milwaukee, Wis.
Hoge, Harvey John	Milwaukee, Wis.

To Parks Air College, East St. Louis, Illinois

Risley, William E.	Bethlehem, Conn.
Mills, Henry Lynde	Greens Farms, Conn.
Northrop, Douglas Clinton	Glenbrook, Conn.
Granbery, Edwin C., Jr.	Greenwich, Conn.
Toubman, Isadore W.	Wethersfield, Conn.
Albert, Kenneth Wendell	Galesburg, Ill.
Carlgran, Irving O.	Rockford, Ill.
Fox, William C.	Dawson Springs, Ky.

Townsley, Floyd Wayne	Ashfield, Mas
Bernhardt, Roger Burton	Brookline, Mas
Wasserman, Lee Simon	Cambridge, Mas
Flood, James Joseph	Lynn, Mas
Mullin, James Edward	Milford, Mas
Fanning, Francis T.	Milton, Mas
Dupouy, Parker Shapleigh	Seekonk, Mas
MacDougall, George Fulton	Waltham, Mas
Pazzella, Alfred W.	Watertown, Mas
Cole, Alden Chamberlin	Whitman, Mas
Hanlon, Alfred James, Jr.	West Roxbury, Mas
Toner, James Vincent, Jr.	West Newton, Mas
Lippe, Edward E.	Winthrop, Mas
Zimmerman, Robert Harrison	Detroit, Mich
Eller, Verlin Emerson	Vicksburg, Mich
Atkins, Walter Jackson	Warrensburg, M
Winsborough, Richard James	Warrensburg, M
Nicholson, Frank James	Brooklyn, N.
MacTaggart, Irving Paul	Buffalo, N.
Miller, Paul D.	Patton, Pa
Haviland, Isaac John	Philadelphia, Pa
Palm, Arthur William	Philadelphia, Pa
Bowditch, Willits H.	Swarthmore, Pa
Tonge, Stafford H.	Willow Grove, Pa
Threlkeld, William Martin	Nashville, Tenn
Yearwood, Roy Waggoner	Nashville, Tenn
Downs, James Albright	Morgantown, W. Va
Hancock, Roy W., Jr.	Morgantown, W. Va
Oliver, Anthony E.	Smithers, W. Va
Lingard, Aldro I.	Madison, Wis
Peter, William Al.	Wauwatosa, Wis
Truax, Thomas L.	Madison, Wis

To Ryan School of Aeronautics, Ltd.,
San Diego, California

Biddlecome, Bruce Dutton	Phoenix, Ariz
Cribbs, Jerome Highland	Tucson, Ariz
Huntington, Edward M.	Tucson, Ariz
Wigley, Roy C.	Tucson, Ariz
Stacher, Sherman F., Jr.	Window Rock, Ariz
Hoover, Travis	Arlington, Calif
Grossmith, Louis B., Jr.	Berkeley, Calif
Bourdon, George H., Jr.	Compton, Calif
Hopkins, Joe Harrison	Gardena, Calif
Johnston, James E.	Los Angeles, Calif
Rogers, Robert Conant	Los Angeles, Calif
Taylor, Royall Holloway	Los Angeles, Calif
Settle, Ralph Eugene	Kingsburg, Calif
Pace, Stephen A., Jr.	Long Beach, Calif
Hewitt, Lynn Jerome	Oakland, Calif
McPherson, Donald G.	Pasadena, Calif
McCall, Jack O.	Redlands, Calif
Miller, Austin Luther	Redlands, Calif
Evans, Claude F.	San Bernardino, Calif
Sladeck, William V.	San Diego, Calif
Morris, Harry Albert	Castle Rock, Colo
Ptacek, Ralph Frank	Denver, Colo
Sustrick, Edward Frank	Fort Collins, Colo
Kehmsier, Gale Clevenger	Gunnison, Colo
Loesch, Richard L., Jr.	Montrose, Colo
Moore, Richard Arthur	Silver City, N.M
Taylor, Walter Kearns	Corvallis, Ore
Thomas, Joseph Edward	Madras, Ore
Reed, Jack Best	Seattle, Wash

To Santa Maria School of Flying,
Santa Maria, California

Bettwy, William Frederick	Nogales, Ariz
Jones, William Woodruff	El Centro, Calif

Santa Maria School of Flying (Continued)

Fremlin, Ray Addison	Fillmore, Calif.
Terzian, Roger E.	Fresno, Calif.
Jones, Jack Edwards	Long Beach, Calif.
Hornby, David Alonzo	Redlands, Calif.
McGill, Wallace Theodore	Boise, Idaho
Olson, Virgil Willis	Boise, Idaho
Foster, Byron W.	Craigmont, Idaho
Imman, Clyde Richard	Fayette, Idaho
Keatts, Robert N.	Moscow, Idaho
Morrow, William J.	Moscow, Idaho
Robertson, Dale F.	Parma, Idaho
Odell, William Charles	Brentwood, Mo.
Collins, John L.	Butte, Mont.
McKee, Robert T.	Butte, Mont.
Fay, Fergus C.	Helena, Mont.
Wanderer, Ralph M.	Hamilton, Mont.
Eveland, Ivan W.	Missoula, Mont.
Scott, Raymond H.	Missoula, Mont.
Noreen, Eugene L.	Phillipsburg, Mont.
DeLano, Frederick L.	East Grand Forks, Minn.
Mornsau, Chester E.	Milaca, Minn.
Palmer, Arthur Donald	Meadowlands, Minn.
Ewbank, John Nelson, Jr.	Minneapolis, Minn.
Well, Marvin R.	Minneapolis, Minn.
Monico, Albert L.	Nashwauk, Minn.
Boggs, Kenneth D.	St. Paul, Minn.
Gregersen, Kenneth Judge	St. Paul, Minn.
Gira, Bernard Francis	Custer, S. D.
Krieger, Herman G.	Gregory, S. D.
Foreman, Alphons Edwin	Jud, S. D.
Schroeder, Charles E., Jr.	Westhope, N. D.
Kane, Robert Whitson	Lead, S. D.
Swift, Robert George	Sioux Falls, S. D.
Riley, Francis Clair	Winfred, S. D.
Dorris, Joseph L.	Deming, N.M.
Leonard, Rodney Boyd	Cheney, Wash.
Cook, Elmer John	Endicott, Wash.
Patterson, John G.	Greenacres, Wash.
Bower, Guy Joseph	Hoquiam, Wash.
Braddock, Joel Quinn	Marblemount, Wash.
Schaff, Oscar Reynolds	Oaksdale, Wash.
McCollow, Loren George	Pullman, Wash.
Goldsworthy, Harry E.	Rosalia, Wash.
Dwyer, Robert P.	Spokane, Wash.
Lavin, John N.	Spokane, Wash.
Scherrer, Fred G.	Spokane, Wash.
Tash, Earl R.	Walla Walla, Wash.
Gordon, Andrew F.	Laramie, Wyo.
King, Arnold Tyvold	Laramie, Wyo.

To Spartan School of Aeronautics, Tulsa, Okla.

Moore, Lloyd E.	Dumas, Ark.
Vance, Kundel Edward	Evening Shade, Ark.
Nowell, Joe Howard	Fayetteville, Ark.
Camp, Kenneth	Jonesboro, Ark.
Glover, George Byron, Jr.	Jonesboro, Ark.
Salisbury, Arthur George	Jonesboro, Ark.
Caple, Charles Edgar, Jr.	Little Rock, Ark.
Lyle, John Robert	Mena, Ark.
Cobb, James Opal	Minrod, Ark.
Young, James E.	Paragould, Ark.
Martin, Neil Gibson	Texarkana, Ark.
Gillespie, Joe Gill, Jr.	Savannah, Ge.
Harness, Robert Blanchard	Corydon, Ky.
Meacham, Sterling Ardel	Hopkinsville, Ky.
Bankman, Jack Arnold	Chicago, Ill.
Cooke, Sherman Cecil	Chicago, Ill.
Gallagher, Raymond Keith	Chicago, Ill.

Logan, Daniel A.	Chicago, Ill.
Paryzok, Henry	Chicago, Ill.
Ellmore, Howard S.	Easton, Ill.
Tobin, Edward M.	Freeport, Ill.
Everitt, Scott F.	Kenilworth, Ill.
Kleinbans, Alfred Robert	Park Ridge, Ill.
Schultz, Orlando E.	Park Ridge, Ill.
Zahule, Jack G.	Prairie View, Ill.
Brady, Francis Thomas	Wheaton, Ill.
Conard, Donald Raymond	Coolidge, Kans.
Viar, Leland Austin	Dunlap, Kans.
Wiley, Floyd Eugene	Junction City, Kans.
Gardner, Garrett Elston	Manhattan, Kans.
Boes, Glenn A.	Milton, Kans.
Poster, Marion Hope, Jr.	Alexandria, La.
Brooks, Bascom Anthony	Baton Rouge, La.
Laycock, Joseph H.	Baton Rouge, La.
Meeker, John H.B.	Boyce, La.
Martin, Charles A.	Natchitoches, La.
Halliwill, Eugene Herbert	Portland, Me.
Owen, William F.	Detroit, Mich.
Bradley, Francis X., Jr.	Grosse Pointe, Mich.
Bohn, Clarence Edward	Lansing, Mich.
Dudley, Darwin C.	Lansing, Mich.
Olsen, Harold	Marquette, Mich.
Ridings, Gus R.	Arbyrd, Mo.
Hurley, Nick J.	Bonne Terre, Mo.
Morton, Stratford L., Jr.	Clayton, Mo.
Miller, Wynn Dixon	Columbia, Mo.
Vaughan, Thomas Scott	Columbia, Mo.
Westover, John G.	Columbia, Mo.
Graham, Edwin H., Jr.	Kansas City, Mo.
Trimble, Robert Carval	Matthews, Mo.
Lassiter, Olbert Ferring	Elizabeth City, N.C.
Chay, Donald S.	Albuquerque, N.M.
Plomteaux, Marion A.	Albuquerque, N.M.
Blackburn, John E., II	Roswell, N.M.
Carroll, John S.	Roswell, N.M.
Smith, Bob	Altus, Okla.
Armstrong, John Bryant	Boswell, Okla.
Crowley, George A.	El Reno, Okla.
Huges, Howard Francis	Enid, Okla.
Clapham, Duane Jasper	Norman, Okla.
Jones, Robert H.	Oklahoma City, Okla.
Telesca, Donato Robert	Dunmore, Pa.
Mainwaring, John Donald	Forty-Fort, Pa.
Watson, Mason H.	Haverford, Pa.
Davis, William C.	Philadelphia, Pa.
McGee, John Aloysius	Philadelphia, Pa.
Ottinger, William W.	Philadelphia, Pa.
Zalewski, William Joseph	Philadelphia, Pa.
Ralston, Frank Bennett	Pittsburgh, Pa.
Carbine, Thomas Joseph	Villanova, Pa.
Duvall, Augustus Milton	Abilene, Texas
Price, Frederick Eugene	Abilene, Texas
Hoblaus, Kenneth	Amarillo, Texas
Huntsman, James M.	Amarillo, Texas
Walker, Wayne Howard	Canyon, Texas
Walling, Craig Enamel	Farwell, Texas
Bean, Woodrow Wilson	McNary, Texas
Talley, Royal Norman	Lubbock, Texas
Robinson, Roy Robert	Streetman, Texas
Blakely, Hugh Hardy, Jr.	Wichita Falls, Texas

Additions

To Alabama Institute of Aeronautics

Dewey, Charles E.	Troy, Pa.
Christman, Robert	Milford, Pa.

To Ryan School of Aeronautics

Person, Paul Manning	Maryville, Mo.
Brown, Robert Lewis	Salt Lake City, Utah

To Santa Maria School of Flying
 Bowden, William M. San Dinan, Calif.
 Masters, Edwin S. Denver, Colo.
 Lang, Delmar Thiede Falls City, Neb.
To Grand Central Flying School
 Pulver, Fred J. Riverside, Calif.
 Hustad, Carl A. Minneapolis, Minn.
To Spartan School of Aeronautics
 Hughes, Septum R. Hillsboro, Texas
 Harper, Shelby Lubbock, Texas
To Lincoln Airplane and Flying School
 Farley, Orville B. Akron, Ohio

Since the foregoing list of candidates for flying training from civil life was typed, the following declined appointment as Flying Cadets at this time:

Alabama Institute of Aeronautics
 McCough, William Malcolm Morton, Miss.
 Walmsley, Hallock Peter K. New York, N.Y.
Grand Central Flying School
 Bohman, Thomas Spare Denver, Colo.
 Phillips, Thomas A. Springville, Utah
Lincoln Airplane and Flying School
 Grueschow, George F. Milwaukee, Wis.
Ryan School of Aeronautics
 Cribbs, Jerome Highland Tucson, Ariz.
Santa Maria School of Flying
 Wall, Marvin R. Minneapolis, Minn.
 Leonard, Rodney Boyd Cheney, Wash.
 Scherrer, Frank G. Spokane, Wash.
Spartan School of Aeronautics
 Nowell, Joe Howard Fayetteville, Ark.
 Moore, Lloyd E. Dumas, Ark.

Enlisted Candidates for Flying Training
Privates, Air Corps

To Alabama Institute of Aeronautics, Inc.
 Pedersen, Norman H. Port Richmond, N.Y.
 1st Bomb. Squadron, Mitchel Field, N.Y.
To Dallas Aviation School and Air College
 Katterjohn, Henry M. Port Natches, Texas
 Hqrs. and Hqrs. Squadron, Randolph Field.
To Lincoln Airplane and Flying School
 Ogden, Frank C.
 Base Hqrs. and 2nd Air Base Squadron,
 Mitchel Field, L.I., New York.
To Spartan School of Aeronautics
 Hollingsworth, George H. Long Beach, Calif.
 Hqrs. and Hqrs. Squadron, Air Corps Tech-
 nical School, Chamute Field, Rantoul, Ill.
 Hogan, Harvey Athens, Ga.
 6th Air Base, Barksdale Field, La.
 Olson, Arvid E., Jr. Chicago, Ill.
 Hqrs. and Hqrs. Squadron, Air Corps Tech-
 nical School, Chamute Field, Rantoul, Ill.
 Rose, Robert T. Chicago, Ill.
 6th Corps Area Air Corps Detachment,
 Chicago, Ill.
 Lobingier, Paul A. Baldwin City, Kans.
 Hqrs. and Hqrs. Squadron, Air Corps Tech-
 nical School, Chanute Field, Rantoul, Ill.
 Owen, Wilton R. Lawton, Okla.
 Hqrs. and Hqrs. Squadron, Air Corps Tech-
 nical School, Chanute Field, Rantoul, Ill.
 Register, Percy D., Jr. Columbia, Tenn.
 Base Hqrs. and 6th Air Base Sqdn., Barksdale.

Atkinson, Peter W. Inwood, W. Va.
 Hqrs. and Hqrs. Squadron, Air Corps Tech-
 nical School, Chamute Field, Rantoul, Ill.
To Grand Central Flying School
 Kahn, William Atlantic City, N.J.
 50th Reconnaissance Squadron, Hickam
 Field, T.H.
Privates, other branches of the service
To Alabama Institute of Aeronautics
 Sprunk, Claude F. Detroit, Mich.
 Company A, 61st Signal Battalion, Fort
 Monmouth, New Jersey.
 Robinson, John F. Philadelphia, Pa.
 Casual Sec. 3d Recruit Co., Ft. Slocum, N.Y.
To Parks Air College

Pearl, Max
 Battery A, 9th Coast Artillery, Fort
 Banks, Mass.
To Spartan School of Aeronautics
 Allen, Richard L. Grand Rapids, Mich.
 Medical Detachment, Selfridge Field, Mich.
 Wallace, Stanley H. Parsons, Tenn.
 Detachment, Q.M. Corps, Chamute Field, Ill.
To Grand Central Flying School
 Akins, Kenneth L. Sacramento, Calif.
 Battery E, 65th Coast Artillery,
 Fort Winfield Scott, Calif.

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RECAPITULATION

Civilian Students	375
Enlisted Men, Air Corps	12
Enlisted Men, other branches	6
Total number of students	393

Distribution to Civilian Schools

Alabama Institute of Aeronautics	4
Chicago School of Aeronautics	1
Dallas Aviation School and Air College	1
Grand Central Flying School	1
Lincoln Airplane and Flying School	1
Parks Air College	1
Ryan School of Aeronautics	1
Santa Maria School of Flying	1
Spartan School of Aeronautics	1
Total	39

Class commences training August 19, 1939.

Duration of primary flying course - three months.

Texas has the largest representation of students in the primary class with 45, followed by California with 28; New York, 21; Illinois and Pennsylvania, 19 each; Massachusetts 15; Missouri, 12; Oregon and Washington, 11 each; Utah, 10; Arkansas, Michigan, Minnesota and Ohio, 9 each; Kentucky, Nebraska and Tennessee, 8 each; Alabama, Colorado, Idaho, Maine, Montana, New Jersey, North Carolina, Oklahoma and Wisconsin, 7 each; Arizona, Georgia, Kansas, Louisiana, New Mexico and Virginia, 6 each; Connecticut, Indiana, Iowa and South Dakota, 5 each. Other States represented have less than five students.



"HE PULLED THE WRONG ENGINE!"

AIR FORCE NEWS LETTER



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

ANNOUNCEMENT

"THE ARMY AIR CORPS".

A song, titled as above, has just been approved as the official song for the Army Air Corps by Major General H.H. Arnold, Chief of the Air Corps.

This song was selected by the Committee appointed by General Arnold, after Mr. Bernarr Macfadden, publisher of LIBERTY Magazine, offered a prize of \$1,000 to the author of the song which would be selected. This advisory song Committee was composed of seven trained musicians.

The members labored long and strenuously over their difficult task of selecting the best of the 650 compositions submitted to the Committee. The Air Corps owes a debt of gratitude to them for bringing this interesting contest to such a successful conclusion.

Our song was recorded by the Committee along with four other songs of great merit, and it was played before groups of officers, ladies and enlisted men of the Air Corps and others. Almost ninety percent of the votes were for "The Army Air Corps". Several nationally known music critics also gave their enthusiastic approval.

Both the words and music of the winning song were written by Mr. Robert Crawford of Cos Cob, Connecticut. The author is a musician and vocalist of note. Born in Alaska, he attended Case Engineering School and graduated from Princeton University, where he organized and conducted the first orchestra at that institution of learning. During part of the period when Mr. Crawford was a student at Princeton he was president of the Triangle Club, the dramatic organization of the University.

Mr. Bernarr Macfadden will present the prize to Mr. Crawford at the Inaugural Ball, National Air Races, Cleveland, Ohio, on Saturday evening, September 2, 1939. General Arnold will introduce Mr. Macfadden on this occasion. An announcement of the above facts will be made to the Press at Cleveland either on September 1st or 2nd, 1939.

Mr. Crawford will attend the Air Races and will himself sing the song each day over the public address system. At some time during the Races, it is expected that Mr. Crawford will sing our song over a national radio hook-up. The author is the pilot of his own airplane and this fact probably accounts, to a great extent, for the sincere spirit which he catches in his composition. He flies on all of his trips, and has over 900 hours to his credit.

About fifty records of this song are being procured, and will be distributed by the Chief of the Air Corps to Air Corps stations for official use. The sheet music is being published by Carl Fischer, Inc., New York, N.Y., and copies will be available for purchase shortly at music stores.

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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 30TH ANNIVERSARY OF THE ARMY AIR CORPS

Kelly Field, Texas

The entire personnel of Kelly Field contributed to a highly successful celebration on August 2nd, last, commemorating the 30th anniversary of the purchase by the U.S. Army of its first airplane. The Commandant of the Advanced Flying School, together with the Commanding General of the 8th Corps Area, the Commanding Officer of the Air Corps Training Center, and the Commanding Officer of Randolph Field, Texas, gave a very interesting dialogue over the local radio station, KTTA, from 5:30 to 6:00 p.m. The station held open house for the public and, together with normal routine student flying, an instrument landing demonstration was made by Captain John H. Bundy, which proved very successful.

Prior to 10:00 o'clock, the skies were so cloudy that it was doubtful whether the 39-airplane formation would be able to take to the air upon signal from the President. Some last minute changes were made, however, and the flight - led by the Assistant Commandant - took off upon the prearranged signal from the White House.

It is estimated that 2500 people attended the open house at Kelly Field. When the flight, led by the Assistant Commandant, approached Austin, they were asked by the Governor's representative at the Municipal Airport to pass over the Operations Office a second time so the Governor's party could see the formation from a point of vantage. This was done and the flight continued on its way. The flight proved most successful, and in each case where the Flight Commander wanted a message delivered to the Mayor of the town he made the radio contact and caused the message to be delivered to the high city official.

"It is felt," says the Kelly Field Correspondent, "that a very highly successful day was experienced, due to the efforts of the personnel at Kelly Field."

The thirtieth anniversary of the purchase of the first military airplane was observed at Hamilton Field, Calif., on August 2nd. Commemoration exercises included a 30-minute formation flight over the Bay Area by fifteen B-18A Bombardment airplanes of the 7th Bombard-

ment Group; a radio program by the National Broadcasting Company, featuring Colonel John F. Curry, Commanding Officer of Hamilton Field, and a broadcast of conversation originating in an Army plane over San Francisco Bay.

"Open House" was kept, and the manifold activities of the post were displayed for the benefit of the public.

Selfridge Field

The Air Corps celebration of the thirtieth anniversary of the birth of military aviation drew at Selfridge Field, Mich., which kept "Open House," a crowd estimated at better than 10,000 people.

One of the more notable guests present was Charles E. Taylor, who worked as a mechanic for the Wright Brothers and built the first motor used in their aircraft.

It was Taylor who gave up his seat so that Lieut. Selfridge might ride with Orville Wright on the fatal flight in which Lieut. Selfridge became the first Army officer to be killed in an airplane. Selfridge Field was named in memory of this officer.

On the day of the celebration, August 2nd, the 27th Pursuit Squadron flew formation over the following cities and towns: Pontiac, Flint, Lansing, Grand Rapids and Kalamazoo, Michigan; Michigan City and Gary, Indiana; thence to Chicago, Ill., where refueling was accomplished at the Chicago Municipal Airport. The return flight was made by way of South Bend and Elkhart, Indiana; Jackson, Battle Creek, Ann Arbor and Detroit, Michigan.

The 17th Pursuit Squadron also took off at the same time from Selfridge Field and flew formation over Detroit, Mich.; Toledo, Mansfield, Marion, Columbus, Newark, Zanesville, Ohio; Wheeling, West Va.; Washington, Pittsburgh, Franklin and Oil City, Penna.; Jamestown, Buffalo and Dunkirk, New York; Erie, Penna.; Youngstown, Akron, Cleveland and Fremont, Ohio, thence to Detroit, Mich.

The 94th Pursuit Squadron flew to Wright Field, Dayton, Ohio, on the evening of August 1st to participate in exercises at that station, starting the return flight to Selfridge Field at 11:00 a.m., on August 2nd.

All squadrons held a rendezvous over Detroit at 4:50 p.m., circling over Selfridge Field until after a formal retreat and the lowering of the flag, and then coming over the field for a two pass-by review.

Among the exhibits shown that day to the public were Aviation Medical Equipment, Armament, Meteorology, Link Trainer Demonstrations, Parachute and Flying Clothing Display, Engineering and Propeller Display, and airplanes of all types now used at Selfridge Field, including a C-40 and an A-17A of the 3rd Air Base Squadron. Barracks No. 3, of the 3rd Air Base Squadron, was thrown open to the public from 9:00 to 10:45 a.m., and from 2:00 to 4:00 p.m.

A mobile unit of Radio Station WWJ, of Detroit, was on hand to broadcast a 15-minute program in the evening.

Chanute Field, Ill.

The Air Corps Technical School and Chanute Field combined to put on a celebration of the 30th anniversary of the Army Air Corps on August 2nd.

The program for the day included conducted tours of the school; parachute drop-testing, during which four parachutes were dropped on three separate occasions during the day; a model airplane display through the courtesy of the Champaign, Ill., Gas Model Club; three formation flights, taking off on signal from the President of the United States, and an airplane display of the various types assigned to the station. Amplifiers were utilized to bring to the public a two-way radio communication, airplane to ground.

The concluding feature of the program was a special Air Corps broadcast by the "Wing Chorus," from the Service Club at Chanute Field. This broadcast was made from 7:30 to 8:00 p.m., over radio station WDWS, 1370 kcs., Champaign, Illinois. Radio Station WDWS had previously secured an experimental license to re-broadcast the description of the night flight and flare dropping. This feature consumed the final ten minutes of the broadcast. The final announcement informed the audience that six parachute flares would be dropped over Champaign-Urbana at 8:05 p.m.

The celebration was marred by rain which started at about 10:00 o'clock and continued throughout the morning. Despite the inclement weather, a total of 13,931 visitors attended. Visitors arrived at the rate of 1,500 per hour between 11:30 a.m. and 3:00 p.m. Approximately 3,000 were present between the hours of 7:30 - 8:30 p.m.

Three formations (three airplanes each) of B-18, B-10B and A-17 types, made flights over designated routes to cover the territory assigned to the field. The B-18 itinerary included:

Chanute Field, Chicago, Gary, South Bend, Goshen, Kendallville, Fort Wayne, Marion, Muncie, Anderson and Crawfordville. The B-10B itinerary was from Chanute Field to Decatur, Springfield, Peoria, Rockford, Elgin, Evanston, Chicago, Aurora, Joliet, Kankakee, Danville, and return to Chanute Field.

The A-17 itinerary included Mattoon, Effingham, Terre Haute, Kokomo, Peru, Logansport, Lafayette, Hoopston and return to Chanute Field.

The interest of the visitors appear to be evenly divided between the school exhibitions and the flying operations. The inclement weather curtailed the attendance, but those who paid a visit the field did not allow the elements interfere with their sightseeing trip.

The News Letter Correspondent declares that, given excellent weather, it is a reasonable prediction that 20,000 would have made the trip to Chanute Field, as the program had been given wide publicity in the Illinois and Indiana press, as well as over local radio stations. Two radio programs were conducted in connection with advance publicity, and 1,182 columns inches of known publicity appeared in the Indiana and Illinois newspapers. It is impossible to report accurately the exact space secured in connection with the 30th Anniversary Celebration

Marshall Field, Fort Riley, Kans.

In connection with the nation wide ceremonies on August 2nd, commemorating the thirtieth anniversary of the Army Air Corps, two flights of six airplanes each took off from Marshall Field, Kansas, to fly over neighboring cities. The first flight, which took off simultaneously with flights from other Air Corps stations, visited Omaha, Nebraska, by way of Manhattan, Topeka, Lawrence and Atchison, returning by way of Lincoln and Beatrice. The afternoon flight visited Abilene, Salina, Hutchinson, Newton, Wichita, Emporia and Osage City. Newspaper representatives from the cities visited were passengers on the trips.

It was open house at Marshall Field all day. Many visitors were shown through the hangars, where displays of military equipment were open for their inspection.

Post Field, Fort Sill, Oklahoma

Members of Air Corps Troops at Fort Sill joined the nation Wednesday, August 2nd, in displaying its aircraft in celebration of the 30th Anniversary of the purchase of the first military airplane by the United States. Several hundred civilian spectators gathered at Post Field for the mass take-off of seven planes in a demonstration flight. The planes took off immediately upon re-

ceipt of a nation-wide radio signal, originating in Washington. The exhibition continued throughout the morning, and rides were provided for visiting newspapermen, photographers, and officers at the post from other branches of the service.

Seven Oklahoma City men, six of them members of the Daily Oklahoman staff, flew to Post Field in a private plane to take advantage of rides in Army aeronautical equipment. In the party were Walter M. Harrison, managing editor; Carl Stuart, assistant managing editor; Morris Moore, city editor; Bus Ham, sports editor; Bennie Turner, aviation editor; C. J. Kaho, news cameraman; and Bob Allen, pilot of the two-motored plane belonging to J. S. Shaffer, Inc. Others who took rides in military aircraft were Carter Waid, reporter from the Lawton Constitution, and Fred Call, Lawton photographer.

Several of the spectators were interviewed and, from information gathered, all were impressed with the improvement in military aircraft in the past few years and with the speed and perfect control with which they were flown. Many of them viewed for the first time flights by the Autogyro and, as it hovered practically motionless over their heads, many an old-timer was heard to remark: "I still don't believe it."

The visiting newspapermen were greeted by Lieut. Colonel Dudley B. Howard, Commanding Officer, Air Corps Troops, and by Major W. C. Farnum, Public Relations Officer for Air Corps Troops at this station. The visitors were entertained at luncheon at the First Balloon Squadron mess, and all wondered at the wonderful food the soldier eats and in such pleasant surroundings.

Active Army pilots participating in the flights were 1st Lieuts. Julian M. Chappell, Frank B. Stuart, J. D. Rutledge, 2nd Lieuts. John K. Arnold, Jr., Edwin B. Miller and James C. Barham. First Lieut. Douglas Soper, Air Reserve, was the pilot of one of the planes, with his twin brother, Clarence, serving as observer.

Hawaiian Department

Gates at Hickam and Wheeler Fields were swung open to the public at 9:00 a. m., August 2nd, as the 18th Wing, Air Corps, celebrated the 30th anniversary of the founding of the Air Corps.

On display to the public were seven types of airplanes, and exhibits of photographic equipment, armament, life rafts, pilot's accessories, propellers and machines. Qualified personnel stood by to explain to the public the use and functioning of the various exhibits.

Climaxing a day of feverish activity, airplanes of the 18th Wing roared past the reviewing stand at 3:30 p. m., before the Mayor of the City of Honolulu and

high officials of the Army and Navy in Hawaii. Also witnessing the review from points of vantage were prominent civil officials and their families. Brigadier General Walter H. Frank, Commanding the 18th Wing, Air Corps, received the salute.

With the approval of the War Department, representatives of the local press were permitted to ride in the review.

The hundreds who visited the fields during the day and witnesses the impressive reviews at Hickam and Wheeler Fields could not but have been impressed by the great strides American military aviation has made since that day in August, 1909, when a group of United States Army officers approved the purchase of the service's first airplane.

AIR CORPS OFFICER HEADS ROTARY CLUB

There are undoubtedly many Army officers, stationed at military posts adjacent to large cities, who have been active members of Rotary Clubs. In all probability they have refrained from taking office in civic organizations due to their being at all times subject to change of station.

According to the Secretary of the Central Office of Rotary International, they have no record of an officer on the active list of the Regular Army having served as president of a Rotary Club, save in one present instance. The exception is Major William C. Farnum, Air Corps, stationed at Post Field, Fort Sill, Oklahoma, who was elected last April as President of the Lawton, Oklahoma, Rotary Club, to serve during the fiscal year 1939-1940. The City of Lawton is near Fort Sill.

Rotary International, the News Letter is informed, has 209,000 members in 5,000 clubs, located in thirty countries.

Major Farnum was recently appointed Public Relations Officer and Information Officer for Air Corps troops at Fort Sill.

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Lieut. Colonel Clinton W. Howard (Air Corps) General Staff Corps, has been relieved from duty as a member of the General Staff Corps, from assignment to the General Staff with troops and from assignment and duty with the GHQ Air Force at Langley Field, Va., and assigned to duty in the Office of the Chief of Staff, Washington, D. C., for duty with the General Staff Corps.

Major Merrill D. Mann has been relieved from duty with the Organized Reserves, 6th Corps Area, Chicago, Ill., and assigned to duty in the Panama Canal Department.

Not to the tune of "Auld Lang Syne," or amid falling confetti, strong drink, loud cheers and blowing of horns was the old training year ushered out by the 77th Pursuit Squadron, Barksdale Field, La., but rather by plenty of water (this Louisiana sun demands it), "sweating," working, and preparing for the expansion and the following twelve months.

While a portion of the enlisted personnel worked at cleaning, building annexes and moving in order to give the 77th a more convenient and suitable place to "live," others were introduced to the New Year above the roar of motors and the turmoil of the shops as they energetically tuned the "little jewels" (P-36A's) preparing them for the "big push."

The officers were also doing their share of "sweating," both literally and figuratively. (Approximately sixteen, as this is being written) are still "sweating" the results of the past examination.) Captain O.L. Grover completely rearranged and redistributed the jobs and positions in the Squadron in order to benefit both the Squadron and the individual. For a few days after the change, Training Regulations and Army Regulations were at a premium until everyone was accustomed to his new duties. Even the ex-mess officer is familiar with nuts and bolts along with the past history of beans and bread. Both the commissioned and enlisted personnel supported the new policies and arrangements and managed to keep the proverbial "storm" from rearing her ugly head.

The 77th Squadron started the new training year with a clean board - some new policies, new positions and a new hangar arrangement. Private Elsworth Lefors headed the new list for the Air Corps Technical School when he departed recently, and we have Sergeant R.E. Wing as our brand new Master Sergeant. Lieuts. Gilchrist, Grossetta, Lawrence and Hubbard, recent graduates of the Air Corps Training Center, introduced new blood to the Squadron. In short, by merging the old Squadron and the old Squadron spirit with all the "new," the 77th Squadron seeks higher honors with the new order of things.

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At Randolph Field, Texas, the two old cadet barracks, A and B, are in the process of being renovated in preparation for the arrival of the first class of Flying Cadets from the civil elementary schools. In addition, an electric water cooler is being installed on each floor of all four barracks to house the students scheduled to undergo basic flying training.

Private Clyde L. Ramsey, who hails from Cleveland, Oklahoma, recently graduated from the Air Corps Technical School at Chanute Field, Rantoul, Ill. having successfully completed a course in radio.

Private Ramsey first arrived in the 34th Attack Squadron at March Field, Calif., October 20, 1936, attired, according to the March Field Correspondent, in handsomely decorated cowboy boots and spurs. It took several months to convince him that riding boots were incompatible with the cement sidewalks of Main Street.

Sent to the Technical School in August, 1938, Private Ramsey was a conscientious student. Since his graduation he has qualified as "Journeyman Aircraft Radio Operator and Mechanic" and is assigned as Aerial Radio Operator on a B-18 Bomber of the 34th Attack Squadron. "His practical work," declares the News Letter Correspondent, "is progressing rapidly except for some difficulty in becoming accustomed to strapping on a parachute; says he never had to strap on a saddle to ride a cayuse so can't see why they do it now. He has even dispensed with his spurs since the night his left foot was sticking out of the rear cockpit and some mechanic, mistaking his spur for the tail skid of the airplane, staked it down. Private Ramsey is a very diligent worker at any assigned duty, and we expect him to go far when promotions are available."

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NEW C-39 TRANSPORT FOR SELFRIDGE FIELD

A new C-39 Transport airplane has just been received at Selfridge Field, Mich., to replace the old C-33, which was transferred to Sacramento, Calif. on August 1st. The ferry flight from Santa Monica, Calif., was accomplished by Major William R. Sweeley, pilot; Captain George McCoy, Jr., and Staff Sergeant Harry T. Brock, Crew Chief, in a bit more than 11 hours' elapsed time.

From Salt Lake City to Selfridge Field the plane was flown non-stop at an altitude of 13,000 feet in 8 hours and 6 minutes, or at a speed of well over 200 miles per hour. This was done at 24 inches manifold pressure and turning only 1650 R.P.M.'s. Sufficient fuel remained upon arrival at Selfridge Field to have flown well into New York State.

Those pilots who have flown this new airplane are most enthusiastic over its performance and say that it is a huge improvement over the old and faithful C-33.

THE THIRTIETH ANNIVERSARY CELEBRATION AT WRIGHT FIELD

By the Materiel Division Correspondent

Although an event of national importance, the celebration of the Thirtieth Anniversary of the U.S. Army Air Corps had a special significance for Wright Field, since it was here that ceremonies were to be centered and the greatest gathering of the Air Corps clan to be held. Major General H.H. Arnold, the Chief of the Air Corps, had announced his intention to be present and with Brigadier General George H. Brett, Chief of the Materiel Division, was to serve as Master of Ceremonies.

The invitations to visit Wright Field on August 2nd had been issued through the press to all citizens of Dayton and surrounding areas. Special invitations had also been sent to a number of persons prominent in aviation circles all over the United States. Acceptances included members of the Foreign Military Legations, Members of Congress, outstanding aircraft manufacturers and their representatives, representatives of the National Aeronautics Chamber of Commerce, Civil Aeronautics Authority, National Advisory Committee for Aeronautics, Institute of Aeronautical Sciences, Corps Area Commanders, well known pilots, and many other notables.

Early in the morning of August 2nd, visitors began to put in an appearance by automobile, bus, air, on foot, and on an army of bicycles. In all, 48,600 spectators were clocked into the reservation, with an additional estimated 25,000 outside. The weather prophets had decreed a fair day and, since Wright Field covers an area of 747 acres, the huge crowd milled about in comparative comfort in the sunshine without too great congestion and with but four minor heat cases checked as casualties.

By way of entertainment, approximately fifty of the Army's most modern airplanes were staked down on the ramp in front of the hangars. Platforms had been built for a number of the larger types in order that people might enter the cabin through one door and leave from another. Fascinated lines formed at these points all day long. Squadrons of airplanes from Langley, Barksdale, Selfridge and Mitchel Fields took off at 11:00 a.m., upon the official opening of ceremonies from Washington, by the President of the United States, and throughout the day staged formation flights that drew cries of admiration and wonder from the vast crowd. The Attack and Pursuit airplanes were particularly beautiful in these maneuvers, looking like shining silver dragon flies against the sun.

The Army Aeronautical Museum, although an attraction second best to the air-

planes themselves, cared for thousands of visitors. The flying line and the Army Aeronautical Museum were open to all. The laboratory areas were held restricted, and into them the general public was not admitted.

Lunch stands for food and drink and all comfort facilities had been prepared. A loud speaker, manned for the day by three Wright Field men of quick wit, kept the crowd informed of what was taking place. The military band from the Fifth Corps Area at Fort Hayes, Ohio, was an added attraction.

When, at 3:00 o'clock, the cannon boomed in token of the ending of festivities, the great crowd in orderly fashion lined the highways and byways radiating from the field in long lines of departing traffic.

In the meantime, an additional program was in progress for the aviation personnel and distinguished visitors who came as guests from far and wide. Following a reception held by Brigadier General George H. Brett at 10:00 a.m., this group was conducted on a special inspection trip of the Materiel Division laboratories, where displays of latest equipment had been prepared in advance. To these technically and aeronautically minded aviation enthusiasts, luncheon put an end to this interesting activity all too quickly.

The luncheon, however, had its own attractions. Four hundred and ten men of prominence, guests on that day of the Air Corps, were in attendance. General Brett introduced those at the speakers' table, including Major General H.H. Arnold; Colonel F. E. Humphries, the first officer to solo in a military airplane; Colonel Frank P. Lahm, the second Army officer to solo in a military airplane; Bernarr McFadden; General Van Voorhies, Commander, Fifth Corps Area; Brigadier General William E. Gillmore; Congressman Dow Harter; Congressman Harry Rutzohn; Mr. C.F. Horner, President of the National Aeronautic Association; Mr. Robert Hinckley of the Civil Aeronautics Authority; and Dr. George Lewis, Director of the National Advisory Committee for Aeronautics.

General Brett, in introducing General Arnold, spoke briefly of the significance of this anniversary, both from the point of view of reminiscence and future accomplishment.

General Arnold described in delightful detail the difference between flight in 1909 and 1939, recalling to many of those present memories of personal experiences half forgotten and eliciting wonder and amusement from those newer in the great game.

He commented upon the matter of six airplane records just achieved, and made the point that these flights had been accomplished by regular Air Corps personnel in regular Air Corps equipment which had undergone no special preparation or alteration, such as clipping of wings of "suping up" of motors. Four international records, one new World's record, and a broken transcontinental record were in the Air Corps bag.

General Arnold explained features of the expansion program with which the Army is now engrossed, pointing out that the records had shown that the United States probably had the finest long-range heavy bombers in the world.

He then made a pleasant announcement which had to do with certain letters of commendation which he had received from the Secretary of War, the Honorable H.H. Woodring. These were addressed to Colonel Humphries and Colonel Lahm. Such a letter had also been prepared for the nearest surviving relative of Lieutenant Selfridge, who was the first Army officer killed in an airplane accident. These letters were read.

General Arnold's next pleasant duty was the awarding of four Distinguished Flying Crosses to officers of the Air Corps who had earned them by outstanding work in airplane flying developments. Those decorated were Major Carl F. Greene and Captain A.H. Johnson for development and test of the pressure cabin airplane; and Captains G.V. Holloman and Carl J. Crane for the accomplishment of the first automatic airplane landing in history.

The very excellent luncheon concluded, all guests joined the throng outside to see the flying, going to the reviewing stand at 3:00 o'clock to receive the final honorary salute of passing airplanes which concluded their performance by a flying parade before wending their ways to home stations.

The very excellent publicity given to the celebration at Wright Field throughout the country was due to the efforts of an efficient group of journalists, still and motion picture photographers, and radio operators and announcers. Both NBC and CBS national networks offered their services. General Arnold's address at the luncheon and also that which he presented the previous night at a dinner given in honor of the celebration by the Dayton Chamber of Commerce, were broadcast over national networks.

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At Chanute Field, Ill., on August 2nd, on the occasion of the celebration of the 30th anniversary of the Air Corps, the Gas Model Club of Champaign-Urbana arranged a model airplane display and flying exhibition. It proved to be very popular with the visitors.

FIFTH SCHOOL SQUADRON MADE ACTIVE By the Chanute Field Correspondent

The 5th School Squadron was activated on August 1, 1939. The primary purpose of this Squadron is to accommodate the students undergoing instruction in the Radio Operation and Repair and the Lin Trainer courses at the Air Corps Technical School. For many years there has existed the definite need for expansion of housing facilities, and the segregation of the students from the permanent personnel to furnish better facilities for study, thereby enabling students to absorb the greatest amount of knowledge in the shortest period of time. Congress has appropriated the necessary money for the construction of the new buildings at Chanute Field. However, they will not be completed until some time in 1940.

The expansion of the student body was begun in May, 1939. To make room for the increased personnel, additional land was purchased and a tent city constructed. The tent city has been divided into two sections, with the 4th School Squadron occupying one portion and the 5th School Squadron the other. There are now approximately 800 men located in the tent city. Latrines and wash rooms have been constructed. The men eat at the general-mess, located on the main post. Five men are assigned to each tent, and every fifth tent has been set aside for study purposes.

All of the students in the Air Corps Technical School at this station were withdrawn from permanent organizations to which they had been previously assigned or attached and transferred to the new squadrons. All of the students taking the Mechanics course were assigned to the 4th School Squadron, while all of the students taking the Communications course were assigned to the 5th School Squadron. The construction of the wooden barracks, for winter occupation, has been started, and the first sixteen will be completed before September 30th.

The original personnel of this Squadron consisted of 1st Lieut. Merlin I. Carter, Squadron Commander; 1st Lieut. Franklin S. Henley, Squadron Adjutant and Supply Officer; 1st Sergeant Homer E. Ferguson and 56 other enlisted men, including 45 students, together with 161 attached students from other stations. In addition, approximately 100 members of the 10th Air Base Squadron, Headquarters and Headquarters Squadron and the 1st School Squadron are quartered with this organization.

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Captain Benjamin F. Griffin, Air Corps stationed at Bolling Field, D.C., has been placed on the retired list for disability incident to the service, effective Aug. 31, 1939. He retired with the rank of Major.

TWO AIR CORPS MEN HONORED AT FRANCE FIELD

Two members of the 25th Bombardment Squadron at France Field, Panama Canal Zone, were on July 7th presented decorations, the Distinguished Flying Cross being awarded to Captain Franklin C. Wolfe, and the Soldier's Medal to Private Leonard J. Buetler.

The presentation of these decorations was made by Major General David L. Stone, Commanding General of the Panama Canal Department, in an impressive ceremony, in which units of the 19th Wing, the 14th Infantry Band and Headquarters Company, 14th Infantry, participated.

Captain Franklin C. Wolfe, Air Corps, was presented with the Distinguished Flying Cross for extraordinary achievement during the flight to earthquake-stricken Chile. His citation reads as follows:

"Captain Franklin C. Wolfe, Air Corps, United States Army. For extraordinary achievement while participating in an aerial flight from France Field, Panama Canal Zone, to Santiago, Chile, and return, January 28 - February 13, 1939. Taking off from the Canal Zone at night on such short notice that no special preparations could be made, a flight of two airplanes carrying medical and other supplies to the earthquake stricken area of Chile, led by Captain Wolfe as flight commander and Chief Pilot of one of the airplanes, flew more than 3,400 miles over an unfamiliar route to Santiago. Immediately upon arrival and for the next ten days, Captain Wolfe and the other members of the flight, disregarding the need for rest and for maintenance of their airplanes, flew day and night to towns in the stricken area in territory over which they had never flown before and transported in all a total of about 10,000 pounds of medical supplies, food and mail to the isolated areas, at the same time evacuating to safety some 65 injured persons. The ability, devotion to duty and leadership displayed by Captain Wolfe on this occasion made possible the successful accomplishment of this mission of mercy, and reflects great credit upon himself and the military service."

The Soldier's Medal was presented to Private Leonard J. Buetler, formerly a member of Headquarters Company, 14th Infantry, Fort William D. Davis, Canal Zone, for heroism in rescuing a soldier from drowning in Gatun Lake. His citation reads as follows:

"Leonard J. Buetler (Army serial number 6,664,200), private Headquarters Company, 14th Infantry, United States Army. For heroism displayed in rescuing an enlisted man from drowning in Gatun Lake, Republic of Panama, on March 6, 1939. When an enlisted man,

swimming in Gatun Lake, became entangled in weeds under water at a depth of about 8 feet and, unable to extricate himself, was in imminent danger of drowning, Private Buetler, with utter disregard of his personal safety, immediately swam to his assistance. After extricating the drowning man from the entangling vegetation, Private Buetler, with great difficulty, succeeded in towing the almost unconscious, struggling man to safety, thereby saving his life. The heroism displayed by Private Buetler on this occasion reflects great credit upon himself and the military service."

In honor of Private Buetler, Headquarters Company, 14th Infantry, proceeded to France Field from Fort William D. Davis and participated in the presentation ceremony.

After the medals had been presented to Captain Wolfe and Private Buetler, they took their places beside General Stone in the reviewing stand. Airplanes of the 19th Wing, led by General Dargue, passed in aerial review. The members of the Air Corps in Panama, particularly those of the 25th Bombardment Squadron feel justly proud that two of their comrades were the recipients of such honors.

Captain Wolfe has been in command of the 25th Bombardment Squadron since his arrival in the Panama Canal Department almost two years ago. It was with a feeling of deepest regret that they realized they would have to bid him goodbye on July 27th, when he was scheduled to depart on the Transport leaving the Canal Zone for San Francisco and from there proceed to his new station at Wright Field, Dayton, Ohio.

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Three Air Corps officers, Majors James B. Carroll, of Chanute Field; LeRoy A. Walthall, of Barksdale Field, and 1st Lieut. Floyd B. Wood, of Bolling Field, D.C., are under orders for duty in the Panama Canal Department, sailing for their new station in the latter part of December upon the completion of the short term course of instruction at the Air Corps Tactical School at Maxwell Field, Ala. Previous orders issued in the cases of Majors Walthall and Carroll have been revoked.

Major Leon E. Sharon, Air Corps, has been relieved from assignment and duty at Maxwell Field, Ala., and directed to proceed to his home to await retirement.

Lieut. Col. Hume Peabody, detailed as a member of the General Staff Corps, was assigned to duty with the Hqrs. GHQ Air Force, Langley Field, Va.

RESERVE OFFICERS RECEIVE PERMANENT COMMISSIONS IN THE AIR CORPS

As the result of an examination held in June, 1939, under authority of an Act of Congress, approved April 3, 1939, (Public No. 18), to secure qualified flyers for appointment in the Regular Army, the following Air Reserve officers, 310 in number, have been selected for appointment on August 15, 1939, as second lieutenants in the Air Corps, Regular Army:

Albrook Field, Panama Canal Zone

Kitchens, Cyrus William, Jr. Laurens, S. C.
 Smith, Thomas Cullen Marlinton, W. Va.

Barksdale Field, Shreveport, La.

Adams, Louis Charles, Jr. West Newton, Mass.
 Agan, Arthur Columbus, Jr. Corpus Christi, Tex.
 Bacot, Henry Parrott Lamar, S. C.
 Baker, Ancil David Moscow, Idaho
 Bird, A. J., Jr. Metter, Ga.
 Bridges, John DeGraff Oklahoma City, Okla.
 Callaway, Richard Dowdy Washington, Ga.
 Chick, Lewis Wm., Jr. Twin Sisters, Texas
 Crain, George Kenneth Birmingham, Ala.
 Culbertson, Allman Tenney Dansville, N. Y.
 Curtice, Raymond Leavitt Concord, N. H.
 Drafts, Lucius Griffith Leesville, S. C.
 Droz, Paul Christian Salt Lake City, Utah
 Dusard, Leo Francois, Jr. Kirkwood, Mo.
 Dyess, William Edwin Albany, Texas
 Eubank, Wm. Emanuel, Jr. Bluefield, W. Va.
 Gilbert, Wm. Frank, Jr. Kerr, N. C.
 Griffin, James Henry Asheville, N. C.
 Hampton, Edgar Wade Atlantic City, N. J.
 Hinton, Coleman Lakeland, Fla.
 James, Frank B. Huntington Park, Calif.
 Jenkins, Jack Simmons Levelland, Texas
 Kegelman, Charles Clark El Reno, Okla.
 Keith, Troy Little Rock, Ark.
 Lane, William, Jr. Marshall, Texas
 Lawrence, Samuel E., Jr. Baton Rouge, La.
 Loe, Roy Murray Pineville, La.
 Miller, Wilbur Grant Livingston, Mont.
 Moore, Joseph Harold Spartanburg, S. C.
 Morris, Joseph Albro Alva, Wyo.
 Ohlke, Harold Walter Kansas City, Mo.
 Olmsted, Charles Thaddeus Brownsville, Texas
 Overing, Glendon Philip Orange, Mass.
 Putnam, Walter Bennett Tulsa, Okla.
 Rogers, Floyd William Sheridan, Ark.
 Saunders, Jack William Athens, N. Y.
 Schwartz, Wm. Henry, Jr. Houston, Texas
 Snavely, Eugene Herbert Harlingen, Texas
 Stetson, Loring F., Jr. Lilliwaup, Wash.
 Terry, David Dickson, Jr. Little Rock, Ark.
 Van Sicklen, Norton H., III, So. Jacksonville, Fla.
 Viccellio, Henry Chatham, Va.
 Voorhees, Burton Kennedy Evanston, Ill.
 Wurzbach, Clemens Kieffer San Antonio, Texas
 Yancey, William Rufus Fayetteville, Ark.
 Young, Harry Blakes Birmingham, Ala.

Bolling Field, D. C.

Rambo, Wilkie Adsit Gonzales, Texas

Brooks Field, Texas

Carr, Richard Pendleton San Antonio, Texas
 Dechaene, Andre Jacques Elizabeth, N. J.
 Endress, Albert Vandenburg Fort Worth, Texas
 French, Donald James Cornelius, Ore.
 Gimble, Sidney Bruce, Jr. San Antonio, Texas

Brooks Field, Texas (Continued)

Hudgens, Cedric Elston Athens, Ga.
 Fort Benning, Ga.

Taylor, Broadus Beene Ringgold, Ga.
 Zipp, Marvin Stoll Silver Creek, Mo.

Fort Bragg, N. C.

Fletcher, Thomas, Jr. Scott, A.
 Hormell, Earle Lym Liberty, I.
 Ranck, Nathan Hoover Pittsburgh, Pa.
 Schoephoester, Melvin Wm. Baraboo, W.

Fort Knox, Ky.

Bagby, Robert Clyde DeMossville, Ky.
 Dick, Richard Dellinger Chicago, Ill.

Fort Lewis, Wash.

Edwards, Albert Benton, Jr. Berkeley, Cal.
 Gustafson, Roy William Seattle, Wa.
 Hammers, Harold Eugene Hood River, O.
 Lawrence, Reesor Mott Oakland, Cal.
 Mosman, Ormond John Moscow, Id.
 Stewart, John Philip Riverside, Cal.

France Field, Panama Canal Zone

Diehl, Donald Bream York, Pa.

Hamilton Field, Calif.

Averill, James Carpenter Brattleboro, Vt.
 Aynesworth, Horace Daniel Borger, Tex.
 Basye, William Edwin Independence, Mo.
 Bleasdale, Jack Walter San Fernando, Cal.
 Bronson, Howard F., Jr. Springfield, Ill.
 Carlton, John Noble St. Peter, Minn.
 Chaffin, Harold Newt Fort Smith, Ark.
 Cleveland, Wm. Hubert Tacoma, Wa.
 Cobb, Raymond Leonard Brownwood, Tex.
 Courtney, Harold Douglas Fullerton, Cal.
 Crowder, Murray Wm., Jr. Joshua, Tex.
 Dougherty, John Eugene Minneapolis, Minn.
 Elder, William Erwin Wichita, Kan.
 Greening, Charles Ross Tacoma, Wa.
 Helton, Elbert Clifton, Tex.
 Hughes, Jack Wesley St. Joseph, Mo.
 McCauley, Clarence Vernon Armona, Cal.
 Montgomery, Guilford Roland Denver, Colo.
 Northcutt, Robert Edward Cement, Ok.
 Neely, Clarence Arthur Ames, I.
 Pharr, Marion Newton Gainesville, Fla.
 Price, Bruce Burns Sac City, I.
 Sharp, Frank Douglas Salem, O.
 Wade, Horace Milton Magnolia, Ark.
 Walker, David Henry Sacramento, Cal.
 Watkins, Harvey Joseph Oconto, W.
 Whitt, John Doyle Mount Vernon, Tex.

Hawaiian Department

Smith, Pinkham Sanbornville, N.

Hickam Field, T. H.

Anderson, George Richard Worcester, Ma.
 Mears, Frank Henry, Jr. Monrovia, Cal.
 Younklin, William Lodge Lincoln, Ne.
 Warner, Jo Kyle Washington, D.

Kelly Field, Texas

Ballard, Norman Luellen Bay City, Mich.
 Barthelmess, Karl Theodore Dixon, Ill.
 Chandler, Charles G., Jr. San Antonio, Tex.
 Cook, Bailey Cavanaugh New Castle, D.
 Freeman, Moultrie Powell Clinton, S.
 MacDonald, Charles Henry Philadelphia, Pa.
 Nevitt, William Renwick Houston, Tex.
 Reed, William Benjamin Kintnersville, Pa.
 Sluder, Chester Lee San Antonio, Tex.

Langley Field, Virginia

Ames, Richard Austin
 Arnold, Richard, Jr.
 Ashkins, Milton Herbert
 Aylesworth, Theodore Romaine
 Barksdale, William S., Jr.
 Bleyer, Julian Marian
 Bourgoin, Raoul Joseph
 Bullis, Harry J.
 Carmack, John Edgar
 Clark, William Coombs
 Cochran, Philip Gerald
 Compton, Keith Karl
 Coupland, Don
 Darling, Henry Bosworth, Jr.
 DeBolt, Arthur Ray
 Dunham, Earl Herbert
 Feeney, Francis Robert
 Fountain, Willard Asa
 Fulcher, Richard Paul
 Garrett, Skidmore Neale
 Giannatti, James
 Gilchrist, William David
 Greasley, Philip Henry
 Greene, Geo. Benjamin, Jr.
 Gurnett, Thomas Edward
 Hahn, Delbert Henry
 Hardy, Otha Bennett, Jr.
 Healy, John Patrick
 Kight, Richard Thomas
 Lewis, David Lowell
 Lydon, Leonard Clair
 Macdonald, Donald Waters
 Manson, Hugh Boyd, Jr.
 Mathewson, Philip Lambeth
 Moffett, Christopher Otho
 Moore, Thomas Estes
 Ragsdale, Wm. Pleasant, Jr.
 Ramage, Edwin Miles
 Rockey, Guy Hamilton
 Clayden, Van Hatton
 Storm, Leonard Boston
 Tate, David Arnold
 Tikofsky, Adolph Edward
 Truitt, Homer Morgan
 Tucker, Theodore Wightman
 Walker, Arthur James
 Wallace, David Woodson
 Wells, Cecil Leon
 Westbrook, Sam Wilkins
 Wheeler, Ansel James
 Williams, Hiette S., Jr.
 Zenke, Hubert

Lowry Field, Denver, Colo.

Reed, James Otis
 Wilson, Monty Duran

March Field, Riverside, Calif.

Adams, Jack
 Adkison, Bourne
 Anderson, James Wilbur, Jr.
 Anderson, Victor Lenvik
 Bailey, J.C.
 Bohnaker, William John
 Bowen, John Clinton
 Carr, John Kermit
 Coats, Lee Bannerman
 Creer, William Edward
 deRussy, John Huie
 DeShazo, Robert Vernon
 Edmundson, James V.

Lynn, Mass.
 Hartford, Conn.
 Cleveland, Ohio
 Knoxville, Pa.
 Randolph, Va.
 Dawson, Okla.
 Frenchville, Me.
 East Lansing, Mich.
 Decatur, Ga.
 Dunbarton, Va.
 Erie, Pa.
 St. Joseph, Mo.
 Lake Bluff, Ill.
 Augusta, Ga.
 Columbus, Ohio
 Jefferson, Iowa
 Framingham, Mass.
 Hialeah, Fla.
 Dixon, Ky.
 Cumberland, Va.
 Uniontown, Pa.
 Auburn, Ala.
 West Hartford, Conn.
 Anderson, S.C.
 Hampton, Va.
 Milwaukee, Wis.
 New Iberia, La.
 North Bergen, N.J.
 Lubbock, Texas
 Corning, Iowa
 Dexter, Iowa
 Hampton, Va.
 Jacksonville, Fla.
 Richmond, Va.
 Fordyce, Ark.
 Collettsville, N.C.
 McAllen, Texas
 Kansas City, Mo.
 Athens, Ohio
 Waverly, Tenn.
 Norman, Okla.
 Asheville, N.C.
 Walpole, Mass.
 Rochester, N.Y.
 Cleveland Heights, O.
 Memphis, Tenn.
 Phenix City, Ala.
 Edwardsville, Ill.
 Faunsdale, Ala.
 Geneseo, N.Y.
 Concord, N.C.
 Missoula, Mont.

March Field (Continued)

Ford, Ernest Gordon
 Gibson, Kenneth Hodder
 Green, Edwin Smith
 Gutru, George Henry, Jr.
 Heflin, Clifford John
 Heintz, Adam Joseph
 Holt, Harry Joseph
 Johnson, James Allison
 Jones, David Mudgett
 Kellond, Arthur William Ft.
 Kurtz, Frank Allen
 Mason, Robert Julian
 McCauley, Clarence Vernon
 Nisbett, Charles Albert
 Robinson, George Leroy
 Rodieck, Ralph William
 Sturges, Claude C., Jr.
 Taylor, William Elton
 Thornbrough, George Wayne
 Todd, Jack Ferguson
 Walseth, Marvin Ernest
 Ward, Donald Thomas
 West, Graham Warren
 Wrigglesworth, Wm. James
 Yarbrough, Eugene Terry

Marshall Field, Ft. Riley, Kans.

Konopacki, Hubert John
 Longino, Houston W., Jr.
 Nothstein, Charles Lewis

Middletown Air Depot, Pa.

Cavenah, Kenneth Andrew
 Davis, William Edgar, Jr.
 Wassell, Ralph Lowell

Mitchell Field, New York

Casey, Edward Richard
 Cheney, Howard Alton
 Gilbert, Huntington Kerr
 Gould, Campbell Henderson
 Green, Franklin Thomas
 Hamilton, McHenry, Jr.
 McGinity, Frank Joseph
 McNeal, Thomas Carl
 O'Neill, Brian
 Philbrick, Richard Warren
 Proctor, John Peebles
 Rau, Harold Jacob
 Saehlenou, Hadley Vincent
 Schroeck, Franklin Emmett
 Sullivan, John Lynn
 Thurman, Wayne Earl

Moffett Field, Calif.

Kims, Duane Louis
 Maupin, Robert Norton
 McGowan, Leland Stanford
 Pechuls, John Allison
 Rouse, John Albert

Panama Canal Department

Berry, James Dean
 Cate, Albert Murray
 Hester, John Kenton

Randolph Field, Texas

Chadwell, George Theodore
 Coulter, Theron
 Durning, John Affleck
 Fitzwater, John Timothy
 Gray, Frederick Colbert, Jr.
 Gray, Howard Walter
 Hawes, Edwin Hugh
 Hayes, Wm. Leete, Jr.

Pacific Beach, Calif.
 Salt Lake City, Utah
 Imperial, Calif.
 Newman Grove, Neb.
 Fresno, Calif.
 Greeley, Colo.
 Great Lakes, Ill.
 Wagoner, Okla.
 Charleston, Ore.
 Ft. Sam Houston, Tex.
 Hollywood, Calif.
 Houston, Texas
 Dufur, Ore.
 Alton, Ill.
 Corona, Calif.
 San Antonio, Texas
 Shreveport, La.
 The Dalles, Ore.
 Lakin, Kans.
 Visalia, Calif.
 Frazer, Minn.
 Grand Rapids, Mich.
 Portland, Ore.
 Eau Claire, Wis.
 Guntersville, Ala.

Riley, Kans.
 Manitowoc, Wis.
 Silver Creek, Miss.
 Norman, Okla.

Hollywood, Calif.
 Miami, Fla.
 Higgins, Texas

Boston, Mass.
 Freeport, N. Y.
 Dorset, Vt.
 Toledo, Ohio
 Bolivar, N.Y.
 Boyce, La.
 Denville, N.J.
 Cleveland, Ohio
 Yonkers, N.Y.
 Brookline, Mass.
 Athens, Ga.
 Shavertown, Pa.
 Los Angeles, Calif.
 Buffalo, N.Y.
 Scranton, Pa.
 Callaway, Neb.

Milwaukee, Wis.
 Cobina, Calif.
 Alhambra, Calif.
 Los Angeles, Calif.
 Rochester, N.Y.

Gridley, Kans.
 Plainfield, Vt.
 Peoria, Ill.

Purcell, Okla.
 Nettleton, Miss.
 San Antonio, Texas
 Buckhannon, W. Va.
 Abilene, Texas
 St. Paul, Minn.
 Seadrift, Texas
 Sacramento, Calif.

Randolph Field (Continued)

Hughes, Louis Hector, Jr. Kansas City, Mo.
 Kleine, Bingham Trigg Columbia, Mo.
 Lancaster, Charles Eugene, Jr. Lexington, Ky.
 McGehee, James Crawford Birmingham, Ala.
 Meng, Lewis Bruno Avondale Estates, Ga.
 Miller, Warren Mahlon, Jr. Rockford, Ill.
 O'Connor, Robert Goodwin Northampton, Mass.
 Pratt, Carlos Conrad Concord, Tenn.
 Roberts, James Edwin Pettus, Texas
 Tipton, James Baird Blytheville, Ark.
 Warren, Beverly Howard Plainview, Texas

Sacramento Air Depot, Calif.

Couch, Alexander P. El Centro, Calif.
 Stevers, Fred Delaway San Diego, Calif.

Schofield Barracks, T.H.

Emrick, Paul Stanley West Lafayette, Ind.
 Pinkston, Gladwyn Earl Pasadena, Calif.
 Quinn, Robert Sidney Rochester, N.Y.
 Salzarulo, Raymond Paul Richmond, Ind.
 Smith, Weldon Halliwell Berkeley, Calif.
 Starkey, James Fred Greeley, Colo.

Scott Field, Belleville, Ill.

Eidson, Harry Taylor Indianapolis, Ind.
 Heinlein, Oscar Allen Butler, Mo.
 Jarek, Frank William Chicago, Ill.
 Setchell, James Frederick Chicago, Ill.

Schofield Barracks, T.H.

Kluever, Arnold F.A. Atlantic, Iowa
 Selfridge Field, Mt. Clemens, Mich.

Barrett, Thomas J. Kenton, Ohio
 Beightol, Willis Eugene Webster City, Iowa
 Cellini, Oliver George Chicago, Ill.
 Chernault, John Stephen Waterproof, La.
 Dick, Newton Robert Tulsa, Okla.
 Grambo, Frederick C. Cleveland Heights, Ohio
 Grieger, Harvey Emil Wanatah, Ind.
 Grogan, Charles Edgar Indianapolis, Ind.
 Hays, MacDonald Herbert Seattle, Wash.
 Kelly, Joseph Anthony Westville, Ill.
 Korges, Woodrow Wilson Kingsville, Texas
 MacNicol, George Mabin Memphis, Tenn.
 Matthews, Robert Lee South Bend, Ind.
 McNickle, Melvin Francis Doland, S.D.
 Randall, Heman Ward, Jr. St. Paul, Minn.
 Rowland, Robert Richard Lodi, Ohio
 Rudell, Raymond Frank Buffalo, N. Y.
 Strickland, Eugene Lee Arlington, Texas
 Terhune, Charles H., Jr. Indianapolis, Ind.
 Van Auken, Robert Danforth Fort Belvoir, Va.
 Van der Zee, John Jacob Iowa City, Iowa
 Ward, Brewster Buffalo, N.Y.
 Wasem, Clinton Curtis Dover, Ohio

Unassigned

Bailey, Dalene Edward Miami, Fla.
 Berry, Jack Corvallis, Texas
 Bryant, Alexander Wilson Piedmont, Calif.
 Chapman, James Wm., Jr. Austin, Texas
 Dunlap, Donald Stuart North East, Pa.
 Estes, Harney, Jr. Granbury, Texas
 Harcos, Kermit Arpad Los Angeles, Calif.
 Hatcher, George Albert Pittsburgh, Pa.
 Huston, Vincent George Philadelphia, Pa.
 Kester, Edson Eugene Jacksonville, Fla.
 Massion, John Wendel Denver, Colo.
 McKesson, Elmer Earle Richmond, Va.
 McPherson, Clarence Edward Post Falls, Idaho
 Nye, Glenn Carlyle Grassy Creek, N.C.
 Pardee, Elliott Thomas San Francisco, Calif.
 Peterson, Clair Arthur Fargo, N.D.

Quick, Quentin Timson Bellingham, Was
 Ritland, Osmond Jay La Mesa, Calif.
 Schneider, Joe Gordon Upland, Calif.
 Sewart, Allan J., Jr. Murfreesboro, Ten
 Whitfield, Hervey Haydon Houston, Tex
 Zidiales, Stanley Anthony Middleboro, Mas

Texas has the largest representation among the various States of the union among the 310 newly commissioned second lieutenants in the Air Corps, Regular Army, being credited with 39, closely followed by California with 35. Illinois is in third position with 14, followed by New York and Pennsylvania with 12 each; Massachusetts, Missouri, Ohio and Oklahoma with 10 each; Arkansas and Virginia with 9 each; Alabama, Georgia, Indiana, Iowa and Washington with 8 each; Florida, Louisiana, Wisconsin with 7 each; North Carolina and South Carolina with 6 each; Mississippi and Tennessee with 5 each; Colorado and New Jersey with 4 each; Connecticut, Kansas, Kentucky, Michigan, Nebraska, Utah, Vermont and West Virginia with 3 each. Other States are represented by not more than two new appointees.

Of the above listed 310 officers, a total of 180, or 58%, graduated from various classes of the Advanced Flying School, Kelly Field, Texas, between the period February 16, 1938 to May 25, 1939, inclusive, viz:

February 16, 1938, Class	-	23
June 16, 1938, Class	-	36
October 5, 1938, Class	-	39
February 1, 1939, Class	-	54
May 25, 1939, Class	-	28
Total	-	180

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AN ECHO FROM THE EARLY DAYS OF AVIATION

The News Letter Correspondent forwarded a quotation from the Daily Times-Record News of Wichita Falls, Texas, of July 30, 1939, which reads as follows:

"The United States Army will celebrate, early next month, the 30th Anniversary of establishment of its air force. It was in August, 1909, that the War Department, hesitatingly and reluctantly, took steps to give the Army wings. It had been about four years since the Wright brothers had successfully flown, and some European countries, more war-minded than our own, were experimenting with planes. When the United States Army undertook to create an air force, it did so on a very limited scale. Several years later, Wichita Falls was visited by practically the entire air fleet of the army, six planes, on an epochal flight from Fort Sill to Fort Sam Houston that required nearly two weeks to complete."

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Colonel Roy M. Jones, Air Corps, has been relieved from assignment and duty in the Office of the Assistant Secretary of War, Washington, D.C., and assigned to duty as Procurement Planning Representative for the Air Corps with station at New York City, effective no later than September 1, 1939.

NEW CONSTRUCTION AT LANGLEY FIELD

Officials of the Quartermaster's Department at Langley Field, Va., announced the opening of bids on August 8th for the construction of 40 barracks, 10 mess halls and 10 recreation halls at that field.

According to the Langley Field Correspondent, the new structures will involve a total construction cost of \$250,000.00 (estimated), and the quarters will probably be used to accommodate the increase in the Air Corps as a result of the new expansion program.

The barracks will be 25 feet by 96 feet, two stories high, each capable of accommodating 63 men. The mess halls will be one story structures, 25 by 96 feet. The recreation halls will be 25 by 72 feet. All buildings will be of frame construction.

Altogether \$699,300.00 has been allocated for housing and technical construction at Langley Field in connection with the current Air Corps expansion program. The sum allocated includes \$644,300.00 from the War Department and \$55,000.00 from the Works Progress Administration.

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PROGRESS ON RANDOLPH FIELD BASIC STAGE

The Randolph Field Correspondent recently reported that 3 Regular Army officers, 184 Flying Cadets and 5 foreign officers and cadets, or a total of 192 students, remain in the present Basic Class, 39-D. Flying training is progressing very satisfactorily and may result in the completion of their training prior to August 25th, the scheduled date for the termination thereof. Many of the flying instructors assigned to the Basic Stage have enjoyed a break in the routine instruction work while ferrying Primary Training planes to the different civilian elementary schools.

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PT PLANES DWINDLING AT RANDOLPH FIELD

On August 4th, 5th and 6th, twenty-two more Primary Training airplanes were ferried from Randolph Field to civil elementary schools, thus reducing the previous grand total of 209 to a mere 12.

Plans are under way for the transfer of the remaining 12. The News Letter Correspondent expects that by August 25th the Air Corps Primary Flying School will be without a single Primary Training airplane. Of the 22 which left on the dates above mentioned, 3 went to Spartan, 3 to Alabama Institute, 4 to Parks Air College, 3 to Lincoln, 4 to Santa Maria, 3 to Grand Central Flying School and 2 to the Ryan School of Aeronautics.

ERRAND OF MERCY ACCOMPLISHED UNDER DIFFICULTIES.

A landing at night on a stretch of ground, with mountains rising sharply on all sides, high tension wires along one edge of the field and an uncovered pipe line along the other, was the ticklish situation which recently confronted an Air Corps pilot, 1st Lieut. Sam H. Wiseman, whose mission at that particular time was to transport a CCC enrollee, in a serious condition with a bone lodged in his throat, to the Letterman General Hospital at the Presidio of San Francisco, Calif.

Early in the evening of Saturday, July 29th, the Post Hospital at March Field, Calif., received an urgent call from the Medical Officer of the Trona, California, CCC Camp, for assistance in transporting the patient to the hospital.

With 1st Lieut. Wiseman as pilot, 1st Lieut. Ivan L. Farman as co-pilot, and Private Thomas S. Sweet as Crew Chief, the 4th Air Base C-39 Transport plane took off for Trona, nestled between the Argus and Panamint Mountains, 130 miles north of March Field. Also on board the airplane were Captain Harold H. Twitchell and Private Richard O. Moses, Medical Corps.

After an hour's flight, the Transport arrived at the Trona Airport, where conditions were found as above described and where Lieut. Wiseman was faced with the problem of setting down the C-39 at night where only A-17A planes had ventured daytime landings before.

Dropping the first flare, Lieut. Wiseman discovered the high tension wires and the pipe line. Due to the close proximity of the mountains, it was impossible to attempt a flare landing so, dropping the second flare to fix the location of the wires and the pipe line in his mind, the pilot then circled and made a successful landing with wing lights.

The wheels rolled along the ground at 8:15 p.m., and a few minutes later the mercy ship was again in the air, headed for Hamilton Field, where the airplane arrived at 11:10 p.m. An ambulance was waiting to take the patient, T.E. Winston, to the Letterman General Hospital.

Thus the Air Corps added another incident to its long list of useful peace-time missions, and the speed of an Army airplane and the efficiency of Air Corps personnel again saved a human life.

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Announcement was made in Special Orders of the War Department of the temporary appointment of Captain Arnold H. Rich, Air Corps, to the grade of Major, with rank from August 15, 1939.

GENERAL ARNOLD VISITS MITCHEL FIELD
By the News Letter Correspondent

Mitchel Field was the scene of the start of a nation wide "inventory of personnel and equipment" being made by Major General Henry H. Arnold, Chief of the Air Corps, in preparation for the expansion which will raise the Army Air Corps personnel to 40,000 men, and will double the number of men and planes based at Mitchel Field.

The procedure at Mitchel Field during the visit of the Chief of the Air Corps will be carried out at all of the Army airports in the country - about fifty of them all told - during the next six months, and the results of the inventory will be the basis for the air force increase under the terms of the recently approved \$300,000,000 Air Corps Expansion Program.

In common with other major Army airports in the country, General Arnold revealed, the 9th Bombardment Group at Mitchel Field will be expanded into two Bombardment Groups by the time the expansion program reaches its peak next June.

Bids have already been asked for temporary barracks at Mitchel Field, which will house the additional men to be sent there. Work on the barracks will start about October, and the additional units will be formed in the Spring.

Major General Arnold was greeted by Colonel James E. Chaney, Commanding Officer of Mitchel Field, when he arrived with his staff on July 28th, after flying up from his headquarters in Washington, D.C. Members of the staff who accompanied him were Colonel H.C. Davidson, Majors John E. Upston, Fred S. Borum and 1st Lieut. E.H. Beebe.

The General flew the Douglas Transport plane, which carried the group up from the capital, and he landed at Mitchel Field at about 6:00 p.m., Wednesday. He and his staff members were guests at a reception at the Officers' Club that night, and the business of the inventory was started early the next morning.

Early on the morning of July 27th, all of the planes were lined up on the concrete runway in front of the hangars where the airplanes and their crews were inspected. After making the inspection with Colonel Chaney, General Arnold and his staff retired to the roof of the Administration Building and watched 28 huge silver planes take off in formation.

After a flight over Farmingdale in javelin formation, the fleet returned, flying the same formation of triangular groupings of three ships, strung in a long straight line. The formation flew about a thousand feet over the field as General Arnold, Colonel Chaney and the staff members watched.

After a brief respite from the inspection, during which he received the pre-representatives and held conferences with various officers, General Arnold took off in his Douglas Transport to observe target practice of the Bombers. Following the bombing practice, the planes were flown to outlying airdromes where they remained overnight.

Friday, July 28th, was another busy day for General Arnold and his staff. He visited the squadrons in their outlying airdromes, and on his return to Mitchel Field concluded the inventory with an inspection of barracks and various other activities.

General Arnold, who has been Chief of the Air Corps since September 30, 1938, is making his first nation wide inspection in the current tour. This he said, will be the most exhaustive review of Army bases ever undertaken.

"All Chiefs of Air Corps," he explained, "have undertaken such inspection trips, but this is the first one being made in preparation for such an expansion program, and that is why this is so painstaking."

Upon his departure from Mitchel Field following the conclusion of his inspection, General Arnold directed that the entire command be commended for its high efficiency, as demonstrated in all the various phases of the inspection.

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BUSY DAY FOR STORK AT HAMILTON FIELD

Second Lieut. John H. Payne, who recently accompanied Major Elmer E. Adler Base Executive, Hamilton Field, Calif on an extended cross-country flight eastward, found it necessary, upon reaching Wright Field, Dayton, Ohio, suddenly to detach himself from the expedition and return westward to his home and family at Hamilton Field. However, he started out on a race which he didn't win, for Old Man Stork got there ahead of him, and brought a very young daughter to gladden the Payne household. It seems that the aforesaid Old Man "S" was on a mere routine distribution flight that day, for he also paid two other visits at the field, presenting a heavenly bundle to Lieut. and Mrs. Sam W. Agee and to Lieut. and Mrs. Eugene Nall.

Major Adler returned to Hamilton Field on July 31st, after conferring with officials in the Office of the Chief of the Air Corps, Washington, D.C., and with those of the GHQ Air Force at Langley Field, Va. In addition to Lieut. Payne, he was accompanied by 2nd Lieuts. Bernard A. Schriever and William H. Cleveland, Pvt. 1st Cl Gaston R. Upchurch and Pvt. Walter L. Voelker, of the 9th Bombardment Squadron.

RESULTS OF AIRPLANE COMPETITIONS

As a result of competitive bids recently opened and evaluated, the Hon. Louis Johnson, Assistant Secretary of War, announced on August 10, 1939, tentative awards for various types of aircraft aggregating approximately \$64,113,000 in value, and of the award on the basis of these tentative aircraft awards, of approximately \$21,865,000 for aircraft engines, a total of \$85,978,000. Including other government furnished equipment for which separate contracts will be let, the total value represented in these tentative awards is more than \$100,000,000, and is a considerably greater amount in money value than any previously covered by a single War Department announcement in time of peace.

The tentative awards are as follows:

1. Bombardment, 4-engine

Consolidated Aircraft Corporation, San Diego, Calif., approximately \$8,485,000.

Boeing Aircraft Company, Seattle, Wash., approximately \$8,090,000.

With option to the firms of approximately \$5,400,000.

The planes winning these awards are similar to the Consolidated type B-24, contract for which was announced on April 27, 1939, and the Boeing B-17B, contract for which was announced on October 8, 1937. No details or photographs have been published as to the Consolidated B-24. The Bomber on which the award to the Boeing Airplane Company was made is similar to the B-17B, which early in August established the Los Angeles-New York course record for plane with crew or passengers. This flight was made at an average speed of 263.8 miles per hour in an elapsed time of 9 hours, 14 minutes, 30 seconds. This Bomber incorporates various minor improvements found desirable as a result of more than a year's service test of this type at Langley Field, Va.

The B-17B is powered with four Wright "Cyclone" engines. By means of blowers or superchargers turning at high speeds, air is fed to the engines at approximately sea level density, although the airplane may be at 20,000 m feet.

The Boeing B-17B Bomber, like the previous B-17 delivered in 1937, is a 22-ton all-metal, low-wing monoplane of some 105 feet wing span by 70 feet in length, and has an overall height of 15 feet. These Bombers can fly at speeds greatly in excess of 250 miles per hour of the earlier 4-engine Bombers, carry 5 machine guns and a crew of 7 to 9 men, including a commanding officer, pilot, co-pilot, navigator, engineer, bomber, radio operator, and

gunners. All members of the crew can freely change stations, and for long flights sufficient additional personnel can be carried so that the operators of the airplane may be relieved from time to time and get the necessary rest.

2. Bombardment, 2-engine

Glenn L. Martin Company, Baltimore, Md., approximately \$15,815,000.

North American Aviation Incorporated, Inglewood, Calif., approximately \$11,771,000.

Although the new twin-engine Bombers do not have exact prototypes in operation in the Air Corps today, they are the type generally known as medium-bombers, and will perform the same general type military missions as the present Douglas B-18A.

3. Advanced Training Airplanes

North American Aviation Incorporated, Inglewood, Calif., approximately \$1,326,000.

These advanced training planes are the type in which the Flying Cadets at the Air Corps Training Center at Randolph Field, Texas, receive their final instructions. They are equipped with radio, flaps, retractable landing gears, and all the standard flight instruments with which the finished pilot must be familiar. When the cadet has graduated from this type airplane he goes out to a tactical unit for final familiarization with a particular service type combat airplane.

4. Basic Training Airplanes

North American Aviation Incorporated, Inglewood, Calif., approximately \$2,707,000.

Vultee Aircraft Division, Aviation Manufacturing Corporation, Downey, Calif., approximately \$2,986,000.

The North American advanced training and basic training airplanes are similar to the present BC-1 airplane, which is now in use at many Air Corps stations. These late trainers contain several improvements and refinements not possessed by the BC-1's. The advanced and basic North American trainers resemble each other closely, but the advanced trainer is designed to give the student the requisite training to enable them to continue into the specialized training of our tactical units. The Vultee Trainers do not resemble closely any training airplane now in use.

5. Primary Training Airplanes

Boeing Airplane Company, Stearman Division, Wichita, Kansas, approximately \$688,000.

Option of \$2,000,000.

This plane is the modern version of the PT-13, which is the standard primary training plane in use at the Air Corps Training Center in Texas.

6. Twin Engine Interceptor Pursuit

Lockheed Aircraft Corporation, Burbank, Calif., approximately \$4,845,000.

These Pursuit Interceptors are similar to the Lockheed P-38 airplane which was flown in February from March Field, Calif., to Mitchel Field, N.Y., on an experimental test flight in record time.

7. The engines for installation in these airplanes will amount to approximately \$21,865,000, divided among four different engine manufacturers, on the basis of the tentative airplane awards, in amounts approximately as follows:

United Aircraft Corporation, Pratt & Whitney Division, Hartford, Conn., \$12,320,000.

Wright Aeronautical Corporation, Paterson, N.J., \$7,000,000.

Aviation Corporation, Lycoming Division, Williamsport, Pa., \$270,000.

Allison Engine Corporation, Indianapolis, Ind., \$2,275,000.

Total \$21,865,000.

The awards above announced when consummated will represent the major portion of the Army's aircraft purchases under the recently passed Supplemental appropriations for the Air Corps expansion program. Additional types are under evaluation at Wright Field, and awards will be announced shortly, completing the procurement under the expansion program. Awards for airplanes, engines and accessories amounting to \$50,000,000.00 have been previously announced, under the advance appropriation of that amount made last April covering that portion of the needs of the expansion program.

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WITH THE PURSUITERS AT BARKSDALE FIELD

55th Pursuit Squadron

June 30th saw the end of a year's hard work in this Squadron. Due to the wonderful cooperation of all Squadron personnel, the GHQ Training Directive has been completed, despite the fact that the Squadron was handicapped by a shortage of airplanes throughout the first six months of the past fiscal year.

During the past year there were over 16,000 flying hours recorded for the 20th Pursuit Group. Of this total, the 55th Squadron is responsible for 5,649 flying hours, with an average of 14 assigned airplanes per day. "Thus it is," says the News Letter Correspondent, "that all members of the Squadron daily strive to perpetuate the 55th's record

as one of the best Pursuit outfits in the GHQ."

There has been an increase in the allotment of money for payment of Air Mechanics. This increase will encourage new mechanics and make competition for Air Mechanic ratings more lively.

Privates Ross, Nunes, Odom, Rice and Puchta have been detailed to take the Airplane Mechanics course at the Spa. School of Aeronautics, Tulsa, Okla., which started on August 7th. This is the first class to start under the provisions of the new Air Corps expansion program.

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HAMILTON FIELD NOTES

Colonel John F. Curry, Commanding Officer of Hamilton Field, recently completed a survey of some of the field facilities of the Hamilton Field Base Area, traveling in a B-18A. He was accompanied by the Base Weather Officer, 1st Lieut. Theodore F. Bolen, and the Base Ordnance Officer, Captain Ralph Bassett.

At the end of the fiscal year, out of the 39 officers assigned to the 11th Bombardment Squadron, 32 were qualified as dead reckoning navigators; 32 were expert gunners; 31 were expert bombardiers, and 9 were qualified as celestial navigators. By September it is anticipated that all 39 officers will be qualified celestial navigators.

Five new officers were added to the Squadron from the latest class graduating from Kelly Field, Texas, viz: Lieuts. Habberstad, Itz, Tarter, J. J. Preston and W. Whitaker.

On June 9th, four officers of the 9th Bombardment Squadron became eligible first pilots on B-18 type airplanes; were formally checked off shortly thereafter, viz: Lieuts. George A. Blakey, Murray W. Crowder, Pollett Bradley, Jr., and John H. Payne.

June 20th marked the completion of the 9th Squadron's supplementary bombing season, and at the same time the squadron's successful compliance with the GHQ Training Directive for the past fiscal year. All 16 of the officers completing the bombing qualified as expert bombardiers, bringing the total number of expert bombardiers in the Squadron up to 27 officers. In all, there are 36 officers in the Squadron.

All officers assigned to the 9th Bombardment Squadron qualified during the course of the training year as Dead Reckoning Navigators, and 14 officers successfully completed the course in Celestial Navigation. All officers in the Squadron, and more than 50 enlisted men were qualified as expert Aerial Gunners.

EXIT THE "WASHING MACHINE."

From the early days of the Flying Cadet Detachment at Brooks Field, Texas, down through the years to just a few short months ago, at Randolph Field, the Primary Training airplane which bore the number "500," belonged traditionally to the Stage Commander. It was the airplane in which those Flying Cadets whose flying technique was faulty received their last official ride before being "washed out."

With the transfer of primary training activities to the various civilian flying schools, the "washing machine" - as this particular plane was known in Cadet slang - has finally met the end of the road - that is, so far as being the "washout" plane is concerned. Recently Master Sergeant T.J. Smith, veteran line chief of the 53rd School Squadron, took his paint brush and obliterated once and for all the field number of 500. When the paint dried, this airplane rejoined its brothers as just another training plane, and was ferried away from Randolph Field to one of the civilian schools. There its past reputation will be forgotten. If airplanes could think, perhaps No. 500 would welcome this swipe of paint through the hated numerals.

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DEATH OF MASTER SERGEANT HAMER

Death unexpectedly claimed Master Sergeant Mike Hamer, of the 53rd School Squadron, on July 25th, while he was in his quarters at Randolph Field, Texas.

An impressive funeral was held for the deceased noncommissioned officer at the Post Chapel on Friday afternoon, July 28th, the services being attended by the entire 53rd Squadron, his immediate family and relatives, and his many friends at Randolph Field. After the services at the Chapel, Sergeant Hamer was interred in the Fort Sam Houston Cemetery with full military honors, followed by a Masonic Ritual. Chaplain John Westerman conducted the funeral services.

Master Sergeant Hamer was a World War veteran, and also served in the Mexican Border Campaign. The heartfelt sympathy of the entire Randolph Field command is extended to his widow, Carolina L. Hamer, and his three daughters: Mrs. Anna J. Branz, Billie J. and Mary J. Hamer.

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Announcement was made in Special Orders of the War Department, recently issued, of the temporary appointment on August 7, 1939, of Lieutenant Colonel Howard C. Davidson, Air Corps, to the grade of Colonel in the Air Corps, with rank from August 1, 1939.

THE PRIMARY FLYING SCHOOL AT GLENDALE

The new system of primary training for Flying Cadets of the U.S. Army Air Corps at civilian flying schools started at the Grand Central Air Terminal, Glendale, Calif., on July 1st, as scheduled. On that day, 37 new Cadets flew for the first time at this training school.

Thirty-seven men reported for training, 27 of whom are college graduates with degrees. Of the remaining ten Cadets, all but one have two years of college.

These new students, with an excellent display of "esprit," immediately set up a class organization and voted unanimously to purchase a civilian type uniform for use at this school. This consists of two gray civilian type shirts with black tie and a blue-gray pair of pants with cuffs. Later they decided a flight cap was necessary to distinguish them from the civilian students around the airport, and this additional article was secured. The entire uniform cost each student slightly less than ten dollars.

The barracks and mess hall have been furnished with excellent appearing maple furniture. Double deck bunks with innerspring mattresses, which provide much sleeping comfort to these Cadets, would cause past Cadets to turn green with envy.

The building in which the entire Cadet organization is quartered, messed and administered, is a former aviation country club, which was later used as a night club. There is an excellent swimming pool, also tennis courts on the grounds and an 18-hole municipal golf course immediately adjacent. Riding stables are within half a mile of the School. A post exchange has been established by the civilian management.

At the time this was written by the News Letter Correspondent, nearly three fourths of the class had soloed, and their reward, upon returning to the barracks, was that of being unceremoniously dumped into the swimming pool in their flying coveralls, to the great consternation of the Flight Surgeon! The unofficial record of the number of solos for the day is the number of wet coveralls drying in the sun at the close of the day's flying. There has been practically no opposition on the part of the soloed cadet to this moist treatment. In fact, a number of the "dodos" have voiced the opinion that they would be willing to be thrown in in their tuxedo if they could only solo. So far, this is yet to occur.

The first class has shown excellent spirit and cooperation in initiating Cadet traditions and customs and establishing a Cadet life and routine. The

(Continued on Page 16)

V-8178, A. C.

NEW RADIO CONTROL TOWER PAYS DIVIDENDS

Several weeks ago the News Letter Correspondent from Kelly Field, Texas, reported that a new radio control tower had been constructed on a 63rd School Squadron hangar for controlling flights of airplanes in Section III. A recent occurrence proved that this tower has paid for itself.

On July 24th, two planes collided in the air during a cross-over turn. Both planes landed at Kelly Field without injury to the personnel. However, a student, whose plane had a damaged rudder, glided in for a landing at Kelly Field with the landing wheels retracted. Just before the landing, a 63rd Squadron radio operator noticed the wheels still retracted. He called the student by radio and warned him that his wheels were not down, whereupon the student lowered his wheels when the plane was about 15 feet above the ground, and he made a good landing. Thus, equipment was saved through the efficiency of the radio operator, Private Joe H. Schelcher, 63rd School Squadron.

As a result of this incident, the following letter of commendation was forwarded to Private Schelcher:

"Kelly Field, Texas,
July 26, 1939.

Subject: Commendation.
To: Private Joe H. Schelcher, 63rd School Squadron (Thru: Commanding Officer, 63rd School Squadron).

1. It has come to my attention that because of your alertness, initiative, and attention to duty, a possible serious airplane accident was avoided on the morning of July 24, 1939, when a student would have landed with wheels retracted had you not warned him by radio.

2. I wish to commend you for the excellent manner in which you performed your duty on this occasion, which reflects a very high standard of proficiency. Your realization of the responsibility imposed upon you is representative of the efficiency desired from all personnel associated with the operation of aircraft. It is assured that the example set by you will be an example for all other men of your organization, and inspire them in the performance of their duties.

Frank D. Lackland,
Colonel, Air Corps,
Commandant."

The Commanding Officer of the 63rd School Squadron, Captain Harvey F. Dyer, Air Corps, forwarded the above communication to Private Schelcher by indorsement, reading as follows:

"I take great pleasure in forwarding this letter of commendation from the Post Commander. All members of this Squadron are very proud of you for the commendable action taken by you."

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The Primary Flying School at Glendale (Continued from Page 15)

following classes should be able to step into a Junior Randolph Field.

"Everyone - Cadets, enlisted men and the civilian school are to be complimented on their excellent 'esprit' and endeavor in establishing a school up to the usual high Air Corps standard, concludes the News Letter Correspondent.

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MULBERRY ISLAND ADDED TO LANGLEY FIELD

Mulberry Island, a part of the Fort Eustis military reservation, has been made a subpost of Langley Field, Va., it was announced recently. The transfer to the Air Corps was made for the purpose of extending the peace-time training work, with the stipulations that the Air Corps assumes all responsibility for safety precautions for the protection of persons, the conservation of timber and permanent installations and that the jurisdiction over same be returned to the Commanding General of the Third Corps Area should an emergency so require.

The Secretary of War has granted revocable permits to the United States Shipping Board in connection with the maintenance of the James River Fleet, and to the Works Progress Administration. These permits are to remain in force.

A guard detachment will be stationed near the reservation, depending on where quarters may be available, whose duty it will be to enforce regulation and such orders as may be issued from time to time.

Signs prohibiting hunting, trapping and other trespassing will be posted in conspicuous places, including fire precaution and danger notices. All persons desiring to enter the reservation must carry passes, and individuals without passes will be denied admission.

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The 27th Pursuit Squadron at Camp Skeel, Oscoda, Mich., returned to Selfridge Field on August 7th, upon completion of a month's gunnery practice up among the "Pine Needles." The 17th Pursuit Squadron, which replaced the 27th Squadron, departed from Selfridge Field for Camp Skeel the same day, and is also scheduled to stay up there for a month of gunnery practice.

CHANGES IN AUGUST 1, 1939, CLASS AT CIVILIAN FLYING SCHOOLS

Since the publication in the previous issue of the Air Corps News Letter of the list of candidates selected for primary flying training at the various civilian flying schools, the following have for various reasons declined appointment as Flying Cadets at this time:

Alabama Institute of Aeronautics, Inc.

Tallent, Guy Bill	Stevenson, Ala.
Maxey, Horace E.	Wickliffe, Ky.
Jacobs, Harold Herman	Brooklyn, N.Y.
Barnard, William F.	Virginia Beach, Va.

Chicago School of Aeronautics

Mino, Raymond William	Evansville, Ind.
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Dallas Aviation School and Air College

Rhodes, Larkin T., Jr.	Bay Minette, Ala.
Carter, John Ted	Mars Hill, N.C.
Dumas, Roger Edmond	Memphis, Tenn.
Odom, Willie C.	Houston, Texas
Martin, Ernest Franklin	Kingsville, Texas

Grand Central Flying School

Rombach, Lionel	Tucson, Ariz.
Wheeler, Claremont Edward	San Jose, Calif.
Arnold, Jesse Gilmore	Visalia, Calif.
Smith, Eugene C.	Boulder, Colo.
Stevens, Bradford Vernon	Fenton, Iowa
Kanouff, George O.	Omaha, Neb.
Caisse, Kenneth M.	Salem, Ore.
Peterson, Chesley Gordon	Santaquin, Utah

Lincoln Airplane and Flying School

Watters, Rufus W.	Eau Claire, Wis.
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Parks Air College

Mills, Henry Lynde	Greens Farms, Conn.
Albert, Kenneth Wendell	Galesburg, Ill.
Fox, William C.	Dawson Springs, Ky.
Eller, Verlin Emerson	Vicksburg, Mich.
Miller, Paul D.	Patton, Pa.

Ryan School of Aeronautics

Cribbs, Jerome Highland	Tucson, Ariz.
Bourdon, George B., Jr.	Compton, Calif.
Johnston, James E.	Los Angeles, Calif.
Rogers, Robert Conant	Los Angeles, Calif.
Pace, Stephen A., Jr.	Long Beach, Calif.
Eyans, Claude F.	San Bernardino, Calif.
Loesch, Richard L., Jr.	Montrose, Colo.
Reed, Jack Best	Seattle, Wash.

Santa Maria School of Flying

Inman, Clyde Richard	Fayette, Idaho
Boggs, Kenneth D.	St. Paul, Minn.
Krieger, Herman G.	Gregory, S.D.
Riley, Francis Clair	Winfred, S.D.
Dorris, Joseph L.	Deming, N.M.

Spartan School of Aeronautics

Lyle, John Robert	Mena, Ark.
Harness, Robert Blanchard	Corydon, Ky.
Meacham, Sterling Ardel	Hopkinsville, Ky.
Bankman, Jack Arnold	Chicago, Ill.
Schultz, Orlando E.	Park Ridge, Ill.
Chay, Donald S.	Albuquerque, N.M.
Plomteaux, Marion A.	Albuquerque, N.M.
Blackburn, John E., II	Roswell, N.M.
Carroll, John S.	Roswell, N.M.

Duvall, Augustus Milton	Abilene, Tex.
Talley, Royal Norman	Lubbock, Tex.

Additions

To Alabama Institute of Aeronautics

Finnell, John W.	Georgiana, Ala.
Lee, Robert E.	Chicago, Ill.
Bismarck, Andrew P.	Natick, Mass.
Keyes, Gordon Frank	Chicago, Ill.

To Chicago School of Aeronautics

Herland, Norman L.	Galesburg, Ill.
Keenan, James Henry	Winchester, Mass.
Boggs, Kenneth D.	Gassaway, W. Va.

To Dallas Aviation School and Air College

Duggan, James R.	Jacksonville, Fla.
Bounds, Fred H.	Shubuta, Miss.
Feinstein, Harry	Columbia, S.C.
Abercrombie, Clarence L.	Fountain Inn, S.C.
Misbet, James L.	Greenville, S.C.
Barnes, William Ford, Jr.	Pharr, Texas
Lyster, D.K.	Vernon, Texas

To Grand Central Flying School

Lash, Robert L.	Beverly Hills, Calif.
Rulison, Arden M.	Long Beach, Calif.
Hanson, Wayne A.	Los Angeles, Calif.
Riley, Jack B.	West Los Angeles, Calif.
Thomas, Francis C.	March Field, Calif.
Lamp, Charles C.	San Francisco, Calif.
Larner, Edward C.	San Francisco, Calif.
Diakman, Paul J.	Collegeville, Minn.

To Lincoln Airplane and Flying School

Hunter, William C.	Williamsport, Ind.
O'Brien, John G.	Youngstown, Ohio

To Parks Air College

Howard, Vincent William	East St. Louis, Ill.
Callahan, Edward J.	Waukegan, Ill.
Tucker, James E.	Minneapolis, Minn.
Aton, Raymond F.	Springfield, Mo.
Feltham, John D.	Newport, R.I.

To Ryan School of Aeronautics

Wright, Ellis W.	Miami, Ariz.
George, Paul P.	Los Angeles, Calif.
Cornett, James I.	Ontario, Calif.
Anderson, John R.	Piedmont, Calif.
Binion, Martin J.	San Fernando, Calif.
Cox, Ward, Jr.	San Francisco, Calif.
Hinman, Harry H.	San Francisco, Calif.
Raley, Robert J.	Santa Maria, Calif.
Moore, Allan J.	Reno, Nevad.
Plomteaux, Maria A.	Albuquerque, N.M.
Blackburn, John E.	Roswell, N.M.
Berry, Maurice A.	Los Angeles, Calif.

To Santa Maria School of Flying

Goodale, Charles F.	Berkeley, Calif.
O'Neill, Hugh D.	Berkeley, Calif.
Wilson, Lowell H.	March Field, Calif.
Fitzgerald, John Edward, Jr.	San Diego, Calif.
Perry, John F.	San Diego, Calif.
Nielson, Jay	Hyrum, Uta

To Spartan School of Aeronautics

Carpenter, Donald L.	Tipton, Ind.
Foti, Dominic C.	Martinsville, La.
Shaw, Kenneth deV.	New Iberia, La.

(Continued on Page 18)

PICKINGS FROM POST FIELD

Members of Air Corps troops at Post Field, Fort Sill, Okla., had their first glimpse of the Air Corps' huge new crash trailer recently, when it came up from Duncan Field, Texas, to get an O-47A, assigned to Flight "C," 12th Observation Squadron, which made a "belly landing" on July 10th, after one of the landing gears failed to lower. Second Lieut. James C. Barham, Air Reserve, who is on active duty with the Flight, was piloting the ship at the time of the landing, and much credit is due him for his skill and coolness in such an emergency.

Inclement weather brought to an end a free balloon flight by members of this station on July 27th. Lieut. Colonel D.B. Howard, commanding Air Corps Troops, as pilot, with Corporal W.T. Duke as aide and Staff Sergeant Alfred Fernandez as passenger, both of the 1st Balloon Squadron, took off in a 35,000 cubic foot balloon, but after an hour's flight Col. Howard brought the balloon down to avoid an impending thunderstorm. A safe landing was made, with no damage to personnel or property.

First Lieut. J.D. Rutledge, Flight C, 12th Observation Squadron, recently returned from Duncan Field, Texas, where he had been testing an Autogyro assigned to that unit. This aircraft, which cracked up last fall and was sent to the San Antonio Air Depot for repair, was tested by Lieut. Rutledge over a period of nine days. The return flight to Post Field was made in four hours and 45 minutes actual flying time which, of course, does not include stops for fuel, etc. Lieut. Rutledge reported the weather at San Antonio to be much more enjoyable than at Fort Sill.

Major Wallace G. Smith, from the Communications Section, Training and Operations Division, Office of the Chief of the Air Corps, Washington, D.C., and Major Harold J. Adams, Assistant Chief Signal Officer of the 8th Corps Area, recently paid a visit to Fort Sill for the purpose of selecting a site for the building to house the transmitter for a new radio beam system. The selection of the site was approved by Colonel Augustine McIntyre, Post Commandant, who, with Lieut. Colonel D.B. Howard, Commanding Officer of Air Corps Troops at Fort Sill, accompanied Majors Smith and Adams on a tour of inspection of the range system of the radio beam which is now under construction.

Major George P. Johnson, Air Corps, was promoted to the grade of Lieut. Colonel (temporary) with rank from August 7, 1939.

Changes in August, 1939, Primary Flying Class (Continued from Page 17)

Spartan School of Aeronautics, (Continued)

Perkins, Albert Henderson	Hendrix, Ok
Bottsin, Dwight M.	Lawton, Ok
Beck, James Alston	Fort Adams, R.
McDonald, Robert E.	Lubbock, Tex
Hanson, Richard F.	Randolph Field, Tex

In the previous issue of the News Letter was stated that Texas had the largest representation of students in the primary class with 45, followed by California with 28. Due to the changes in the personnel of the class as given above, the lead of the Lone Star State has been considerably reduced, the latest figures crediting her with 43 as against 41 for California.

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PROMOTION OF AIR CORPS OFFICERS

The following-named Air Corps officers who have been holding the grade of Major (temporary), were given permanent promotions in that grade, with rank from August 15, 1939:

Edward E. Hildreth	Lewis A. Dayton
Samuel G. Frierson	Younger A. Pitts
Phillips Melville	Howard Z. Bogert
John G. Williams	Charles H. Downman
William C. Morris	Thomas W. Blackburn
Albert B. Pitts	Harry A. Johnson
Bernard S. Thompson	Bob E. Nowland
Willis R. Taylor	Barney M. Giles
Robert D. Knapp	Bernard J. Toohar
James T. Curry, Jr.	Claude E. Duncan
William B. Souza	Albert F. Hegenben
Alfred Lindeburg	Max F. Schneider
Joseph A. Wilson	Donald G. Stitt
Clements McMullen	Glenn C. Salisbury
Ames S. Albro	Harold R. Wells
Milo McCune	Malcolm S. Lawton
Charles McK. Robinson	Jasper K. McDuffie
Benjamin B. Cassidy	Howard K. Ramey
Charles Y. Banfill	Lionel H. Dunlap
Myron R. Wood	Harold D. Smith
Robert T. Cronau	Earle J. Carpenter
Lloyd C. Blackburn	James P. Hodges
William C. Goldsborough	Frank L. Cook
Walter R. Peck	Oakley G. Kelly
Arthur G. Hamilton	Bernard T. Castor
Emil C. Kiel	James A. Mollison
Harold L. George	

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RETIREMENT OF NONCOMMISSIONED OFFICERS

Effective August 31, 1939, Master Sergeant Hurschell B.R. Adams, of Hamilton Field, Calif., and William J. Ryan, of Kelly Field, Texas, were placed on the retired list.

It is expected that Master Sergeant Geryai Garner, Sergeant Major at Selfridge Field, Mich., will be appointed a Warrant Officer and assigned to the Air Corps, effective September 1, 1939.

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GRADUATION OF AIR CORPS ENGINEERING SCHOOL STUDENTS.

Ten students composed the 1939 class of the Air Corps Engineering School at Wright Field, Dayton, Ohio.

Instead of the usual commencement exercises, which, due to the pressure of work caused by the expansion program, were not held this year, the graduates were awarded their diplomas in General Brett's office with a quiet congratulatory handshake and brief best wishes for their future success.

All the graduates are assigned to Wright Field except three who, in accordance with the usual custom, will continue their studies in advanced aeronautics. Captain Maxwell will spend the next scholastic year at the Massachusetts Institute of Technology; Lieut. Moyers at the California Institute of Technology, and Lieut. Hale at the University of Michigan. They will report at the various universities at the opening of the fall term.

The other graduates were: Captains B.L. Boatner, F.M. Zeigler, G.J. Eppright, Lieuts. C.F. Damberg, E.M. Gavin, R.J. O'Keefe and C.A. Brandt.

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MISSOURI AIRMEN TRAIN AT POST FIELD

The 35th Division Aviation Squadron, Missouri National Guard, spent two weeks at Post Field, Fort Sill, Okla., during the latter part of July, and returned to St. Louis on July 30th.

Major Lauth, Commanding Officer of the Squadron, reported the most successful year of training the Squadron had ever experienced. With a total of ten airplanes, mostly O-47A's, twenty-seven pilots and one flight surgeon, the Squadron piled up a total of 460 flying hours, flying a total of 78,000 miles. This is the organization of which Colonel Charles A. Lindbergh was a member, with the rank of Captain, when he flew the Atlantic in 1927.

While at Fort Sill, the National Guard Squadron made cross-country flights to Fort Barrancas, Florida; Fort Riley, Kansas; Fort Sam Houston and Galveston, Texas.

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RECORD SPEED FLIGHT FOR O-47A AIRPLANE

During a recent cross-country flight, 2nd Lieut. D.L. Kime, pilot, with 2nd Lieut. J.A. Rouse, both Air Reserve, and Sgt. H.M. Giles, Air Corps, flew from San Antonio, Texas, to Moffett Field, Calif., in seven hours and ten minutes flying time. The flight was made by way of Midland, Texas; El Paso, Texas; Tucson, Arizona, and March Field, Calif. An O-47A airplane was used in this flight for what the Moffett Field Cor-

respondent believes to be a record time for this course.

Lieuts. Kime and Rouse and Sergeant Giles are members of the 82nd Observation Squadron at Moffett Field, Calif.

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ARGENTINIAN AIR MILITARY ATTACHE PAYS A VISIT TO TECHNICAL SCHOOL.

Colonel Pedro Zanni, Air Military Attache, Argentine Embassy, Washington, D.C., recent paid a visit to the Air Corps Technical School at Chanute Field, Rantoul, Ill., during which he made an inspection of all phases of instruction.

Colonel Zanni expressed great admiration of the methods employed in the instruction of students, the instructional equipment and, lastly, was surprised at the apparent youth of the students and the enlisted instructors.

The visit was curtailed somewhat to permit Colonel Zanni to depart for Wright Field to attend the ceremonies incident to the celebration of the 30th Anniversary of the founding of the Air Corps. He was accompanied by Mrs. Zanni and daughter on this trip. The party were the luncheon guests of Colonel Davenport Johnson, Commanding Officer of Chanute Field, the departure for Dayton being made early in the afternoon.

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MAP BOOK QUESTIONNAIRES

As the result of a survey made by the Information Division, Office of the Chief of the Air Corps, on the subject of Map Books, the following information was disclosed:

Questionnaires received from Air Corps activities	65
Air Corps activities in favor of continuing issue of books	56
Air Corps activities not in favor of continuing issue of books	9
Air Corps activities at which pilots prefer books	39
Air Corps activities at which pilots prefer sectional charts	33
Air Corps activities in favor of Area Book	64
Air Corps activities declaring Map Books satisfactory	52
Air Corps activities declaring Map Books not satisfactory	13

Based on the information thus received from Air Corps activities, Map Books will continue to be issued, and will be replaced with revised copies every two years. Certain new routes were requested, and these new routes will be made up during the present fiscal year. Experimental copies of the Area Book will be distributed in the near future for flight test and report.

O B I T U A R I E S

The Air Corps expresses its deep sympathy to the families and relatives of the two officers and seven enlisted men of the Air Corps who lost their lives in the unfortunate accident at Langley Field, Va., on Friday, August 11, 1939, when a B-18 Bombardment plane crashed and burned shortly after the take-off from that field.

These men who died in the service of their country are 2nd Lieuts. Homer M. MacKay and Thomas Lee Butner, Air Reserve; Technical Sergeants William Morgan and Howard Alois Jauernig; Staff Sergeants Everett Kirkpatrick and Raymond James Shelley; Private 1st Class, Specialist 1st Class Pete Bunyk; Privates Roy B. Leopold and Anthony Carl Reale.

The military service of Lieuts. Butner and MacKay paralleled each other. Both graduated from the Primary Flying School, Randolph Field, Texas, on February 25, 1937, and from the Advanced Flying School, Kelly Field, Texas, June 9, 1937; specialized in Pursuit Aviation, and were rated Airplane Pilots and commissioned second lieutenants in the Air Reserve on June 30, 1937. Both were assigned to extended active duty with the 17th Pursuit Squadron at Selfridge Field, Mt. Clemens, Mich., and later, on June 20, 1938, transferred to Langley Field, Va., and assigned to duty with the 21st Reconnaissance Squadron.

Lieut. Butner was born at Burnsville, N.C., May 26, 1914. After graduating from the Burnsville High School, he enlisted in the Air Corps, and was assigned to duty with the 35th Pursuit Squadron at Langley Field, Va., serving therewith from October 7, 1933 to June 17, 1934, and from June 16, 1935, to July 18, 1935. For a year he was on detached service at the Holabird Q.M. Depot at Baltimore, Md., where he took the motor transport course of instruction. After serving with the Station Complement at Bolling Field, D.C., from July 20 to October 11, 1935, Lieut. Butner was assigned to the Medical Department at that field. While stationed at Bolling Field, he attended the Emerson Institute for one year. He was successful in passing the examination for a Flying Cadet appointment.

Lieut. Butner is survived by his mother.

Lieut. MacKay was born at Paris, Ontario, Canada, October 11, 1913, and became an American citizen through the naturalization of his father. He attended Michigan State College for three years prior to his appointment as a Flying Cadet. Lieut. MacKay had only

recently been married.

Sergeant Morgan was born at Norton, Va., July 10, 1895. He entered the military service August 4, 1916, and served continuously with the 9th Infantry until May 24, 1924. On November 21st of that year he enlisted in the Air Corps and served with the 41st School Squadron at Kelly Field, Texas, until December 7, 1934, when he was transferred to the 35th Pursuit Squadron at Langley Field, Va. He was appointed Corporal in November, 1925; Sergeant in March, 1927; Staff Sergeant on October 17, 1930, and Technical Sergeant on May 9, 1939. He is survived by his wife.

Sergeant Jauernig was born at Boise, Idaho, December 2, 1900. He entered the military service on December 8, 1919, and served a 3-year enlistment with the 15th Infantry. Following his discharge in January, 1925, at Tientsin, China, he enlisted in the Air Corps, and was assigned to duty at the Air Corps Technical School at Chanute Field, Rantoul, Ill., where he served until June, 1933. He served with the 5th Photographic Section until August, 1933, and with the 48th School Squadron until his transfer to the 24th Pursuit Squadron at Albrook Field, Panama Canal Zone. While at Chanute Field he graduated from the Technical School in May, 1934, as an Airplane Mechanic.

In the Canal Zone Sergeant Jauernig first served with the 80th Service Squadron, and later with the 15th Air Base and the 44th Reconnaissance Squadron. In November, 1938, he was transferred to Langley Field, Va., and assigned to the 21st Reconnaissance Squadron. He was appointed Corporal in March, 1928; Sergeant in February, 1933; Staff Sergeant in February, 1938, and Technical Sergeant in August, 1938. He is survived by his mother.

Sergeant Kirkpatrick was born on June 9, 1895, at Quilcene, Washington. He entered the military service during the World War and served with the 346th Infantry from April 26, 1918, to April 1919. In December, 1920, he enlisted in the Air Corps at Camp Lewis, Wash., and served at Mather Field, Sacramento, Calif., until June, 1922, when he was transferred to Clark Field in the Philippines. Upon his return from foreign service he joined the 96th Bombardment Squadron at Langley Field, Va. serving therewith from October 18, 1925, to February, 1939, when he was transferred to the 35th Pursuit Squadron at that station. He was promoted to Corporal, November 13, 1922; to Sergeant

geant, September 24, 1924; to Staff Sergeant, October 1, 1924. He is survived by his sister.

Sergeant Shelley was born on March 23, 1898, at Oakdale, La. During the World War he served with the U.S. Navy, and he was discharged therefrom on July 3, 1919. From July 6, 1920, to July 5, 1921, he served with Company A, 17th Tank Battalion. In April, 1927, he enlisted in the Air Corps, and served with the 62nd and later with the 58th Service Squadrons at Brooks Field, Texas, until August, 1933, when he was transferred to Langley Field and assigned to the 35th Pursuit Squadron. He was appointed Corporal, September 1, 1928; Sergeant, August 1, 1933, and Staff Sergeant in May, 1939. He is survived by his widow.

Private Bunyk was born on May 24, 1896, at New Kensington, Pa. He entered the military service June 24, 1916, and served with Company F, 41st Infantry, to June 30, 1919. On November 6, 1923, he enlisted in the Air Corps and served with the 49th Bombardment Squadron at Langley Field, Va., until April 4, 1932, when he was transferred to the 35th Pursuit Squadron at that station. Private Bunyk left no near relatives.

Private Leopold was born at East Mauch Chunk, Pa., December 10, 1916. He enlisted with the Air Corps on November 27, 1936, and was assigned to duty with the 21st Reconnaissance Squadron at Langley Field. He is survived by his mother.

Private Reale, born at Milwaukee, Wis., January 10, 1916, joined the Air Corps at Chanute Field, Rantoul, Ill., November 19, 1937. He attended the Air Corps Technical School at that station, and graduated in August, 1938, as Radio Repairer and Operator. He was later transferred to Langley Field, Va., and assigned to the 21st Reconnaissance Squadron. He is survived by his mother.

While enroute to Malone Airport, N.Y., on the morning of August 9, 1939, to participate in the 1st Army Maneuvers, the O-46 airplane piloted by Lieut. Morris E. Thomas, Air Reserve, collided at an altitude of 5,000 feet with an O-46 airplane piloted by 1st Lieut. Wm. Prince, Air Corps. Lieut. Prince managed to make a safe landing. Lieut. Thomas' plane crashed and he and his passenger, Private Anthony R. Gerrity, A.M., 2nd Class, were instantly killed. Lieut. Thomas was born at St. Petersburg, Fla., March 5, 1911. He graduated from high school in his native city and attended Southwestern University for two years. Prior to his appointment

as a Flying Cadet, he served for a period of 5 years as an enlisted man in the Air Corps, being on duty with the 8th Attack Squadron at Fort Crockett, Texas, for over a year; at Chanute Field, Ill., with the 52nd School Squadron for three years, and the remainder of the time at Randolph Field, Texas. While at Chanute Field he graduated from the Air Corps Technical School as an Airplane Mechanic and later as a Radio Operator and Repairer.

Following his graduation from the Primary Flying School, Randolph Field, February 25, 1937, and from the Advanced Flying School, Kelly Field, Texas, where he specialized in Observation Aviation, he was rated as Airplane Pilot and Airplane Observer, commissioned a second lieutenant in the Air Reserve, and assigned to active duty with the 97th Observation Squadron at Mitchel Field, N.Y., June 30, 1937.

Private Gerrity was born at Scranton, Pa., December 8, 1907. After serving a 3-year enlistment with Battery B, 62nd Coast Artillery, January 24, 1929, to January 27, 1932, he enlisted in the Air Corps February 28, 1934, and served continuously since that time with the 97th Observation Squadron at Mitchel Field, N.Y.

During a flight on the night of August 19th, 2nd Lieut. Willard G. Ewing, Air Reserve, piloting a BC-1 airplane, and accompanied by Private John Brennan Smith, Air Corps, crashed against the side of a mountain, ten miles north of Monticello, N.Y. The airplane was completely demolished. Both occupants thereof were severely injured and were taken to the hospital in Monticello. Private Smith died en route thereto.

The latter had only been with the Air Corps for three months, enlisting on June 6, 1939. He had been a student at the Air Corps Technical School at Chanute Field, Ill. He was born on March 14, 1920, at North Adams, Mass.

Lieut. Ewing is a native of Chicago, where he was born on April 13, 1916. He graduated from the Advanced Flying School, Kelly Field; served a period of active duty and was relieved therefrom at his own request to accept a position with the American Airlines, and, several months ago, was again placed on extended active duty with the Air Corps.

With only nine more days to go before his scheduled graduation from Kelly Field, 2nd Lieut. John R. Hopson, Field Artillery, who graduated in June, 1938, from West Point, crashed late in the afternoon of August 16th, some 20 miles north of Kelly Field, while piloting a BT-8 airplane, and was instantly killed. The cause of the accident has not been determined.

AIR CORPS RESERVE ACTIVITIES

Indiana Reserve Camp

Hoosier Reserve pilots reported as usual, bright and early on Sunday, July 16th, at Schoen Field, Fort Benjamin Harrison, Indiana, for two weeks of work and play. Most of the time, work seemed to predominate, although a few red hot golf contests were indulged in while airplanes were stacked on the shelves for maintenance, and thirty-three quarts of perspiration were expended one rainy afternoon on the badminton court. However, there was plenty of flying for everyone, and with general good weather each pilot averaged 30 hours for the 14-day tour.

After a very solemn officers' meeting during which the needs of each pilot were carefully considered, it was decided to stress Instrument Flying, Radio Operation, Radio Range and Orientation Flying under the hood. In this connection, two extremely useful and instructive lectures were presented the boys in the new Civil Aeronautics Authority radio laboratory at the Municipal Airport at Indianapolis, Ind., by Mr. Brown, Chief Blind Flying Instructor of the Civil Aeronautics Authority. These lectures embraced the entire subject of Radio Beam and Orientation Flying.

Other flying at Schoen included Day Navigation, Night Navigation, Drop and Pick up Messages, Missions with Infantry, Formation, etc. A C-39 airplane was loaned for one morning by Patterson Field, and each pilot took fifteen minutes at the controls, although no landings were made during this instruction.

A list of officers attending the camp and their duties follow:

Air Corps, Regular Army

Major K.C. McGregor, Regular Army Instructor.

Air Reserve

Major Charles E. Cox, Commanding Officer;
Captain Fred W. Sommer, Operations Officer;
Captain Walter F. Reagan, Executive Officer;
Captain Dwight W. Brill, Engineering Officer;
Captain Harry W. McGee, Supply Officer;
Captain Charles E. Halstead, Athletic Officer-Provost Marshall;
1st Lieut. John H. Ryan, Adjutant;
1st Lieut. John O. Bradshaw, Assistant Supply Officer;
2nd Lieut. Edwin Voras, Assistant Engineering Officer;
2nd Lieut. Carl W. Hartley, Assistant Operations Officer.

ENLISTED GRADUATES FROM TECHNICAL SCHOOL

A total of 64 enlisted men of the Air Corps graduated on August 11, 1939, from the Air Corps Technical School at Chanute Field, Rantoul, Ill., 26 of them from the Air Mechanics course; 35 from the Radio course and 3 from the Link Trainer course.

Of the 26 graduating from the Air Mechanics course, three men each came from Maxwell, March, Langley and Mitchel Fields; two each from Chanute, Barkadale, Hamilton and Selfridge Fields, and from Atlanta, Ga; one each from Moffett, Scott and Kelly Fields and from Fort Lewis, Wash.

Hamilton Field had the highest number of representatives in the Radio course with 6; followed by March Field with 5; Chanute Field with 4; Langley Field with 3; Mitchel and Selfridge Fields with 2 each. Other stations had no more than one representative.

---oOo---

The following poem was written by Private Leo L. Boiteux of the 9th Air Base Squadron, Moffett Field, Calif.:

THE WEATHER MAN

Amidst his many maps and charts
The weather man in mad haste darts,
Reading here, checking there,
Recording conditions of the air,
Pounding symbols over teletype
So all might know if the weather's right,
Calling data by radio,
That pilots are warned which route to go,
Sending balloons into the sky
To determine where pressure areas lie.
All must be attended to
In time to get the broadcast through.
A paragon of mechanical efficiency
The pitiable metro man must be.
Personality cannot interfere
With one who charts the atmosphere.

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ACKNOWLEDGMENT

The snappy and very attractive cover featuring this issue of the Air Corps News Letter is the work of Private Roger F. Parkhill, of the 2nd Observation Squadron, Nichols Field, P.I.

We feel sure readers of the News Letter will agree that Private Parkhill is well gifted in art work. His interest and cooperation is highly appreciated, and it is hoped that in the very near future he will submit more cover designs for publication.

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NEW INTERNATIONAL AND NATIONAL AIRCRAFT PERFORMANCE RECORDS

Six new international and ~~fifteen~~ new national aircraft performance records have been established by Army Air Corps planes in connection with the thirtieth anniversary of the purchase of the first Army airplane, according to official reports of the Contest Board of the National Aeronautic Association on the various record trials conducted by the Air Corps from July 23 to August 1, 1939, at Langley Field, Va.; Wright Field, Dayton, Ohio; and Patterson Field, Fairfield, Ohio.

The President of the National Aeronautic Association transmitted to the Chief of the Air Corps a review of these reports, indicating the records established on each flight, same reading as follows:

July 23rd at Langley Field, Hampton, Va.

Altitude with 5,000 Kilogram Payload - 24,304 feet.

This performance established the following National records:

Altitude with Payload of 5,000 Kilograms - 24,304 feet (no previous record established).

Altitude with Payload of 2,000 Kilograms - 24,304 feet (Previous record 6,722 feet).

Altitude with Payload of 1,000 Kilograms - 24,304 feet (previous record 20,820 feet)

July 25th, at Langley Field, Hampton, Va.

Speed for 2,000 Kilometers with Payload of 5,000 Kilograms - 200.042 M.P.H.

Speed for 1,000 Kilometers with Payload of 5,000 Kilograms - 204.040 M.P.H.

These performances established the following National Records:

Speed for 2,000 Kilometers with Payload of 5,000 Kilograms - 200.042 M.P.H. (No previous record established).

Speed for 1,000 Kilometers with Payload of 5,000 Kilograms - 204.040 M.P.H. (No previous record established).

Speed for 2,000 Kilometers with 2,000 Kilogram load - 200.042 M.P.H. (Previous record, 190.906 M.P.H.)

Speed for 1,000 Kilometers with Payload of 2,000 Kilograms - 204.040 M.P.H. (Previous record 191.674 M.P.H.)

Speed for 2,000 Kilometers with Payload of 1,000 Kilograms - 200.042 M.P.H. (Previous record 190.906 M.P.H.)

Speed for 1,000 Kilometers with Payload of 1,000 Kilograms - 204.040 M.P.H. (Previous record 191.674 M.P.H.)

Speed for 2,000 Kilometers without Payload - 200.042 M.P.H. (Previous record 190.906 M.P.H.)

Speed for 1,000 Kilometers without Payload - 204.040 M.P.H. (Previous record 203.895 M.P.H.)

July 30, 1939, at Patterson Field, Fairfield, O.

Greatest payload carried to an altitude of 2,000 Meters - 14,135 kilograms, 31,180 lbs.

This performance established an International and National record for the greatest payload carried to an altitude of 2,000 meters.

July 31, 1939, at Wright Field, Dayton, Ohio

Amphibian 1,000 Kilometer Speed Record Tri 183.076 M.P.H.

This performance established the following International and National records:

Speed for 1,000 Kilometers without Load - 186.076 M.P.H. (Previous record 159.778 MPH).

August 1, 1939 - F A I "Course" Record, Second Category.

International "Course" Record from Los Angeles to New York - 265.383 M.P.H. (previous record - 221.434 M.P.H.)

August 1, 1939, at Wright Field, Dayton, Ohio.

Speed for 5,000 Kilometers with 2,000 Kilogram Load - 166.321 M.P.H.

This performance established an International and National 5,000 Kilometer Speed Record carrying 2,000 Kilogram Load and also a National Closed Circuit Distance Record of 3,129.214 miles.

August 1, 1939, at Wright Field, Dayton, Ohio.

Speed for 1,000 Kilometers with 5,000 Kilogram Load - 259.396 M.P.H.

This performance, in addition to establishing an International and National speed record for 1,000 Kilometers carrying a 5,000 Kilogram Load, established the following National records:

Speed for 1,000 Kilometers with Load of 2,000 Kilograms - 259.396 M.P.H. (Previous record 204.040 M.P.H.)

Speed for 1,000 Kilometers with 1,000 Kilogram Load - 259.396 M.P.H. (Previous record 204.040 M.P.H.)

Speed for 1,000 Kilometers without load - 259.396 M.P.H. (Previous record 204.040 MPH).

August 1, 1939, at Patterson Field, Fairfield Ohio.

Altitude with 5,000 Kilogram Load - 34,025 Feet.

This performance established an International and National altitude record carrying a 5,000 Kilogram Load (Previous International record 30,551 feet), a National altitude record carrying a 2,000 Kilogram Load (Previous record, 24,304 feet), and a National altitude record carrying a 1,000 Kilogram Load (previous record 24,304 feet).

The News Letter Correspondent of the Materie Division, Wright Field, submitted the data outlined below on the six International Records heretofore referred to, viz:

The altitude flight on July 30th was accomplished in the B-15 airplane, the crew comprising Major Caleb V. Haynes, Captain W.D. Old, Sergeants Adolph Cattarius and W.G. Heldt. The take-off and landing was at Patterson Field, Ohio. The B-15 carried 15-1/2 tons (31,205 lbs.) to 8,200 feet. Major Haynes not only surpassed previous world's record but exceeded by a full ton of payload that carried V-8178, A.C.

in the Bolhovitinov transport monoplane, piloted on November 20, 1936, by Michel Nioukhtikov and Michel Lipkine, U.S.S.R., at Tchelkovo, Russia, said plane carrying a load of 28,660 pounds. Major Haynes also exceeded the required altitude of 6,561.66 feet by reaching 8,200 feet.

On the flight of July 31, 1939, establishing the record of 186.078 m.p.h. in an amphibian over 1,000 kilometers, the crew in the Grumman AO-9 comprised Captains W.P. Sloan and B.L. Boatner, Air Corps. The pylons of the closed course were located at Wright Field and McChesney Airport, St. Jacobs, Ill. The take-off was made at Patterson Field and a landing was made on Lake St. Mary in accordance with amphibian record requirements of land take-off and water landing.

Previous International Record - 159.778 m.p.h. - Giuseppe Burei and Enrico Rossaldi, pilots; Gino Velati, passenger; Italy, Macchi C. 94 amphibian, 2 Wright Cyclone 750 h.p. engines, May 9, 1937.

On the flight of August 1, 1931, at Wright Field, when a speed record of 259.396 m.p.h. was established for 1,000 kilometers with 5,000 kilogram load, the airplane, a B-17A, was piloted by Captains C.S. Irvine and Pearl Robey, with Captain C.J. Crane and Lieut. P.G. Miller as navigators. Dummy bombs and shot bags were carried as payload. The course was the same as in the case of the flight in the amphibian.

Previous international record: A. Tondi and G. Pontonutti, of Italy; P. 23 airplane, 3 Piaggio XI RC. 40 engines, 1,000 h.p. each, December 20, 1938. (251.878 m.p.h.)

The flight on August 1, 1939, from Los Angeles to New York, was accomplished in 9 hours, 14 minutes, 30 seconds. Taking off at Mines Field, Los Angeles, at 3:57 a.m. (EST), the landing at Floyd Bennett Airport, New York, was made at 1:11½ p.m. (EST). The distance covered was 2,457 miles.

The crew of the Boeing B-17B comprised: Pilots, Major Stanley M. Unstead and Leonard F. Harman, with Lewis Sibilsky and Mark H. Koogler, engineer and mechanic, respectively.

Previous International and National Record: 221.436 m.p.h. D.W. Tomlinson, pilot; H.B. Snead, co-pilot, Douglas DC-1, April 30, 1935; Burbank, Calif., to Floyd Bennett Airport, N.Y.; elapsed time, 11 hours, 5 minutes and 45 seconds.

On the flight of August 1-2, 1939, when an international speed record of 166.321 m.p.h. was achieved over a distance of 5,000 kilometers with a 2,000 kilogram load, Major Caleb V. Haynes piloted the B-15 Super Flying Fortress. Other members of the crew were Captains W.D. Old, Walter Bryte, Lieut. Carl Brandt, Technical Sergeant Adolph Cattarius, Staff Sergeant Daniel L. Spicer and Corporal James Sands. Crew was carried in addition to the payload.

The course was Wright Field and McChesney

Airport, Rockford, Ill. The take-off from Patterson Field was at 10:23½ a.m., August 1st, and the landing at 5:22 a.m., August 2nd. Starting pylon crossed at 10:30 and finish pylon at 5:11 a.m.; total number of hours: 18 hours, 40 minutes, 47.1 seconds over course. Flew steadily all afternoon and all night, making five round trips between Wright Field and McChesney Airport, Rockford, Ill.

As a result of this flight, a new international record was established - greatest distance (3107 miles) ever attained over a closed course.

On the altitude flight on August 1, 1939, at Patterson Field, Ohio, when the Boeing B-17A airplane, carrying a payload of 5,000 kilograms, reached 34,025 feet, the crew comprised Captains C.S. Irvine and Pearl Robey, pilots, with Lieut. Swofford as reserve pilot.

Previous record - 30,551 feet, held by Germany; Karlheinz Kindermann, pilot, Ruprecht Wendell, co-pilot; Ing. Hotopf, passenger. Junkers Ju D-ALAT, Dessau, June 4, 1938.

The National Records established on July 23rd at Langley Field, Va. (Altitude with 5,000 Kilogram payload - 24,304 feet) included one each for 5,000, 2,000 and 1,000 kilogram payload. A B-17 Bombing airplane was utilized, with Lieut. Colonel Robert Olds and Lieut. Robert A. Ping, Air Corps, pilots, and Corporal J.H. Walsh and Private 1st Class, A.R. Jester as crew.

In the national records established at Langley Field on July 25th, a B-17 Bombing plane was flown, piloted by Captain A. L. Harvey and Lieut. I.R. Selby, Air Corps, with Technical Sergeant J.J. Barnhill and Private, 1st Class, H.J. Nycum as the crew.

PERSONNEL NOTES

The following-named Air Corps officers, holding the rank of Lieutenant Colonel (temporary) were appointed to the permanent rank Lieutenant Colonel, effective August 15, 1939: Lieut. Colonels William C. Ocker, William E. Vollandt and William E. Kepner.

First Lieut. Robin B. Epler, Air Corps, stationed at Kelly Field, Texas, was transferred to the Chemical Warfare Service August 5, 1939 with rank from June 13, 1936, and assigned duty at Edgewood Arsenal, Md.

Captain Paul H. Johnston has been relieved from assignment and duty at the Massachusetts Institute of Technology, Cambridge, Mass. Upon the completion of the course of instruction at the Air Corps Tactical School, Maxwell Field, Ala., he will proceed to Hamilton Field, Calif., for duty as Base Weather Officer.

AIR CORPS

NEWS LETTER



J. E. Reynolds
8/3/39
4th Air Base Photo Lab.
March Field,
Calif.

SECRET
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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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PUBLIC RELATIONS OFFICERS
By the Randolph Field Correspondent.

Foreword

With the sole purpose of stimulating thought on the subject of Public Relations is this article submitted. No criticism of any individual or group of individuals is implied. Rather, it is a criticism of a vague erroneous tradition that sprung up many years ago. Fortunately, that tradition is no longer with us. The offer to use the Air Corps News Letter as a Public Forum was extended several months ago. The invitation is being accepted.

Within the past couple of years the Army in general, and the Air Corps in particular, has suddenly become publicity conscious. Up to that time, we drifted along in a semi-conscious state so far as our Public Relations were concerned.

The Air Corps broke into the nation's press only when a plane went down, killing or injuring personnel. Then and only then did the Public Relations Officer spring into action. Around his office, permanently shrouded in secrecy, an even thicker blanket of silence was thrown. "No information available" was his stock phrase, even to such questions put to him by a reporter seeking the truth as, "Will you confirm or deny the fact that there was a crack-up?"

No wonder an ever widening gulf grew and continued to grow between the press and the Air Corps. No effort was made between unfavorable stories to educate either the press or the public. Weeks on end went by with not a single news item, picture, or human interest story to bring out the favorable side of military aviation.

In fact, the Public Relations Officer was a self-appointed censor of entirely negative qualities rather than an assistant to, a friend of, the "gentlemen of the press." The phrase "gentlemen of the press" is used in the fullest sense, for by and large they are gentlemen, accustomed to meeting the public, perhaps under many more trying circumstances than the average army officer is accustomed to.

Just who was this hypothetical "Pub-

lic Relations Officer?" At some stations he was the Adjutant, already burdened with the myriad of details that clutter every adjutant's office, and seldom in a receptive frame of mind when the phone rang to announce "This is the Daily Bugle calling."

Between these infrequent calls, Public Relations was just another title so far as the Adjutant was concerned. He wasn't interested, knew nothing about the assignment and, furthermore, cared less.

It was traditional within the Air Corps that the Public Relations Officer was merely a figurehead, an empty title required by some obscure regulation and, therefore, hung on him.

Gradually the completely erroneous impression arose that the Air Corps was a thing apart, could look down its collective noses at the press, could control the news, edit the news, censor the news, merely by picking up the telephone and blustering to an already harassed city editor.

Thus we rocked along for many years, drawing closer and closer into our shells, losing all contact with the outside world and, conversely, the outside world gradually losing sight of us. An occasional headline, such as, "ARMY PLANE CRASHES AND BURNS---FIELD OFFICIALS REFUSE ALL INFORMATION," was our only contact with the press, and certainly not a very favorable one. Because the title "Public Relations Officer" was bestowed on some unwilling soul whose only experience with newspapers consisted of smugly reiterating the erroneous catch phrase, "Don't believe anything you read in the papers," he immediately became guardian of the reputation of the post. He reasoned, and wrongly so, "If we don't release any information concerning the accident, the papers can't print anything about it. Therefore, we won't get any unfavorable publicity. Therefore, I am doing my duty as Public Relations Officer."

As a former "gentleman of the press" the writer can correct this reasoning. Newspapers, be they metropolitan dailies, or country weeklies, have almost as many news sources as they have

readers. Nine times out of ten the newspapers know about an accident before the commanding officer. How? At least a dozen telephone calls pour into their office with amazing rapidity.

The writer recalls vividly one amateur news source who phoned a newspaper, telling of an airplane accident, then continuing with a running account as the pilot settled to earth via the parachute. It seems that the reporter was phoning with his head thrust out of a window, watching and describing the scene. On that occasion, the first flash of the near tragedy actually was on the presses before the pilot finally landed in his 'chute.

With such news sources at every paper's disposal, it is obviously impossible for a Public Relations Officer to maintain an air of secrecy without making a complete fool of himself and the entire command.

During the past year or so the situation in the Air Corps has changed for the better, so far as Public Relations are concerned. The obvious value of friendly relations with the various news agencies, be they newspapers, press associations, news reels or magazines, has been seen. But that is only part of the battle. It's one thing to recognize the value of Public Relations and it's another thing to achieve that goal.

A trained Public Relations Officer is just as important a cog in the functioning of a well organized Air Corps field as is a Post Communications Officer, Post Engineering Officer, or Post Meteorological Officer. These men are specialists, trained in their particular field of endeavor, schooled for at least a year. In the great majority of cases they requested assignment to that department because of their inherent interest in it. They are doing a job intelligently in the way they learned through careful training at Chanute, Lowry, or California Tech.

A nationally known expert on Public Relations recently defined his function, "Public Relations is the science of attitude control." It's a vague sort of definition on the surface, but if one stops to analyze the wording for a moment, the full import is realized. Controlling the public attitude, their reactions, is definitely a task as technical, requiring as much experience and skill as does the making of a weather forecast by a meteorological officer.

The Weather Officer knows certain fundamental rules, and through experience learns that under certain conditions, certain weather phenomena may be expected. On his forecast he must stand or fall.

So must the Public Relations Officer stand or fall on his forecast of public reaction. In addition to knowing cer-

tain fundamentals, he must also be a psychologist of sorts, be able to look ahead, to analyze the public mind, to forecast their reactions with just as much assurance as the meteorological officer forecasts the weather.

That almost unpredictable human element is ever present, and must be considered in every forecast of public opinion. Then and only then can the Public Relations Officer hope to reach the goal set in the definition, "Science of attitude control."

The acquisition of this training is at present beyond the reach of those officers assigned to Public Relations work. In too many cases they are still plucked willy nilly, plopped down at the desk labelled "Publicity," and there left to struggle as best they can with the multitudinous tasks confronting them.

It is conceivable that a newly appointed Engineering Officer, who never saw a Technical Order or the inside of an engine, could gradually acquire a smattering of engineering knowledge through his experienced Hangar Chiefs.

But when an officer suddenly finds himself confronted with the assignment of Public Relations Officer, he is helpless. He has no background in this sort of work, not even in ground school at the flying school - no crew chief for him to observe and thus learn, no one to lean on while trying through trial and error to weave his way through the labyrinth that confronts him. There's nothing that inspires the confidence of newsmen so much as an experienced Public Relations Officer who talks their language. There's nothing that leaves doubt in their minds as much as a faltering, stumbling Public Relations Officer, who doesn't know what the newsmen want, how it should be given them and, most important of all, when it should be given them.

If we consider a Meteorological Officer of sufficient importance to the Air Corps to send a student to a university for a one-year course, send potential engineering officers to Chanute Field, and sometimes Wright Field, for training; if we send students to the Business Administration course at Harvard University, why shouldn't we train Public Relations Officers in their duties with just as much thoroughness. Trained moulders of public opinion are almost as scarce as hen's teeth in the Air Corps today. We need them, need them badly.

The course of training need not be as lengthy as that required to train a meteorologist or an engineering officer. But a definite course is needed.

Perhaps a two weeks' short course would suffice. Dozens of civilian experts in the field would be happy to volunteer their services for a lecture or two. Picture Editors of national

syndicates undoubtedly could be persuaded to give their views on the pictorial qualities needed in a news photograph. There are a few nation-wide business firms who do not have a specialist in Public Relations. Many of them could be persuaded to devote a day or even part of a day to lectures which would start the Air Corps off in the right direction in their Public Relations policy.

For students, there are undoubtedly many officers on each Air Corps post anxious to avail themselves of such a course. Volunteers could be had for the asking, once they see that there is as much future in the field of Public Relations as there is in engineering or meteorology.

Perhaps such a series of lectures could be made an annual event. There are changes and innovations in Public Relations as there are in any other profession.

Advances are constantly being made in every branch of the Air Corps. We are expanding. Trained Public Relations Officers are few and far between. The need is apparent.

"Public Relations is the SCIENCE of attitude control."

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AUTOGYROS PARTICIPATE IN MANEUVERS

Second Lieut. John K. Arnold, Jr., Air Corps, who is on duty with Flight "C," 12th Observation Squadron, Fort Sill, Okla., recently returned from the East, where he participated in the 1st Army Maneuvers as pilot of the Autogyro.

During the maneuvers, Lieut. Arnold worked with the 1st Corps, 2nd Corps, 1st Provisional Corps and the 1st Army. The greater part of his services consisted of taking up staff officers for reconnaissance missions behind their own lines. Two fire control missions were worked with the 5th Field Artillery, which consisted of two batteries of 155 mm. guns.

In addition to the Autogyro piloted by Lieut. Arnold, a similar ship from Wright Field, Dayton, Ohio, was assigned to the 1st Army for the maneuvers. Between the two planes, a total of 70 hours of cooperative work was performed. The planes operated from unimproved landing fields, such as cow pastures, etc., within one and one-half miles from the various headquarters with which they worked. No accidents were experienced, and very little maintenance was required, considering the hard punishment the ships underwent.

High Army officials participating in the maneuvers were of the opinion that the Autogyro would have a definite place in the next war, but that certain improvements were needed. Included in

these were "jump" take-off, more cockpit room for both the pilot and observer, and smoother action of the rotor system. Five days were required to make the trip to the scene of the maneuvers and four days to return. Lieut. Arnold put in 44 hours of actual flying time on the trip there and return, with a total of 21 stops. Private Richard J. Sorenson, Flight "C," 12th Observation Squadron, accompanied Lieut. Arnold on the trip.

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PROMOTION OF AIR CORPS OFFICERS

The following-named first lieutenants of the Air Corps were promoted to the grade of Captain, with rank from September 4, 1939:

George E. Price	Charles K. Moore
Richard C. Lindsay	Austin A. Straubel
John G. Fowler	Wycliffe E. Steele
John L. Nedwed	George F. Kehoe
Fred S. Stocks	Roy H. Lynn
Paul T. Cullen	Rob't B. Davenport
George G. Northrup	Donald L. Putt
Thomas S. Power	William Ball
Lloyd H. Watnee	Carl R. Storrie
Philip D. Coates	Merrill D. Burnside
Talma W. Inlay	Hollingsworth F. Gregory.
John H. Bundy	Eugene H. Beebe
Mills S. Savage	Harold W. Grant
Harold W. Bowman	Kenneth A. Rogers
Lorry W. Tindal	Reuben C. Hood, Jr.
Merlin I. Carter	Leslie O. Peterson
John W. Sessums, Jr.	Irving R. Selby

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NEW TRAINING SYSTEM FOR 5TH BOMB. GROUP

A new system of training program was started in the 5th Bombardment Group, Hickam Field, T.H., with the new fiscal year. Heretofore, training was planned only a month ahead, and squadron commanders were unable to schedule any training beyond the monthly period. Now the training program covers a period of three months, which gives the squadron a little more freedom in conducting training. It is expected that all squadrons of the Group will complete both TR gunnery and bombing, in addition to three weeks in the field. Two weeks will be spent by each squadron at Waimanalo (Bellows Field) on the eastern shore of Oahu conducting pistol, ground and anti-aircraft machine gun firing, and anything else they want to do. The principal objective is to get a little rest from garrison training and to get a little sun tan.

An Aloha flight was made on July 12, 1939, when the EURLINE was off Makapuu Point with the Department Commander, General Herron, aboard. Various formations were flown over the ship from the time she appeared off Makapuu until she stopped of Waikiki.

CHANCE DISCOVERY AIDS IN CLIMB OF PLANE

While flying a B-18A on a recent formation high altitude bombing mission, Captain Budd J. Peaslee, of the 30th Bombardment Squadron, 19th Bombardment Group, GHQ Air Force, made a valuable discovery, according to the March Field Correspondent, who goes on to say that Captain Peaslee had reached the slap happy atmosphere of 18,000 feet, indicated, when he suddenly realized he was falling behind. Immediately all hands were employed to get back the necessary distance. Throttles were bent to the maximum; in fact, everything was done with the possible exception of throwing out the water jug. In a last desperate effort and with no other visible means of occupation, Captain Peaslee let down the flaps. To his utter astonishment, the altimeter began to go up like a windlass and he began to overtake the rest of the formation like Johnstown won the Derby. Making the most of this extradvantage, he continued on the bombing run to make the best high altitude bombing score on record.

In conclusion, the News Letter Correspondent states:

"Those of us who have cussed, sweated and belittled the ability of engineers to give us maneuverability at the dizzy heights welcome your discovery, Captain. A little more of this 'try anything once' spirit and we may win the war against gravity yet."

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NAVIGATION FLIGHTS BY 95TH ATTACK SQDN.

Pilots of the 95th Attack Squadron, GHQ Air Force, based at March Field, Calif., recently completed their scheduled attack navigation flights with a 100% qualification.

The requirements of Attack navigation are more exacting in many ways than ordinary cross-country navigation, demanding a 300-mile flight with only a 30-second leeway in E.T.A. (estimated time of arrival); an altitude of not over 500 feet above the ground must be maintained for the entire flight, and the pilot must take the cover of any hill or ravine available.

Before take-off, a flight plan is made in duplicate, consisting of main check points, compass courses, distances, E.T.A.'s, and columns for actual times of arrival, ground speeds, and elapsed times. The pilot retains one and the check pilot receives the other.

At the end of the trip the actual ground speeds and times of flight and arrival are determined and checked against the original flight plan.

Destinations of the attack navigation flights included Monterey and Bishop, Calif.; Phoenix, Arizona, and Saint George, Utah. Some of the roughest and

most hazardous flying country in the United States was included.

NATIONAL AVIATION DAY AT CHANUTE FIELD

Chanute Field's observance of the National Aviation Day, August 19, 1939, was marred by rain which started early in the morning and continued throughout most of the day. However, approximately 1,000 persons visited the field for the inspection tours of the field and the Air Corps Technical School, during the announced hours of 8:00 to 12:00 a.m. The attendance was not as large as expected because of the rain and the fact that 14,000 spectators had attended the Open House at the field on the occasion of the 30th Anniversary Celebration of the birth of military aviation on August 2nd. Guides were provided to conduct visitors through the School.

There were displays of the various types of planes and equipment used at the field, and routine flying, although the flying operations were somewhat hindered by the weather conditions.

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NEW ORGANIZATIONS AT CHANUTE FIELD

Two new organizations, the 4th and 5th School Squadrons, have been assigned to Chanute Field, Rantoul, Ill. The organizations are initially under the command of 1st Lieut. A.J. Shower and Captain M.I. Carter, Air Corps, respectively. The present arrangement calls for the assignment of all students undergoing instruction at the Technical School. The 4th School Squadron has the Mechanics, and the 5th School Squadron has the Communications students.

At present, these Squadrons are housed in tents on the newly acquired land west of the old field boundary. However 61 temporary buildings, capacity of 63 men each, will be ready for occupancy shortly, and the organizations will move to more suitable quarters as the new units of construction become available.

These organizations will be the administrative headquarters for all students at Chanute Field and will simplify the housing, administration and the physical care of the students, as well as place all men undergoing similar instruction in close contact with one another.

First Sergeants Lloyd Burval and Homer Ferguson were transferred from Headquarters and Headquarters Squadron and the 10th Air Base to the new organizations. These squadrons may at some period during the Air Corps Expansion Program attain a strength of approximately 3,000 men.

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LARGEST CLASS GRADUATES FROM ADVANCED FLYING SCHOOL

The Advanced Flying School, Kelly Field, Texas, graduated its largest class on August 25, 1939, when 181 students, composed of 75 officers of the Regular Army, three National Guard officers and 103 Flying Cadets received their diplomas at the commencement exercises in the Post Theater at that field.

Colonel H.D. Higley, General Staff Corps, Chief of Staff of the 8th Corps Area, delivered the graduation address and presented the diplomas. The presentation of the wings to the graduates was made by Colonel Frank D. Lackland, Commandant of the Advanced Flying School. Invocation and benediction were offered by Chaplain L.O. Sheffield of Fort Sam Houston.

Conspicuous by its absence was the customary aerial review by the graduates. The review was dispensed with because the larger classes permit no time for extra maintenance of the airplanes. Scores of airplanes were on the hangar line for inspection by the public.

The largest class prior to the one which graduated on August 25th was that of February 1, 1939, which had 171 students.

The graduating class arrived at Kelly Field on May 31, 1939. The class then numbered 185 students. The discrepancy of four students is accounted for by the fact that one was held over to the next class on account of sickness; one was eliminated due to a physical defect and two were killed in airplane crashes while undergoing training.

In opening the exercises, Colonel Lackland stated:

"Before I introduce Colonel Robins, on behalf of the Advanced Flying School I want to congratulate the officers and cadets who made the grade at Kelly. Colonel Robins:"

Colonel Robins: "Gentlemen of the graduating class, it gives me great pleasure to congratulate you upon your accomplishment in graduating from this class. Many were called to join this class; a great many failed to meet the requirements of the Training Center. You men are the pick of the bunch and every one of you has shown himself to be highly capable, not only as a flyer but as an officer in the U.S. Army Air Corps. Both Colonel Lackland and myself exceedingly regret that we were not able to have you carry on a review, as has been done by previous classes. It was impossible, because of the intensive program required of us by the War Department. I wish to introduce to you an officer of very distinguished service, who is now the Chief of Staff of the 8th Corps Area, Colonel Harvey D. Higley."

Colonel Higley: "Colonel Robins, Colonel Lackland, gentlemen of the grad-

uating class: I felt very much complimented when called upon to speak to you today. I understand this is the largest class to graduate from here in the last 17 years. Incidental to something which Colonel Robins spoke of as to the number called and the few who are chosen, I might mention that certain figures went over my desk the other day that caught my attention. They do not pertain exactly to this class but to the class which recently joined Randolph Field, and I believe you will be interested in them. One of the Traveling Boards for examination of Flying Cadets went over the 7th and 8th Corps Areas, stopping at various colleges. Out of a number of candidates who were contacted, some eight or nine hundred, there were finally gotten about one hundred ten or eleven who passed the physical examination; which proved to be about twelve out of a hundred. Out of the class which reported here, out of the number who graduate here, only about 50 or 55 percent normally pass the completed course, which brings it down to about six out of a hundred. In between there is quite a fatality group of candidates who report for training - who have been appointed but do not report, bringing it down to something like five out of a hundred. You can see how of every hundred men who were interested in flying, in joining the training force, approximately five actually completed the course. For each one of you Flying Cadets here represent 19 or 20 others who wanted to join. You gentlemen are joining the Army at a time which seems to be of particular interest, particularly to the Army itself. Due to the large appropriations we have had this year we are able to buy and supply to the Army a great deal of military equipment which has been sadly lacking in the past. This equipment is not going to put us 100% up, but it is going to go a long ways towards providing those materials for the Regular Army and National Guard at the present strength. At the present time the final tests of the Infantry Division are taking place over at Camp Bullis. This is another point of significance. In all probability before long we will have a new Infantry Division, differing greatly from the present one. In your own Air Corps you are now engaged in a program which is to maintain double the number of planes which the Army is to maintain. This is really a stupendous program. It is an immense program and only those who stop to figure out the various details of its financing costs realize how large it is. In addition to that there is a large increase of enlisted men, officers, and various field equipment which

is necessary to go with that program. Incidentally, probably due to this increase, I venture to say that every Flying Cadet here who receives his Reserve commission today, will have the opportunity of declining or accepting a Regular commission before he has finished with his active duty training.

There are many things, many problems and experiences which you men will carry with you all your lives, which - because of this particular moment, your entrance into the commissioned ranks of the Army - have their smallest beginnings right here. I will mention two or three of them, with the idea that perhaps later on you will think of them and establish your own ideas as a result of your own thoughts and warnings. The beginnings of responsibility - as student officers and as students back of that time - when you became student officers or Flying Cadets your responsibility was comparatively light. You were responsible only to your instructors and then for satisfactory completion of their requirements. In taking on a new status you immediately accept increased responsibility. You retain the responsibility for your own acts, your personal responsibility; but you increasingly take on responsibility for the acts of others. In other words, as an officer you become a commander, and the acts of his subordinates are the responsibility of the commander. Now the very purpose of having officers is to have a group who are trained and educated to accept responsibility - that is the whole purpose of an officer group.

Officers everywhere are looking for the young men to whom they can give an assignment, leave him with it, and with a minimum of supervision expect excellent results. If you can qualify for that you will be a marked man in your organization; you will be sought for everywhere. The beginning of leadership with responsibility over others calls for the necessity of something to control groups under you. Leadership is a big subject and I have no intention of going into it today. I merely want to point out to you that the beginning of that is starting right here. Probably the first experience you will have, the first opportunity to put into practice the art of leadership will be when you are given a group of enlisted men with an assignment of work to do. How well you plan that work, what judgment you use in selecting the men for the various positions, the clearness and thoroughness with which you outline the instruction to be given these men, will determine how - to what degree, you possess the adaptability of leadership. Leadership is something with which you may have been born. Few have. But if you have not been born

with it, you can certainly acquire it. We find that the answer, the solution to it, is not through inspiration or any showy acts but rather through getting down and grubbing - careful planning, frequent inspection of your work, and the development within you of a sincere liking and interest in the men who work under you. Don't forget the human element. If you are going to be successful in handling men, you must be interested in those men. They will then respond to you.

No talk to young men at this time of life, I suppose, would be complete without mentioning the question of personal finances. I certainly will not ask you gentlemen to budget yourselves in order to maintain your finances. With your flying pay you should be able to live very comfortably. However, the amount of money we get - strange to say - has very little to do with the ease with which we live within that amount. The temptation is there to spend, and I suppose it is only fair to assume that some of you will run up against snags. I simply point out that if you do run up against snags and find it difficult to live within your income, the only solution is to budget. It is surprising how easy it is to live on a budget. I have done it and have not suffered seriously from it. It is surprising also how much money you throw away. A budget brings that out and retains it for you. The sensible thing is what I spoke of a moment ago - careful planning and careful supervision.

Should any of you marry in the near future, that feature of it will probably be taken care of without any initiative on your part. Now when you are planning for a budget, let me mention - and urge upon you - to lay aside something for savings, - \$5.00 or \$10.00 a month even - as long as it is a regular amount. It is an old story I know, but it is well worth while - coming at a time when most of you are getting a big increase in pay it is worth while giving a little thought to.

Another thing I want to mention. I have a little difficulty in expressing it. I have a feeling that you Air Corps officers have a tendency to become rather isolated, be shut up in other words within the Air Corps. It is I think a rather natural result of the fact that so many of the air fields are located away from other Army posts. I want to mention this so that you will have it in mind. Try to acquire an interest in the entire army. Join societies. The Army is a team and the Air Corps is one member of it. There are many other branches - all the combat branches are members of that team, and there are many you have to work with in order to carry out your missions as Air Corps officers. The more you know of

how those branches work, how they carry out their missions, the more valuable you will be to your own branch. I ask you to take advantage of every opportunity, mingle with other officers of the Army. Do it whether or not you are located near the other branches. When you are stationed at an isolated field a long way from other troops, make a little effort to keep up your interest in the Army as a whole. I ask you to give a little thought to it.

For every officer in the Army there are three cardinal principles which must be met. I will name them. First is honesty - downright honesty of word and act. In other words, be a square shooter; second, decent sobriety. By that I mean moderation in your drinking habits. You will find the post commanders are almost invariably very reasonable about matters of that kind. Some of them are even long suffering! But I would advise you not to try them too hard. Those things all come to an end sooner or later, and the end can only be bad for you. Third is unfailing loyalty to Uncle Sam, for whom we are all serving. You can fail in many things in your life and it will have little effect upon your record, but if you fail in any one of these three it ruins your career. I just mention these so you will have them in mind.

You will never get rich on your Army pay. However, you can live very comfortably and happily and have all the comforts you may need. Take my advice and put that \$5.00 or \$10.00 a month away and you may be able to take a trip around the world if your tastes run along that line. However, the lack of money is not really felt very much in the Army. Our comrades in the Army are in the same boat we are. We are all trying to get along on our Army pay; consequently we don't feel the lack of it, and you will find the many friendships of the Army, the esprit de corps of the Army, and your service as an officer of the Army, will recompense you for any lack of funds.

You gentlemen have just completed a strenuous and exacting year of training. I want to congratulate you for it. I want also to extend to you the hand of welcome as officers of the Army. Thank you."

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Work is now well under way at Selfridge Field toward the completion of the fourteen new barracks being built to house the proposed increase in personnel. At the present time all foundations have been dug and the framework for six of the buildings has been erected. The new two-story wooden quarters will be located in the rear of the present brick barracks on the sea wall of Lake St. Clair.

27TH PURSUIT SQUADRON AT AIR RACES

The 27th Pursuit Squadron, under the command of Major Willis R. Taylor, Air Corps, was honored by being chosen for the second consecutive time to represent the Air Corps at the National Air Races at Cleveland, Ohio. The Squadron recently returned to its home station, Selfridge Field, Mich., after spending four days at Cleveland.

The formations flown at the Air Races were in general of the standard type as are usually flown at any public display of military flying. This year, however, a five-minute display of two-ship tactical formation, as used by the 1st Pursuit Group, was added. The two-ship tactical formation was maneuvered close to the ground, and with wing men, elements, and flights crossing over on all turns, the effect was very pleasing, probably more so because the formation was at all times within the confines of the field and in full view of the spectators.

The entire show was enthusiastically received by the Air Race spectators and committee and proved to be one of the most popular events on a very interesting program. The interest in the show was heightened this year by the fact that all ships were camouflaged, giving the P-36C's a very warlike appearance.

Needless to say, the 21 officers and 21 enlisted men participating enjoyed the trip immensely and will probably use the National Air Races as a prominent subject of hangar discussions for some time to come.

The following officers and enlisted men participated with the 27th in the Air Corps display at Cleveland:

"A" Flight

Major Willis R. Taylor, Lieuts. Paul L.G. Moore, William J. Feallock, John C. Kilborn, Kenneth R. Martin and Lewis M. Sanders.

"B" Flight

Lieuts. Allan T. Bennett, LeGrand J. Mercure, Herman W. Randall, Thomas J. Barrett, Frederick C. Grambo and John L. Brownwell.

"C" Flight

Lieuts. John S. Chennault, Woodrow W. Korges, Brewster Ward, Harold E. Kofahl, Boyd D. Wagner, Eugene L. Strickland.

Staff Officers

Captain Robert S. Israel, Lieuts. Don L. Wilhelm, Jr., and J. Francis Taylor, Jr.

Enlisted Men

Master Sergeants Frank O. Wadsworth and Earl Hobson.

Technical Sergeant Earl S. Blesh. Staff Sergeants Robert W. Lang, Earl W. Graham, Robert W. Skiles, Gordon M. Beach, Russell P. Rummell.

Sergeant Joseph W. Kellogg, A.M. 1st Class.

(Continued on Page 10).

V-8213, A.C.

STRANDED OVERNIGHT ON A MOUNTAIN PEAK

Second Lieutenant Walter S. Rector, a member of the 6th Pursuit Squadron, Wheeler Field, T.H., recently hiked up one of the mountains of the Waianae Range with two fellow officers. Before the three hikers reached the summit of one of the peaks, close to Kaena Point, the two associates of Lieut. Rector reposed on a huge rock while the enthusiastic Lieut. Rector made his way to the summit. His goal was attained, but he found that the way was made difficult by reverse slopes and sheer ledges. The danger was increased because the sun had set and darkness was falling fast upon the bewildered Lieutenant.

Lieut. Rector signalled to his partners, who started immediately for aid to a nearby Boy Scout camp. But, alas and alack! The Scout Master with some of his most trustworthy men could not help the Lieutenant down from the peak. The only alternative was to leave the Lieutenant on the mountain peak until daylight.

The remainder of the story, as told by the marooned Lieutenant, is how he spent the night on a mountain peak. He made his bed from brush and leaves under a sheltering rock, and during the night quenched his thirst from the rain, using leaves of trees as cups. Lieut. Rector maintains that he slept soundly on Mother Nature's bed.

At the break of day, Lieut. Rector made his way down the mountain side. At seven o'clock in the morning he reached the Scout camp and notified Wheeler Field authorities of his safety.

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TRANQUILITY AND PEACE REIGN AT RANDOLPH

Cadet-less for the first time in its history, Randolph Field coasts along with only an Instructors' School in progress. It is the lull before September 30th, the date now set for the arrival of the first class of civilian training Flying Cadets.

From then on, classes will pour into the "West Point of the Air" at six-week intervals, remain for a 12-week course of basic training, and then as rapidly pour out - destination, Kelly Field, the Advanced Flying School. Additional instructor personnel, recent graduates of the August class of Kelly Field, have been assigned to Randolph Field for duty. An intensive 30-hour course in the Basic Stage Instructors' School is now in progress for these officers.

"We know your flying technique is satisfactory, for just a few months ago you were here in a different status, that of students rather than instructors," the new arrivals were told. "Your main problem now is to develop your analytical ability; you must be

able to take each and every maneuver apart, study the components, and then put it back together again.

Each student will present a different problem, and upon your ability to analyze the individual faults will your success as an instructor depend."

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PHOTOGRAPHIC EXHIBIT AT SACRAMENTO FAIR

Participating for the first time in an event of its kind, the Photographic Section of the 88th Reconnaissance Squadron, of Hamilton Field, Calif., staged an exhibit at the California State Fair at Sacramento, September 1st to 10th.

The exhibit, of particular interest to residents of Northern and Central California, showed the many types of work done by Army photographers in conjunction with civilian agencies, such as the Department of Agriculture, the Department of Commerce and the Corps of Engineers, U.S. Army. On public exhibition were aerial photographs and mosaic maps of many California cities, large areas of the valleys and coastline, and strip maps along roads and rivers.

In addition to examples of its work, the Photographic Section had many interesting aerial and ground cameras on display. A highly trained Army photographer was in charge of the exhibit (Private 1st Class C.C. Farris), who was on hand at all times to explain the equipment.

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NEWSREEL PHOTOGRAPHERS AT CHANUTE FIELD

At Chanute Field, Ill., recently, the "March of Time" photographers appeared first, followed within one week by the representatives of "Movietone." The latter are filming a "Magic Carpet" series of the entire Air Corps.

Each of the companies spent two days at Chanute Field, making shots of a variety of subjects. The Department of Mechanics of the Technical School was featured in the filming. "Movietone" obtained some exceptional shots of parachute drop-testing, photographed from the ground as the parachutes were released, immediately above the camera.

The entire series of Air Corps shots, combined into a reel for release, will make an interesting production and will present to the theater audience a comprehensive picture of the Army Air Corps.

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Captain Frank D. Klein, Air Corps, was placed on the retired list on August 31, 1939, due to disability incident to the service.

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List of Noncommissioned Officers Qualified for Promotion to
MASTER SERGEANT, AIR CORPS,
 Effective July 1, 1939

- | | | |
|---------------------------|-----------------------------|---------------------------|
| 1. Witsch, Henry A. | 67. Myers, Allen G. | 133. Symington, Douglas |
| 2. Shephard, Delana A. | 68. Domes, John | 134. Hans, Karl L.M. |
| 3. Wing, Richard E. | 69. *Alexander, Harry | 135. *Hudson, Claude C. |
| 4. Kohn, Louis | 70. *Jones, William L. | 136. *Wentzell, James H. |
| 5. Koziboski, Edward A. | 71. Robart, Clyde J. | 137. Hughes, Raymond J. |
| 6. Carpenter, Ross | 72. Goad, Robert L. | 138. DesMarais, William |
| 7. Moslander, Charles E. | 73. Thompson, Benton T. | 139. Bell, Charles C. |
| 8. *Stanowich, Steve | 74. Hartley, Earnest H. | 140. Baros, Rudy J. |
| 9. Darby, Harry | 75. Brian, Dal L. | 141. Callaghan, George |
| 10. Jewell, Arvin B. | 76. Ward, Leamon V. | 142. Marth, Hugh J. |
| 11. McCartney, George D. | 77. Hohensee, Emmett F. | 143. Croy, William D. |
| 12. Schaefer, Chris J.H. | 78. *Warren, Luther | 144. Junkert, Albert G. |
| 13. Valtierra, Leobardo | 79. *Casey, Patrick T. | 145. Jensen, Peter |
| 14. Stein, Joseph J. | 80. Chambliss, John R. | 146. Willison, Thomas L. |
| 15. Hoijer, Richard E. | 81. Christian, Walter | 147. Quinn, Ralph E. |
| 16. Mueller, Charles | 82. *Harmon, William T. | 148. Reist, Emil |
| 17. Glasscock, Harry | 83. Adams, Firman S. | 149. Mitchell, Gregory A. |
| 18. Jackson, Paul B. | 84. Ashby, Walter G. | 150. Auer, Adam M. |
| 19. Filkins, Joseph A. | 85. Loomis, Sidney E. | 151. Walsh, Lambert C. |
| 20. Robinson, Lee | 86. Stolte, Arthur | 152. Bogdanski, Adam |
| 21. Davids, Ewald | 87. Mitchell, George W. | 153. *Bishop, Edward J. |
| 22. Gordon, Frederick J. | 88. Smith, Alfred N. | 154. Lofley, William J. |
| 23. Herb, Donald P. | 89. Fitzgerald, John E. | 155. Hluchan, Charles |
| 24. O'Meara, Peter | 90. Palmer, Clarence A. | 156. Moore, Virgil |
| 25. Hopper, Walter S. | 91. *Hart, Herman | 157. Ferrell, Bruce R. |
| 26. Swanson, Nels E. | 92. LeRoy, Harold D. | 158. *Kilmetz, George C. |
| 27. Himes, Olin C. | 93. Haynes, Paul H. | 159. Thacker, Charles O. |
| 28. Kendrick, Bryan J. | 94. Logsdon, Jewel G. | 160. Gossett, Henry |
| 29. Blais, James G. | 95. Cattarius, Adolph | 161. Brown, George D. |
| 30. Schmidt, George E. | 96. Bush, Samuel T. | 162. Herman, Leo I. |
| 31. Moorhead, William B. | 97. Burroughs, John J., Jr. | 163. Crawford, Wallace W. |
| 32. *Hill, James W. | 98. Scott, Elliott | 164. Dozier, John |
| 33. Gibbins, Stanley K. | 99. Neff, Frank D. | 165. Wheeler, Adam L. |
| 34. *Smith, William H. | 100. Hooe, Roy W. | 166. Philapy, Russell L. |
| 35. Von Euw, John B. | 101. Glasscock, Benton D. | 167. Randles, Arthur E. |
| 36. Johnson, Lonnie M. | 102. Casto, Clyde R. | 168. Townsend, William B. |
| 37. Fisher, George H. | 103. Revert, Artie L. | 169. Craft, Tenyson M. |
| 38. McGhee, Loyd H. | 104. Waters, Claude G. | 170. Siebenaler, Frank J. |
| 39. Horan, James J. | 105. Ritenour, Ervin W. | 171. Thomas, Edwin D. |
| 40. Raffner, Hans G.C. | 106. Clark, Irvin L. | 172. Forrest, James A. |
| 41. Williams, Wallace H. | 107. Gray, Henry H. | 173. Albin, Louis B. |
| 42. Cheska, Benjamin A. | 108. *Grabsky, Walter | 174. Williford, Leon O. |
| 43. Krecklau, Henry | 109. Fox, William B. | 175. *Holt, Jewel A. |
| 44. Innes, Victor A. | 110. Brees, William M. | 176. Maroul, John J. |
| 45. Brown, Lee E. | 111. Rosser, John C. | 177. *Hahn, Richard W. |
| 46. Mathews, Daniel | 112. Parrett, Raymond C. | 178. Blackden, William H. |
| 47. Apple, William V. | 113. Thomas, Robert H. | 179. Ballou, John G. |
| 48. Turner, William H. | 114. Redifer, Earl B. | 180. Johnson, Harold V. |
| 49. Vonderwall, Julius | 115. Swisher, Douglas M. | 181. Hewitt, Albert G. |
| 50. Wiedekamp, Karl T. | 116. Freshwater, Glenn E. | 182. *Lorimer, Robert H. |
| 51. Justice, Nye P. | 117. Pope, William E. | 183. Gray, Joseph R. |
| 52. Dpyell, Clyde W. | 118. Freathy, Albert E. | 184. Cobb, Horace W. |
| 53. Peckham, Russell C. | 119. Mick, Vernon | 185. Baldwin, Thomas J. |
| 54. Draper, Charles W. | 120. Roberts, Carl C. | 186. Sage, Hobson D. |
| 55. Miller, Fred P. | 121. Hoffman, Carl | 187. *Axford, Leo W. |
| 56. Leffler, Charles H. | 122. Waddell, Walter A. | 188. Wallace, John R.D. |
| 57. Howard, Richard C. | 123. Olson, Gilbert W. | 189. *Tilton, Everett M. |
| 58. Dreier, Elmer L. | 124. Foster, Edwin C. | 190. Harris, Arthur H. |
| 59. Merian, August A. | 125. Tomberlin, George D. | 191. *Kelly, Robert J. |
| 60. Graham, John | 126. *Lawrence, Harry E. | 192. Dombek, Jacob S. |
| 61. Van Matre, William E. | 127. Akers, Thornton | 193. Young, Stephen B. |
| 62. Simons, Wilbur J. | 128. Henneck, Michael P. | 194. Raymond, Edgar J. |
| 63. *Harrison, George | 129. Dryer, Howard H. | 195. Faust, Carl M. |
| 64. Stein, Jacob | 130. Hamilton, Robert E. | 196. McKenna, Linus F. |
| 65. Tupper, Hobson | 131. *Miller, Joseph J. | 197. *Crist, Harry F. |
| 66. Jones, Hurley D. | 132. Downing, Harvey J. | 198. Lantz, Carl G. |

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|----------------------------|----------------------------|-----------------------------|
| 199. Sampson, Harold F. | 210. Leary, Vernon G. | 221. Schooler, Oscar H. |
| 200. Craig, Don J. | 211. Rowen, Halstead J. | 222. Peters, Frank A. |
| 201. *Johnson, Lloyd N. | 212. Post, Leland | 223. *Greagor, Francis M. |
| 202. Totman, Theodore C. | 213. Silvers, Lee | 224. *Johnson, Leonard G. |
| 203. Scott, Grover B. | 214. *Fulkrod, Benjamin F. | 225. *Hartman, Ferdinand E. |
| 204. Reading, James | 215. *Adams, James R. | 226. Crone, Carron E. |
| 205. Waytulonis, Victor M. | 216. *Mullan, Homer | 227. *Burke, Harry M. |
| 206. Lindsey, Jasper E. | 217. *Wright, Lee R. | 228. Field, Charles B. |
| 207. Grossman, Paul | 218. Cayhne, Arthur H. | 229. Housen, Syle W. |
| 208. Asherowsky, Kalman | 219. *Mannion, Martin D. | 230. *Hudson, Littleton J. |
| 209. *Winans, Edward L. | 220. *Gerton, William E. | 231. Edwards, Frank S. |

Note: The asterisk preceding the names of some of the noncommissioned officers listed above indicates that they hold the grade of 1st Sergeant; all others are Technical Sergeants.

Since July 1, 1939, the first eight noncommissioned officers on this list have been promoted to Master Sergeant.

Technical Sergeant Julius Vonderwall (No. 49) was retired from active service on July 31, 1939.

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RADIO TALKS ON AIR CORPS ACTIVITIES

Through Station KYA, of San Francisco, officials at Hamilton Field, Calif., have instituted an indefinite series of 15-minute weekly talks every Thursday evening at 7:45 p.m. These talks, in the form of interviews, touch various phases of Air Corps life and activities. The first series of five talks, given by Major E.E. Adler, Base Executive Officer at Hamilton Field, deal with the life of the Flying Cadet. This series will be followed by others of interest to the public.

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RANDOLPH FIELD INITIATES RADIO TALKS

A series of five 15-minute radio scripts, which tell in informal question and answer form the life of a Flying Cadet, are now in the hands of more than 30 radio stations throughout the country. Many of the radio stations have arranged schedules for the series of programs; others have already completed the series.

Prepared by the Randolph Field Public Relations Office, the scripts are so written that officers of the Regular Army Air Corps, Air Corps Reserve Officers on inactive status, or Reserve Officers of other branches, can handle the answers with equal facility.

In several instances, nearby Air Corps stations are cooperating with the radio stations in furnishing officers to be transformed into radio actors. Lowry Field worked with KOA, Denver, in presenting a series of five weekly programs; Hamilton Field cooperated with the large West Coast broadcasting unit, KYA, San Francisco; the Air Corps Detachment, East Boston Airport, Mass., assisted Station WEEI, Boston, and many others are now at work completing the final details of the programs.

These programs tell in question and answer form the experiences of a Cadet from the day he first decides to make the Air Corps his career until he graduates from the Advanced Flying School less than a year later, wearing the coveted set of wings, emblem of a military pilot.

As a result of these radio shows, letters of inquiry concerning entrance requirements for potential Flying Cadets are pouring into the Secretary's office at Randolph Field in a volume, surpassing past records.

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FIRST PURSUIT GROUP ACTIVITIES

Major Willis R. Taylor, Commanding Officer of the 27th Pursuit Squadron, Selfridge Field Mich.; Captains James E. Briggs, John N. Ston Paul B. Wurtzsmith and Clayton E. Hughes completed their courses of instruction at the Air Corps Tactical School at Maxwell Field, Ala. Major Taylor returned to his organization in order to command the 27th Squadron while at the National Air Races at Cleveland in which it was participating, while the remaining officers were granted leaves of absence.

Up until September 7th, the 17th Pursuit Squadron has been holding the fort at Camp Skeel, Oscoda, Mich., conducting aerial and ground gunnery practice. On the above date the 94th Pursuit Squadron, under the command of 1st Lieut. Winslow C. Morse, who is taking the place of Major Harold H. George during the latter's absence, was scheduled to take its "footing among the pines of the north," for gunnery practice, while the 17th was to return to Selfridge Field.

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27th Pursuit Squadron at Air Races (Continued from Page 7)

Corporals Clarence E. Aborn and Frank B. Double, A.M., 1st Class.

Corporals Roy E. Neal, James A. Pelling and Thaddeus C. Strong, A.M., 2nd Class.

Privates 1st Class Harold M. Grass and Bertram F. Groh, A.M., 2nd Class.

Privates 1st Class William E. Arnold, Joseph W. Gawenda and Paul L. Williams.

Privates Russell H. Grattan and Harold H. Trumbo, A.M., 2nd Class.

Lieut. Colonel Thomas S. Voss and Major Lawrence P. Hickey attended the Races as observers.

FLIGHTS

The same B-17A, which established two international records on successive days early in August, added to its history a record time flight from Miami to Panama on August 26, 1939.

Averaging 217.9 m.p.h., the elapsed time on the flight was 6 hours and 5 minutes.

With Major S.M. Umstead as pilot, Captain C.J. Crane as co-pilot, and in the crew Major C.M. Cummings; Captain P.H. Robey; Private Levi Price, radio operator, and R.O. Grooms, mechanic, the B-17A took off from Wright Field, Dayton, Ohio, at 12:10 p.m., August 24th, to test long range navigation and oxygen equipment at high altitude.

The first leg of the flight ended at Miami, Fla., at 5:35 p.m. Taking off from there at 3:15 a.m., August 26th, the new flight time of 6 hours and 5 minutes was established to France Field, Panama, via Cape San Antonio on the Western point of Cuba, a distance of 1325 miles.

On August 1st, the B-17A shattered the Italian record (1,000 kilometers with 5,000 kilograms pay load) with the new international mark of 259,396 miles per hour. The following day it topped the German Junkers' altitude record of 30,551 feet (5,000 kg. pay load, held since June 4, 1938), by reaching 33,400 feet, - 2,849 feet higher than the old international record.

Lieut. Colonel Robert Olds, Air Corps, accompanied by Major Harrison (Scotty) Crocker, co-pilot, and 1st Lieut. James S. Sutton, navigator, and crew, arrived at Hamilton Field, Calif., August 9th, ferrying the first of the new series of B-17's from the Boeing Factory at Seattle, Wash.

Apparently satisfied with the shake-down cruise from Seattle, Colonel Olds departed from Hamilton Field at 5:00 a.m., August 10th, for a non-stop flight to Langley Field, giving as his expected time of flight ten hours and thirty minutes. A later report was to the effect that the flight was made in ten hours and 49 minutes.

The personnel at Hamilton Field were especially interested in this flight, as it is expected that the organizations stationed here will be equipped with this type of airplane in the near future. Of further interest was the test made of the new runway. The airplane, loaded to approximately 50,000 pounds gross weight, took off in 17 seconds and was clear of the mat in about one-half of its length. The take-off was made under slight cross wind conditions, with a ceiling of about 1,000 feet.

Brigadier General Arnold N. Krogstad, Commanding General of the 2nd Wing, GHQ Air Force, Langley Field, Va., arrived at the Hamilton Field, Calif., Air Base on August 20th on the first leg of a flight to New Zealand and return.

The General departed on the Boeing Clipper at 4:00 p.m., August 22nd, as a guest passenger of Pan-American Airways on the maiden trip of that new airplane. This long journey will enable General Krogstad to study the ocean navigation methods practiced by Pan-American Airways.

Commencing at 0500 on August 15, 1939, the 5th Bombardment Group, Hickam Field, T.H., conducted a search and interception mission against the USS HENDERSON coming to Honolulu from Guam. The 4th and 50th Reconnaissance Squadrons made the search, followed by the 23rd, 31st and 72nd Bombardment Squadrons in Group formation. The USS HENDERSON was located, reported, and attacked about 60 miles west of Oahu. The mission was so short that the formation scarcely had a chance to settle down before the ship was reported.

The Group then assembled as for review over the western tip of Molokai and intercepted the U.S. Army Transport HUNTER LIGGETT coming from San Francisco at about 60 miles from Honolulu. A review was flown over the Transport, following which the return flight was made to Hickam Field, the landing being accomplished by 0830.

Led by its Commanding Officer, Capt. A.Y. Smith, Air Corps, the 32nd Squadron from the 19th Bombardment Group of March Field, Calif., gave Los Angeles and Southern California a demonstration of simulated bombing and of night flying on the night of August 3rd.

Flying in the darkness high above the glittering lights of the city, the Squadron soared on - a striking or a defensive weapon, as the need might be - with each one of its selected crew of highly trained officer and enlisted personnel concentrating on his job of tending to the complex array of machinery that is the modern Bombing plane.

One of the highlights of the flight were the flash photos of the Squadron, taken by an accompanying plane, as the ships passed in formation over the city. These are the first known flash pictures taken of military aircraft flying in formation at night.

The squadron of Bombers continued on and passed through the barrage of anti-aircraft searchlights and landed safely at its base at March Field, another mission guaranteeing the perfection of its flying personnel accomplished.

ACTIVITIES IN THE HAWAIIAN DEPARTMENT

The 26th Squadron (Attack), Wheeler Field, T.H., encamped at Bellows Field, which is on the windward side of Oahu, from June 19th to July 14th, to engage in practice and record aerial gunnery and bombing. During the period, 14 pilots fired for record, which resulted in twelve qualifying as experts and two unqualified. It had been the intention to terminate the gunnery encampment on July 6th, but due to the large turnover of officer personnel on July 1st, it was found necessary to extend the period to July 14th. Six pilots were transferred to Hickam Field, but on the same day five new officers arrived from the mainland and three officers were sent up from Hickam Field. The arrival of the eight new officers necessitated working in transition and indoctrination missions along with the gunnery mission of the older pilots.

Recreation activities during the encampment included swimming, volleyball and softball. Interest ran high in the softball league of six teams which played a full schedule.

The 18th Air Base Squadron conducted numerous cooperative missions, requiring 36 hours of flying, with other arms of the service. These missions consisted of searchlight, tracking and tow target work, using B-12's, OA-8's and B-18 type airplanes.

The 5th Bombardment Squadron, Hickam Field, T.H., worked very diligently to complete the requirements of the first quarter training program. Being very comprehensive, the program requires all squadrons of the Group to complete all personnel in the qualification requirements of TR 440-40. Progress has been very rapid among the new officers, and it appears now that the majority of them will become expert bombers. All gun positions will be filled with expert gunners and all bombardiers' positions will be filled with expert bombers by September 30, 1939. Because of the limited number of personnel available, all airplane crews are of reduced size, and even with that consideration squadrons are having a difficult time putting two flights in the air.

During the first quarter of the training year, all squadrons will complete two weeks at Waimanalo, on the windward side of Oahu, and one week at Morse Field on the southernmost tip of Hawaii. Ground and aerial gunnery are the principal objectives at Waimanalo, whereas bombing will be conducted primarily at Morse Field. Most of the squadrons will have expended their complete allowance of ammunition and practice bombs by the end of the quarter, but it is hoped

to be able to continue training with the aid of special additional allowances.

In addition to the qualification training, cooperative missions are being conducted daily with the Coast Artillery Anti-Aircraft. Fair weather has allowed them to keep fairly well on schedule, and no trouble has been experienced by lack of cooperation. An unusual amount of liaison helps afford the greatest amount of training for both Air Corps and Anti-Aircraft units. There is a complete understanding of the problems of the other branch, and in a number of cases great assistance has been given by officers of the other branch in the solution of problems very important to the branch concerned.

Captain Roger M. Ramey, Commanding Officer of the 19th Pursuit Squadron, Wheeler Field, T.H., recently returned from a visit to Midway Island, completing a military reconnaissance of that particular section. The trip was made at the invitation of the Naval authorities at Pearl Harbor, on board the USS OGLALA, and was sanctioned by military authorities. The trip required eleven days, during which time Captain Ramey was on detached service. He reports a very enjoyable and instructive trip and is very grateful to the Navy Department for the opportunity to visit such places as Midway and French Frigate Shoals.

EXPANSION OF 10TH AIR BASE SQUADRON

The 10th Air Base Squadron, Chanute Field, Rantoul, Ill., reports that after many moons of too few men to fill too many jobs, there has suddenly become available enough men for assignment to the various duties of an air base squadron. "From an original strength of 211," declares the Chanute Field Correspondent, "we have been increased to over 700.

"It has become necessary to reassign barracks and housing facilities at Chanute Field, and we now occupy several buildings formerly used by the Headquarters and Headquarters Squadron.

"The recruits have been in stride and absorbed as rapidly as they were released from recruit training. Plans were made in the dim past for just such an event. The calibre of the recruits received is exceptionally high all being at least high school graduates. Practically all of them enlisted at Chanute Field.

"In the past, the organization has been fortunate enough to run away with

(Continued on Page 18)

ACTIVITIES AT THE RYAN SCHOOL OF AERONAUTICS
By Flying Cadet Jack Orville McCall

Training at the Air Corps Training Detachment, Ryan School of Aeronautics in San Diego, has shifted from low to high gear with the arrival on the 14th of August of the second increment of 35 students. Several items of signal interest to the local unit have burst at about one and the same time.

The new Flying Cadet Barracks, located some three blocks from Lindbergh Field, and built by the Ryan School of Aeronautics, were officially dedicated on the 14th, and all of the sixty Flying Cadets are now housed in the two-unit barracks.

Cadets are housed four to a room, and have in each room two double decked bunks with box springs, downy mattresses and camel hair wool blankets. Two study desks and four chairs are provided for those moments, few and far between, when the students can relax from the mundane duties of this rushing unit of the "Country Club of the Air."

Complete bathing and toilet facilities are included as an adjunct to each room and, as far as we can see, the only drawback to our present quarters is the worry of our two Air Corps supervisors that we will be completely spoiled before we get to Randolph Field. We have a large mess hall with tables seating one squad each and a recreation room complete with Monterey style lounging furniture.

This story need not be spoiled for the sake of sticking to the truth, for the final touch was added when we were all presented with membership cards to the San Diego Athletic Club, located about five minutes from the barracks, where there are swimming and gymnasium facilities, a ball room, lounges and reading rooms. It is readily apparent that a Flying Cadet is not only expected to become a flyer of parts and something of a scholastic wizard, but that he is also equipped with all of the facilities to permit him to keep some of the joie de vivre that he expected to find throughout in the "Country Club of the Air."

We have been granted what will likely make history, in that for once the "Dodo" has something that the Upper Class would like to have but hasn't. Starting with our class, the Air Corps has authorized training in the Ryan YPT-16's. This airplane, judging from my vast experience of about an hour and a half dual, has enough oomph for two planes. It is the military version of the well known Ryan S-T sport trainer, and retains most of the features of that plane.

The only really apparent difference is that of paint job, for the YPT-16's are dressed up in yellow wings with in-

signia on the wing tips and service painting on the tail surfaces. The cockpits have been cut away slightly to give a little more width for the football stars, and a nose-over post has been installed in front of the forward cockpit.

I suppose that our schedule is much that of any other of the nine schools. The lower class rates the morning period on the flying line, and we take our turns in the air from 8:00 a.m. until noon, when we are marched back to barracks for lunch. The upper class is kept out of our way with ground school out in the hangar during the same hours. In the afternoon the tables are turned and we spend four hours trying to digest both a good lunch and a lot of the mysteries of the airplane engine, while the upper class gets into the air in PT-13's.

At 5:00 p.m., the fun starts again, and we revert to our lowly plane as just another batch of "Dodos," with bracings by the mile, Misters this and Misters that until supper time. The solace of a locked door doesn't arrive until at 8:00 p.m., for we find ourselves objects of much curiosity as samples of the "World Outside" to the upper class which, between helpful and accurate instruction in the School of the Soldier and the School of the Hospital Fold as Applied to Air Corps Bunks, find sufficient time to remind us of our extremely humble niche in life.

Saturday mornings are shown on the schedule as devoted to "Military Subjects." The title originally conveyed a vague picture of throwing hand grenades and discussing informally the various joys of life as a graduate from the flying schools. All vagueness was dispelled quite definitely when, last Saturday, we found this all inclusive "Military Subjects" to be drill, only more of it, polished off with typhoid shots, vaccination and a demi-tasse of room inspection, which apparently turned up more dirt than a steam shovel.

So goes the life of a "Dodo." He is constantly thinking of that precious bit of flying time in the morning hours, until afternoon classes come, and then he abruptly realizes the importance of preparedness when a quiz in Engine Theory is popped. The upper classmen tell us that as long as we have coordination and control touch then that is all we have to worry about. The ground school instructors tell us that if we flunk two major courses we will be discharged. The Commanding Officer tells us that not only is scholastic skill required, but that mental alertness, initiative, and sound judgment are re-

quisites of a successful military pilot. Personally, and I sincerely believe I speak for all "Dodgers," I would memorize Shakespeare, or even Aristotle to be allowed to fly each morning.

We look back upon the days - only ten days ago by the calendar - when we were carefree and mayhap a bit superior beings amongst our fellowmen because of our selection as Flying Cadets. We see in the present a little bit of nostalgia over the days we have left, but above all we see in the future a career that is crystallizing all of our prior mental meanderings into a sure, single track, white hot determination to make the grade.

The News Letter will appreciate regular contributions of items of interest covering the activities of all Air Corps Training Detachments at the nine civilian elementary flying schools. These contributions should be forwarded to the Information Division, Office of the Chief of the Air Corps, so as to reach that Division by the 10th and 25th of the month.

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8TH ATTACK SQUADRON WINS HARMON TROPHY

The News Letter Correspondent of the 79th Pursuit Squadron, Barksdale Field, La., in congratulating the 8th Attack Squadron, also of that station, for winning the Efficiency Award - The Harmon Trophy - for the year 1939, issues this warning:

"Take heed all you 8th Attackers. Remember that the 79th Pursuit Squadron has had possession of the Harmon Trophy for two years running and lost it this year by only twelve hundredths of one percent. We are determined to get it back next year."

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AURORA BOREALIS SEEN IN TEXAS

The Randolph Field Correspondent declares that the Aurora Borealis has been observed and recorded at that field by Meteorologists for the first time. On the night of August 11th, at 10:30 p.m., Privates John H. Spikes and W.J. Stricker, meteorologists on duty at the Post Weather Office, Randolph Field, Texas, were standing outside the Weather Office when a peculiar phenomena appeared on the north to northeast horizon. Its appearance was a deep red in color at first, then faded at intervals to a light orange. Thinking this might have been the reflection of a large fire on the base of lower clouds, the observers ascended to the top of the Administration Building for a better view on the distant horizon, but no fire was observed, and the color of the phenomena had changed to resemble a whitish cirrostratus cloud layer. On

descending, however, its color again appeared reddish. This continued until midnight, after which it faded. The conclusion drawn was that an "Aurora Borealis" had been observed as far south as Randolph Field. This was substantiated by the newspaper the following morning, which indicated that the phenomena had been observed in north-eastern Texas and as far west as Kerrville, Texas.

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EXPANSION PROGRAM JUMBLES RANDOLPH FIELD PERSONNEL.

The days of static inactivity in personnel changes is no more. Randolph Field, along with the other stations of the Air Corps, awakens each day to find new faces in the organizations on the flying line. Old, familiar faces suddenly disappear - temporary duty at the Tactical School, assignment to one of the civil elementary flying schools, or detached service at Chanute or Lowry Fields claiming them.

Six Randolph Field officers have just graduated from the first of the three-month courses now being given at the Air Corps Tactical School at Maxwell Field, Ala. They returned to duty at Randolph Field, in many cases just in time to relieve another officer scheduled to report to that School for the second of the courses.

"Additional personnel is needed at the various civilian flying schools, cooperating in the expanded pilot training program," the word goes down, and more familiar faces drop out of sight.

Groups of 20 or more enlisted men are departing at almost weekly intervals for Scott Field, later to embark on a specialized course of instruction either at Chanute Field, Ill., or Lowry Field, Denver, Colo.

A group of "old timers," officers among whom many have more than four years behind them at the "West Point of the Air," were tentatively scheduled to sail for the Canal Zone on September 13th, departing from New York.

With the general exodus also comes an influx of personnel, both officers and enlisted men. A total of 61 officers reported at Randolph Field for duty since May 15th. Most of them are recent graduates of the Training Center, now assigned to Randolph Field as Flying Instructors. Some few of them will act as company tactical officers when the first class of civilian training Flying Cadets report on September 30th.

Traditions of the Cadet Detachment must be preserved, and since no upper class will be on hand to school the new arrivals, officers, themselves just a few months removed from the student status, will carry on the schooling.

Finally, the transformation of per-

(Continued on Page 15)

AIR CORPS TRAINING IN THE PHILIPPINES

A comprehensive training directive for elements of the 4th Composite Group, Air Corps, Nichols Field, P.I., was recently distributed to all its components to be effective from July 1, 1939, to June 30, 1940. The units of the Group are stationed as follows: Headquarters and Headquarters Squadron, 4th Composite Group; 2nd Observation Squadron and 3rd Pursuit Squadron at Nichols Field, and the 28th Bombardment Squadron at Clark Field, Pampanga.

The objectives of the training program envisage raising the individual proficiency of each pilot and observer in all subjects pertaining to the unit to which assigned. The flying hours prescribed for individual and unit training were stated to be a guide only, with availability of equipment and proficiency of the individual being the controlling factors. The flying hours specified were as follows:

	2nd Obs. Sqdn.	3d Pur. Sqdn.	28th Bomb. Sqdn.
Aerial gunnery and bombing	15	25	25
Air Navigation	60	60	60
Air Navigation (unit)	25	35	35
Adjustment smoke puff	5	--	--
Acrobatics	--	10	--
Combat	--	5	--
Combat exercises (unit)	10	20	15
Formation (unit)	15	40	25
Field exercises (unit)	12	12	12
Instrument flying	12	12	12
Liaison	10	--	--
Night Flying	5	5	5
Night flying (unit)	5	5	5
Performance flights	5	4	4
Performance flights (unit)	--	2	3
Photography	10	--	5
Reconnaissance	35	10	35
Visual communications	3	--	--
Link trainer	5	5	5

(Unless indicated otherwise, the missions are "individual.")

To insure that all pilots have a practical knowledge of correlated essential subjects, officers with less than two years' service as airplane pilots are to be given additional instruction in the following subjects:

	Hours
Ground and Air Rules	5
Airplane and engine maintenance	20
Communications; installing, preflight, testing inspection and removal of sets from airplanes, communications procedure, etc.	20
Aircraft armament; installation, operation, maintenance, safety precautions, sorting and loading of machine gun ammunition	15
Aircraft instruments; function, operation and adjustments of engine and flight instruments	5
Air navigation; use of maps, charts and instruments in plotting courses for	

	Hours
interception, radius of action, search problems, etc.	10
Meteorology	5
Chemical warfare	10
Technical administration; familiarity with reports, forms and duties of squadron engineering, operations and supply	10

This training will be practical in nature and conducted incident to the normal maintenance of airplanes and auxiliary equipment by ground crews. Hours specified above are to be considered as a guide only. Actual time spent by the individual in acquiring the desired proficiency will be determined by respective squadron commanders.

In addition to the above, a Group School is to be established for the conduct of courses in squadron command and group and squadron staff courses. All Air Corps officers below the grade of Lieutenant Colonel who are not graduates of the Air Corps Tactical School will attend these courses. Graduates of the Air Corps Tactical School will act as instructors.

Lieut. Colonel William H. Crom, Air Corps, is the Commanding Officer of the 4th Composite Group; Captain William A.R. Robertson, Operations Officer, and 1st Lieut. John O. Neal, Adjutant. Squadron Commanders are as follows: 2nd Observation Squadron, Major Lloyd C. Blackburn; 28th Bombardment Squadron, Major Guy L. McNeil; 3rd Pursuit Squadron, Captain Alden R. Crawford; Headquarters and Headquarters Squadron, 4th Composite Group, 1st Lieut. Joseph J. Nazzaro.

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Expansion Program Jumbles Randolph Personnel
(Continued from Page 12)

sonnel is completed by the steady stream of recruits and transfers from other branches. Headquarters Squadron is conducting the Recruit School, building a firm foundation for the future crew chiefs and technical experts of the Air Corps.

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POWERFUL VERTICAL BEAM FOR MARSHALL FIELD

The Weather Office at Marshall Field, Fort Riley, Kansas, received some new equipment during September, including a ceiling light projector which throws a powerful vertical beam of light several thousand feet into the air, from which a measure of the ceiling is taken. It is expected to have the light installed very shortly and in operating condition, so that an accurate measurement of the ceiling can be made at night instead of being estimated.

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Captain Homer B. Chandler, Air Corps, was promoted to the grade of Major (temporary) with rank from August 15, 1939.

INTER-ISLAND FLIGHT BY 26TH ATTACK SQUADRON MALAHINIS*
By a member of the flight

After a year of flying over the barren wastes of West Texas, the prospect of Hawaii, with its verdant beauty and rugged coast lines, held us in animated expectancy.

Gunnery camp at Waimanalo was closed and here we were - awaiting the zero hour for take-off on an inter-island flight from Oahu to Molokai and Lanai with 12 sturdy A-12's of the 26th Attack Squadron, Wheeler Field, T.H.

A heavy overcast delayed us for almost an hour, but a clearance finally came through from the Weather Office and we took off and headed southeast for Pearl Harbor. Higher and higher we climbed, finally reaching eight thousand feet - an unheard of altitude for an Attack squadron.

As we broke out on top of the cloud bank and headed east, all of us were gasping for breath. The air had a snap to it and the rolling layers of cumulus clouds reminded one of an Arctic waste. Ahead of us and eighty miles away we could see the tip of Helekala, Maui's highest mountain, rising over ten thousand feet above the foaming surf. No open water lay below us - clouds were everywhere. We crossed the Molokai Channel and then dived as we approached the western tip of the Leper Isle. My air speed went to one-sixty, crept to one-seventy and ran on up to one-eighty as down, down and still down we dived! At two hundred and five, with motors roaring and air screaming through our bracing struts, we started to ease back - over land once more and under the clouds again.

Molokai stretched out before us like a huge dumb-bell. Mountains at the extremities were weights at either end, and the lowland in the center was the grip. After circling and "dragging" the red clay of Homestead Field, we peeled off individually and landed. No sooner had the last ship landed than our Squadron Commander, Captain G.R. Acheson, taxied out and took off for Lanai. The Squadron followed in close column, with thousand yard intervals, and soon we were crossing the narrow channel at two thousand feet. After a brief reconnaissance of the island, we dropped swiftly to five hundred feet, circled miles of varicolored pineapple fields and landed at Lanai City.

Time out for a rest and a soothing drag at a cigarette and then off again, this time back to Molokai and around its eastern end. Breaking our tight formation, we went once more into column as we neared the foreboding island. Flying at two thousand feet we had to look up to the top of a rock

*Strangers

"pali" that dropped straight down to the churning waters edge, 2500 feet below. Cascading waterfalls and trickling streams creased rugged fissures into the sheer sides of this moss covered precipice. Rugged, beautiful Molokai!

Back over the lowlands we closed up into our attack formation and started the climb for the return crossing to Honolulu. Two miles east of Koko Head we radioed our position. "Affirm Inter Six - Affirm Inter Six - Twenty Sixth Attack Squadron has crossed the Molokai Channel, now approaching Koko Head, off." Down went the noses of our ships Wisps of clouds streamed by. The Koolau Range slid noiselessly past and ahead was familiar ground - Wheeler Field - home again. The field came up to meet us. The "guns" were cut, wheels touched, we taxied to the line, and as we cut the switches we musingly agreed that Hawaii is an island paradise!

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TRAINING PROGRAM OF 6TH PURSUIT SQUADRON

The present training program of the 6th Pursuit Squadron, stationed at Wheeler Field, T.H., and which is commanded by Captain S.E. Anderson, Air Corps, calls for a great deal of formation work in preparation for training in mass gunnery. Since only one officer in the Squadron has had previous training in mass gunnery, a great deal of time is being spent on learning and perfecting the flying of "string" formation, which is the fundamental flight formation in mass gunnery. This type of formation gives maximum control consistent with flexibility and enables a flight or squadron to fire simultaneously on the target.

In addition to mass gunnery training, the pilots are practicing individual fire on aerial and ground targets. This training will be climaxed with encampment, in conjunction with the 19th Pursuit Squadron, at Bellows Field for three weeks of concentrated gunnery training.

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Expansion of 10th Air Base Squadron
(Continued from Page 12)

most of the intra-mural sports honors. From the looks of our present personnel, our future chances have not been jeopardized.

"We are keeping our fingers crossed, but long range prospects appear rosy and, after all, we are an organization of optimists."

ECHOES OF THE 30TH BIRTHDAY CELEBRATION

Wheeler Field, T.H.

The thunderous roar of giant twin motored Bombers and the spiteful snarl of tiny fighting planes marked the stirring demonstration of Air Corps planes and equipment on the occasion of the 30th anniversary of the birth of the Army Air Corps, Wednesday, August 2, 1939, as the units of the 18th Wing performed for their commander, Brigadier General Walter H. Frank. Residents of the Island were invited to inspect planes and equipment, which were in sharp contrast to corresponding items on August 2, 1909, when the Army purchased the first military airplane. Displays were presented at both Wheeler and Hickam Fields.

During the morning hours of the day, airplanes and various items were on display, and many people interested in national defense and the part that the Air Corps would play in time of necessity passed by and viewed some of the comparatively recent developments in the field of aviation. Each exhibit and plane had a complete crew to answer any questions pertaining to each particular type of plane and accessories.

During the afternoon, an aerial review was staged at Hickam Field, with hundreds of people in attendance. The review was led by the 5th Bombardment Group, with its bombing planes flying in close formation, closely followed by the 18th Pursuit Group with two squadrons of Pursuit planes and one squadron of Attack planes. After passing in review, the smaller fighting craft proceeded to demonstrate different types of formation and their tactical employment and, in conclusion, a demonstration of acrobatics and individual combat.

San Antonio Air Depot, Texas.

In celebration of the 30th anniversary of military aviation, August 2nd, the San Antonio Air Depot, Duncan Field, Texas, held open house to the public, and approximately 1,000 visitors passed through the engineering shops and the supply warehouses, appearing exceedingly interested in the workings of this modern Air Corps overhaul and supply establishment. Likewise, on National Aviation Day, Saturday, August 10th, the station was host to numerous visitors in the forenoon.

The Depot is very much gratified to note that a large proportion of the public is apparently as much interested in seeing how airplanes are overhauled and prepared for flying as in watching the planes actually on the line and in the air.

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Barksdale Field, La.

The high light and "HOT FLIGHT" of the month of August was on the Anniversary of the Air Corps. The Composite Squadron was led by the 77th Squadron Commander, Captain O.L. Grover. The News Letter Correspondent declares that "although the blazing sun and frequent thunderstorms made the day anything but perfect for flying, we did our share in placing the Air Corps favorably in the eyes of the Great American Public."

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A CORRECTION

On Master Sergeant Eligibility List

Elsewhere in this issue of the News Letter appears a list of Technical and First Sergeants of the Army Air Corps qualified for promotion to the grade of Master Sergeant.

Attention is invited to the fact that since July 1, 1939, the first 14 noncommissioned officers on this list, down to include Technical Sergeant Joseph J. Stein, have been promoted to the grade of Master Sergeant.

This would seem to leave Technical Sergeant Richard E. Hoijer as No. 1 on the eligible list. However, an error was made in giving him No. 15 on this list. A re-check discloses the fact that this lineal standing should have been given to Technical Sergeant Joseph A. Filkins, who is No. 19 on the original list, and that Technical Sergeant Hoijer's proper position is No. 19. With this correction, Technical Sergeant Filkins now stands No. 1 on the list, and Technical Sergeant Hoijer No. 5.

On the original list, 1st Sergeant Edward L. Winans is No. 209. His proper position is No. 112-A, that is, between Technical Sergeants Thomas and Redifer.

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GRADUATIONS FROM A.C. TECHNICAL SCHOOL

On September 1, 1939, a total of 21 enlisted men graduated from the Air Corps Technical School, Chanute Field, Rantoul, Ill., 11 as Aircraft Welders and 10 as Aircraft Metal Workers.

On September 9th, five enlisted men (3 from Maxwell Field and 2 from Mitchel Field) graduated as Electrical Specialists.

The men graduating as Aircraft Welders came from stations, as follows: Two each from Fort Sill and Barksdale and Selfridge Fields; one each from Moffett, Langley, Hamilton, Chanute and Mitchel Fields. The Aircraft Metal Workers came from these stations: Chanute Field, 4; one each from Barksdale, Selfridge, Sherman, Mitchel, Langley and March Fields.

ASSIGNMENT OF ADVANCED FLYING SCHOOL GRADUATES

Officers of the Regular Army who graduated from the Air Corps Advanced Flying School, Kelly Field, Texas, on August 25, 1939, were on that date transferred to the Air Corps. The following officers, detailed to duty at Kelly Field by War Department orders, were assigned to flying training sections at that field, as follows:

Section I

1st Lieut. William D. Cairnes

Second Lieutenants

Barnard, Harvey P., Jr.	Brett, William P.
Bayer, Merrick	Bruton, Robert J.
Blanchard, William M.	Coira, Louis E.
Brabson, Joe R.	Conner, Castex P.
Breitweiser, Robert A.	Duncan, Carter E.

Section II

Frederick, Wm. H., Jr.	Isbell, James H.
Harrison, Bertram C.	Johnson, Lloyd E., Jr.
Herboth, John B., Jr.	Kenzie, Howard D.
Hoisington, Gregory, Jr.	Kieffer, William B.
Kincaid, William K.	Knox, Omar E.

Section III

1st Lieut. Nicholas T. Perkins

Second Lieutenants

Lipps, Milton E.	Preuss, Paul T.
Lister, Ralph B.	Reddoch, Joseph C.
McBride, Robert C.	Rogner, Harris E.
Palmer, Shelby Y., Jr.	Rulkoetter, R.W.
Pardue, Littleton J.	Zoller, Virgil L.

Section IV.

Ryan, John D.	Spangler, John H.
Saunders, Donald W.	Spicer, Prescott M.
Sherburne, Charles W.	Sturdivant, Frank P.
Sights, Albert P.	Tarver, Benj. M., Jr.
Sisco, Gibson E., Jr.	Wernberg, Laurence E.
Snider, Robert L.	Young, Charles M.

The following-named officers were assigned to duty at the Air Corps Primary Flying School at Randolph Field, Texas:

Second Lieutenants

Bosch, George A.	Macomber, Clifford F.
Chavasse, Nicholas H.	Miles, Vincent M., Jr.
Coleman, John B.	Morrison, Harry C.
Packard, Ashley B.	Pendleton, Alex. B.
Ford, Wallace S.	Polhamus, Douglas C.
Hawes, Philip R.	Skaer, William K.
Huglin, Henry C.	Taber, Morris F.
Krug, Leland O.	Lemon, Maurice R.

Station assignments of the remaining members of the Regular Army, who are graduates of the August 25th Class, are as follows:

To Scott Field, Ill.: 2nd Lieut. Robert A. Zaiser, for duty with 15th Obs. Squadron.

To Mitchel Field, N.Y.: 2nd Lieuts. Sherwood E. Buckland and Gabriel C. Russell; 2nd Lieuts. Edward G. DeHart and William F. Neff, for duty with 97th Observation Squadron.

To Panama Canal Department: 2nd Lieuts. John D. Moorman and Hugh D. Wallace.

To March Field, Calif.: 2nd Lieut. Edward J. York.

To Fort Bragg, N.C.: 2nd Lieut. Glenn P. Anderson, for duty with 16th Obs. Squadron.

To Selfridge Field, Mich.: 2nd Lieut. Fred M. Dean.

To Hamilton Field, Calif.: 2nd Lieut. Joseph B. Wells.

To Barksdale Field, La.: 2nd Lieut. James W. Rhymes.

To Fort Lewis, Wash.: 2nd Lieut. Felix M. Hardison, for duty with 91st Obs. Squadron.

To Randolph Field, Texas: 1st Lieut. Robert T. Crowder.

The 103 Flying Cadet graduates, who were commissioned as second lieutenants in the Air Reserve, were assigned to extended active duty at the stations indicated:

To the Philippines

Jack F. Batchelor	William E. Strathern
Herbert S. Ellis	William DuPont Strong
Frederick G. Hoffman	Edward Raymond Woolery
Walter A. Jensen	Robert Stephen Wray
Keith Xavier Lynnton	

To Hawaii

Rolle E. Stone, Jr.	Horace Albert Hanes
Malcolm Arnot Moore	George L. Wertenbaker, Jr.

To Langley Field, Va.

George Louis Albin	Alvan Neavitt Moore
Curtis Eugene Caton	Edward Payson Myers
Theodore R. Clinkscales	John Thompson Passage
Winton Ralph Close	Stuart Moss Porter
Robert Warren Evans	Claude Downer Renshaw
John Willard Ford	Albert Jay Roberts, Jr.
William Howard Lang	Francis F. Seeburger, I
James Lyle Lee	Robert Louis Stanton
Charles E. Leffingwell	Warren Sanford Wheeler
Charles Allison Leidy, Jr.	Clyde Asa Ray

To Mitchel Field, N.Y.

Woodrow L. Ainsworth	William Hugh Moffat
Ferrell Lamar Bowen	Victor Emile Piolet
John Leonard Burhus	Don A. Pomeroy, Jr.
Francis D. Carragher	John Richardson
James Murray Hendrix	Richard C. Sanders
Vernon C. Johnson	Russell H. V. Sapp
John Leslie Kidd	James Howard Shea
Allen Lindberg	Joe Clyde Thompson
Stephen D. McElroy	Wm. Driver Wilson
Bertram C. Martin	George Alexander Wood
Forrest R. Harsh	Paul C. Schauer

To Fort Benning, Ga.

John Richard Evans, Jr.

To Fort Sill, Okla.

Ward Gerald Hoffman

To Langley Field, Va.

Earl Brown Cook Clyde Asa Ray

To Randolph Field, Texas

John Robert Hawley	Clairborne H. Kinnard, Jr.
James Franklin Reed	Thaddeus L. Woltanski
Tedder, Irby Velle	Pratt, Ogden Nelson
Oviatt, Karl Eugene	Sonnkalb, Charles Davi
Crow, Roger McKee	Mullen, Marcus Alfred
Hubbard, Edward F.	Filer, William Alfred
Ola, George Joseph	Davis, Richard A., Jr.
Lackey, John H., Jr.	Wood, Frank Lee, Jr.

To Kelly Field, Texas

Rains, Lawrence F.	Ehret, Roland C.
Cofield, Curtis H.	Merritt, Ralph L., Jr.
Ruggles, John Howard	Hall, Floyd D.
McCorkle, John	Dittrich, Robert Ivan
Anderson, George F.	Chitty, Charles D., Jr.
Robinson, Charles G.	Nowak, Albert C.
Sullivan, Frank E.	Postlewaite, Robert D.
Warren, C. N., Jr.	Watkins, Howard Elroy
Neal, Robert	Wilson, Keith Streeter
Bennink, Donald Thomas	Stenglein, Joseph A.

To Kelly Field, Texas (Continued)

Walmsley, Wm. Williams Bennett, Donald K. Vereen, Lindsey Hartford Lien, James Orin McConnell, Landon E. Herbes, Edward

To Panama Canal Department

Barns, James Harrison

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WAR DEPARTMENT SPECIAL ORDERS
Changes of Station

To Bolling Field, D.C.: 1st Lieut. George F. McGuire, from March Field, Calif.

To Fort Knox, Ky.: 1st Lieut. Harvey T. Ainess, from Hawaiian Department, for duty with 12th Observation Squadron.

To Fairfield Air Depot, Patterson Field, O.: Major Merrick G. Estabrook, Jr., from Wright Field, Ohio.

To Hawaiian Department: Major Rowland C.W. Blessley, from Maxwell Field, Ala.

To Langley Field, Va.: Colonel Jacob W.S. Wuest, from Middletown, Pa., Air Depot.

To March Field, Calif.: Major Clarence P. Talbott, from Hamilton Field, Calif.; 1st Lieut. Dwight O. Montieth, upon completion of tour of duty in Panama Canal Department.

To Maxwell Field, Ala.: Captain David D. Graves, from Bolling Field, D.C.; Captains Charles A. Bassett, Wright Field; George W. Mundy, Barksdale Field, La.; Dudley D. Hale, Langley Field, Va.; Delmar T. Spivey and John C. Crosthwaite, from Kelly Field, Texas; 1st Lieut. Winslow C. Morse, Selfridge Field; 2nd Lieuts. Donald R. Hutchinson, Barksdale Field; Ralph McK. Kellogg, Randolph Field.

To Mitchel Field, N.Y.: 1st Lieut. Arthur F. Merewether, from Barksdale Field, La. Previous orders revoked.

To Panama Canal Department: Captains Roger J. Browne, Arthur L. Bump, Jr., Russell E. Randall, Elmer T. Rundquist, 1st Lieuts. Nelson P. Jackson, Clarence M. Sartain, Morley F. Slight, Marvin F. Stalder, from Kelly Field, Texas;

Captains Guy B. Henderson, Guy F. Hix,
1st Lieuts.

Downs E. Ingram, George H. Macintyre, Jack M. Malone, John R. Skeldon, Mell M. Stephenson, Jr., Donald N. Wackwitz, Randolph L. Wood, from Randolph Field, Texas; 1st Lieut. Byron E. Brugge, from Chanute Field, Ill.;

1st Lieut. James B. Buck, from Fort Benning, Ga.

1st Lieut. Richard T. King, Jr., from Mitchel Field, N.Y.;

Captain Forrest G. Allen, from Maxwell Field, Ala.;

1st Lieut. Charles L. Munroe, Jr., from Patterson Field, Fairfield, Ohio;

Captain F. Edgar Cheatle, from Fort Knox, Ky. Second Lieuts. McDonald H. Hays, Robert R. Rowland, Van Hatton Slayden, John R. Ulicion, Clinton C. Wasen, from Selfridge Field, Mich.

To Scott Field, Ill.: Major Rufus B. Davidson, from Barksdale Field, La.; Captain Sheldon B. Edwards, from Fort Bragg, N.C.

To San Antonio Air Depot, Duncan Field, Tex.: Captain John A. Tarro, from duty with the Brooks Field Branch of the Air Depot.

To Tampa, Fla.: Lieut. Colonel Lynwood B. Jacobs, from Office Chief of the Air Corps, Washington, D.C., for duty at Southeast Air Base.

To Washington, D.C.: Major Orin J. Bushey, from March Field, Calif., for duty in the Office Chief of the Air Corps.

To Wright Field, Ohio: 2nd Lieut. Bernard A. Schriever, from Hamilton Field, for duty with Materiel Division.

Promotions

To Major: Majors (temporary) Harold W. Beaton, Edgar E. Glenn, John W. Monahan, Cortlandt S. Johnson and Charles C. Chauncey, with rank from August 15, 1939.

To Major (Temporary): Captain Charles D. McAllister.

Extended Active Duty for Reserve Officers

1st Lieut. Leonard P. Kleinoeder, of Spencerville, Ohio, continued on duty at Duncan Field, Texas, to October 14, 1940.

2nd Lieut. Glenn Augustus Holland, Monroe, La., to Olmstead Field, Middletown, Pa., to September 21, 1940.

2nd Lieut. Thomas Wilfred Rafferty, of Buffalo, N.Y., transferred from Patterson Field, Ohio, to Olmstead Field, Pa., and continued on active duty to August 28, 1940.

1st Lieut. John Staub Fouche, Jr., of San Marcos, Texas, continued on duty at Randolph Field, Texas, to November 11, 1940.

2nd Lieut. William Jennings Bryan Murphy, Harrisburg, Pa., to Olmstead Field, Middletown, Pa., to September 11, 1940

2nd Lieut. Churchill LaSalle Scott, Jr., of Brownsville, Texas, to Sacramento Air Depot, Calif., to September 17, 1940.

Major Myron M. Wood has been relieved from assignment and duty in the Office of the Chief of the Air Corps and assigned to duty in the Office of the Assistant Secretary of War.

The assignment of Major Oliver C. Gothlin, Jr., as Air Corps Representative at plant of Glenn L. Martin Co., Middle River, Md., upon completion of his tour of duty in the Hawaiian Department, has been revoked.

Master Sergeant Wardell L. Mathews, of Base Headquarters and 3rd Air Base Squadron, GHQ Air Force, Selfridge Field, Mich., is placed on the retired list, effective Sept. 30, 1939.

Master Sergeant Gervais J. Garner, Base Headquarters and 3rd Air Base Squadron, GHQ Air Force, Selfridge Field, Mich., was appointed a Warrant Officer, with rank from September 1, 1939, and assigned to duty at the San Antonio Air Depot, Duncan Field, Tex.

Captain Leonard H. Rodieck was assigned to duty as District Supervisor and 1st Lieut. Stanley J. Donovan, from Randolph Field, Tex., as Assistant District Supervisor of the Central District, East St. Louis, Ill.

Captain Kenneth P. McNaughton was assigned to duty as District Supervisor and 1st Lieut. Robert L. Scott, from Randolph Field, Texas, as Assistant District Supervisor, of the Western District, Glendale, Calif.

ARMY AIR CORPS SONG

On September 2nd, Major General Henry H. Arnold, Chief of the Air Corps, announced that a Song Committee, after many months of painstaking effort, selected with his approval an official song for the Army Air Corps, entitled "The Army Air Corps." This song was heard for the first time in public at the Aviation Ball at the Statler Hotel on the evening of September 2nd. At the same time it was broadcast to the country by radio.

The Committee was appointed to select this song after Mr. Bernarr Macfadden, publisher of Liberty Magazine, offered a prize of \$1,000 to the person whose selection received first place. Over 650 compositions were submitted to the Committee, and of these "The Army Air Corps," written by Mr. Robert Crawford of Coscob, Connecticut, was selected. Mr. Crawford also submitted the words which were approved as official for the Air Corps Song. He is a musician and vocalist of note; was born in Alaska; graduated from Princeton University, where he organized and conducted the first orchestra at that institution. While a student there, he was also the President of the Triangle Club, a dramatic organization of the University.

Mr. Macfadden presented the prize to Mr. Crawford at the Aviation Ball and during the course of the evening he sang his composition. He was present at the Cleveland Air Races and introduced the new song over the public address system.

General Arnold was present at the Aviation Ball, and introduced Mr. Macfadden to the Air Corps on this momentous occasion, stating:

"Ladies and Gentlemen:

It is with a great deal of pleasure that I make an announcement which, although it does not specifically deal with flying, nevertheless constitutes one of the great morale builders for any organization.

Ever since the Army Air Corps has been a branch of the service there has been a necessity for some outward expression in the form of music of its origin and existence. The Navy has its 'Anchors Aweigh,' the Artillery its 'Caissons Go Rolling Along,' and in times of peace and in times of war the lilt of their famous songs lend energy to tired minds and bodies.

Sometime ago the desire for an Air Corps song was crystallized into being when Mr. Bernarr Macfadden, publisher, author, writer and aviator, offered a prize of \$1,000 through the medium of the Liberty Magazine to that person who would submit a song acceptable to the Air Corps. For many months the Song Committee worked hard and painstakingly in reviewing, playing and checking over 650 selections submitted by musicians.

Their result will for the first time in public be presented here tonight and the winner, also present here tonight, will be the recipient of the coveted prize at the hands of Mr. Macfadden himself.

It therefore gives me great pleasure to introduce to you Mr. Bernarr Macfadden."

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CENTRALIZATION OF AIR CORPS PROCUREMENT ACTIVITIES.

The War Department recently announced that the Office of the Chief, Materiel Division, Army Air Corps, and the Industrial Planning Section of that Division are being moved from Wright Field, Dayton, Ohio, to the Office of the Chief of the Air Corps in Washington, D.C.

This movement will involve the transfer of Brigadier General George H. Brett, Chief of the Materiel Division, 17 other Air Corps officers and 59 civilian employees to Washington. No definite date has been announced for the transfer.

The centralization of these activities has been decided upon in order to permit the Office of the Chief of the Air Corps to simplify procurement problems and to complete action on all matters pertaining to the procurement of airplane and aircraft equipment during the present expansion program with greater speed than has heretofore been possible.

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13TH ATTACK SQUADRON VISITS 23 TOWNS

The 13th Attack Squadron, stationed at Barksdale Field, La., and which is a veteran organization of the World War and now under the leadership of Captain Frank A. Armstrong, Jr., Air Corps, who holds the Distinguished Flying Cross and who has completed more than 5,000 hours' flying time, recently completed another peace time triumph for the good of the service, judging from the impression made on the good people of Memphis, Tenn., as evidenced by the headlines of a prominent newspaper of that city. On the 30th Anniversary of the Air Corps, Captain Armstrong commanded a flight of 13 Attack planes, which visited 23 towns, separated by many miles.

Memphis, being the approximate center of the itinerary, was the point where a one-hour stop was made for servicing of the planes. Lunch was served the Army airmen by the Reserve Officers' Association, which is headed by the Honorable Judge Bateman, who is an old school mate of Captain Armstrong.

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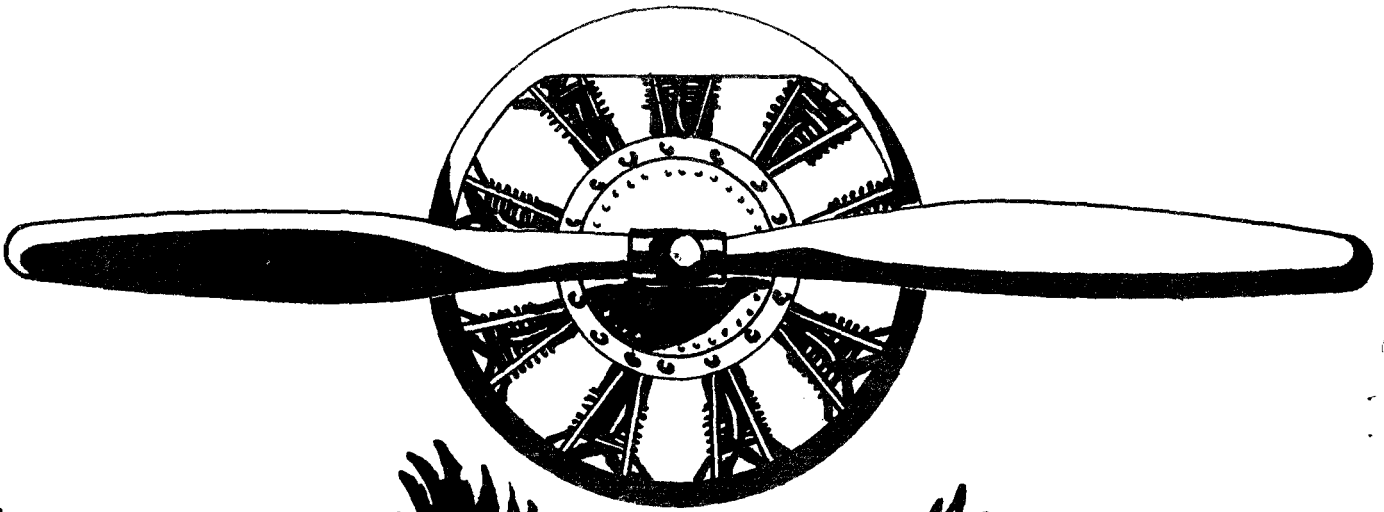
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AIR CORPS NEWS LETTER



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CONFIDENTIAL

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Information Division
Air Corps

October 1, 1939

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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RECORDING LANDING AND TAKE-OFF PERFORMANCES BY PHOTOGRAPHY

By the Materiel Division Correspondent

After preliminary climb and speed tests, every new type of airplane at Wright Field comes to "Take-off and landing characteristics over a 50-foot obstacle." To make an acceptable record of this phase of test performance was quite a job in past years because three dimensions are involved, and accuracy was generally buried under stacks of paper calculations.

The old theodolite system of measuring take-off and landing performances depended heavily upon both the skill of the observer and tedious calculations based on horizontal and vertical angle-readings. Little more than an intelligent guess resulted.

Current European systems of photographic recordings are based on measurements made on the film. Possessing greater accuracy than the non-photographic methods they supplanted, they are reported to be nevertheless cumbersome.

Wright Field has originated its own system which is as easy to use as a family album. Discussed in conference for a year and a half and then given to T. de Port, Assistant Director of the Aerodynamics Unit, to materialize, this photographic method gives a time-space history of the complete take-off and landing. Instantaneous positions, velocities and accelerations can also be readily determined.

A permanent record is made which pilots or designers can study over and over again. The main piece of equipment is a Performance Recording Camera. This is a former gun camera modified at Wright Field to reduce the number of exposures from 20 to 3 per second and equipped with a built-in stop watch. Standard 35 mm. strip-film serves further to reduce film cost.

The only additional equipment employed is an anemometer and 30 large stand-flags numbered from one to thirty. Reports are made separately of each test by the camera man, anemometer operator, course observer, and pilot of the airplane. These are coordinated to give the complete report, that is, number of take-offs, landings, velocity and direction of the wind, time, flap position, engine power, etc.

It takes one hour to get ready for a

test. Marker flags are placed in numerical order at intervals of 100 feet on the 3,000-foot course. The portable camera shack is located on the perpendicular bisector of the course 1500 feet distant. At a signal from the camera man the test take-off starts and one shot is snapped to record the time and position of the airplane relative to the marker flags.

Continuous shots are taken from a point ahead of actual take-off to the point where the airplane has reached an altitude of over 50 feet. In landings, the camera picks up the airplane at an altitude of approximately 65 feet and follows it until the wheels stop rolling. From start to finish the stop watch automatically makes a time-record on the film with each exposure.

After the strip film has been developed, it is wound on a spool and for purposes of convenience projected vertically on chart cards. A simple projector with a 200-watt bulb has been found satisfactory, since the throw from the projector to the chart card is scarcely one yard. It is not projected as a motion picture but handturned one frame at a time as desired.

A complete examination of the chart cards would get into complicated mathematics. Essentially, the 3000-foot course is reduced to a scale drawing onto which the images of the plane, marker flags, and stop watch are projected in such a way as to make automatically a correction for the angularity of the camera to the course, and for the distance of the airplane's line of flight from the course.

The important advance contained in this method is that the charts show directly, without any calculations, the actual horizontal and vertical distances of the airplane from the reference point (marker flag where the take-off started) with the time recorded.

All performance figures are reduced to conditions of standard sea level altitude in still air by corrections for (1) air density, (2) wind velocity and direction, (3) differences in horsepower developed during take-offs. Tests are never made when the wind velocity is more than 10 m.p.h., as the result-

ing gusty condition requires a higher safety margin than is necessary for tests in still air.

On airplanes equipped with flaps, take-offs are conducted with flaps in varying positions to determine the best flap position for clearing a 50-foot obstacle in the shortest possible distance from the start of the run.

Landings are made with flaps full-down to determine the performance of the airplane landing over a 50-foot obstacle. Thus the results indicate the angle of approach, landing speed, and length of the roll.

From 6 to 9 runs normally constitute a standard test. The pilot maintains a straight line of flight parallel to the course, using his own judgment in getting maximum performance but never shaving safety margins to a danger point nor fish-tailing, porpoising, or zooming. A median figure is obtained from the three best runs as even the most expert pilots will vary from 50 to 100 feet in runs under the same conditions.

As an aid to the Materiel Division in determining whether the manufacturer's guarantees for take-offs and landings are met by actual performance, the following definitions are standard:

Ground Run - For take-off, it is the distance between the point where the airplane starts and the point at which it leaves the ground.

For landing, it is the distance between the point where the wheels first touch the ground and the point at which the airplane comes to rest.

Air Distance - For take-offs, it is the horizontal distance traveled between the point where the airplane leaves the ground and the point at which an altitude of 50 feet is reached. For landing, it is the horizontal distance traveled between the point corresponding to the altitude of 50 feet and the point of contact with the ground.

All take-offs and landings are conducted with the airplanes in specified loaded condition.

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The following-named first lieutenants of the Air Corps were appointed to the grade of Captain, with rank from September 4, 1939:

Floyd B. Wood	Hugh A. Parker
Theodore M. Bolen	Thomas D. Ferguson
Norman D. Sillin	Thomas L. Thurlow
James L. Jackson	Flint Garrison, Jr.
Chester P. Gilger	William B. Offutt
John H. Fite	James A. Ronin

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Lieut. Colonel Edwin B. Lyon has been assigned as Assistant Commandant of the Air Corps Primary Flying School, Randolph Field, Texas.

RESUMPTION OF TRAINING AT RANDOLPH

By the time this story reaches the News Letter readers, approximately 262 student pilots will be engrossed in the mysteries of the BT-9's at Randolph Field, Texas. Cadetless during almost the entire month of September while awaiting the first of the new civilian school trained Flying Cadets and student officers, the "West Point of the Air" received the first contingents on September 23rd. A total of 37 Cadets and one student officer reported for duty from the Air Corps Training Detachment at Dallas, Texas.

The other contingents reported during the following week, bringing the total number in training to 260 Flying Cadets and 12 student officers. Under the new program of instruction, classes will report to Randolph Field every six weeks, remaining for a 12 weeks' course. The two sides of the airdrome, formerly known as Primary and Basic Stages, have been reorganized. Both sides are now devoted to basic training, but present plans call for them to maintain their individual identity.

A class of student pilots reporting for training will be assigned to either the east or the west side, and will remain there for the entire 12-week period. Six weeks later, when the second class arrives, they will be assigned to the other side, remaining there also for 12 weeks. Thus, a staggered system will be created whereby a class will be graduate every six weeks and a new class will report every six weeks, but they will remain with their same instructor set-up during the entire basic course.

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ADDITIONAL HOUSING FACILITIES AT KELLY

The preliminary work of housing approximately 1200 additional soldiers to be assigned to Kelly Field is just about completed. This work has entailed quite a study, due to the space available at both Kelly and Brooks Fields and the need of keeping the cost as low as possible.

Colonel Frank D. Lackland, Commandant of the Advanced Flying School, has assigned Major Turnbull as billeting officer and he, in cooperation with Major Howard, the Post Quartermaster, has drawn up plans for the housing of these soldiers. These plans call for one large tent city at the west end of the field and the placing of tents around the old barracks, and enlarging the messing and toilet facilities of the present buildings.

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During August, the Engineering Department of the San Antonio Air Depot overhauled 8 planes and 113 engines and repaired 60 planes and 12 engines.

V-8223, A.C.

HEAVY TRAINING SCHEDULE FACES 17TH ATTACK GROUP PILOTS
By 2nd Lieut. Charles J. Langmack, Air Reserve

Any day at March Field, near Riverside, Calif., the casual visitor may see for himself the flying that is being done as a result of the new year's training schedule recently released by Colonel Wash.

Junior pilots are rapidly accumulating flying time in huge Douglas B-18A Bombers as transition training in anticipation of the arrival of the speedy new Attack-Bombers with which the General Headquarters Air Force will soon be equipped. This training is necessary so that younger pilots will become accustomed to the handling of the larger, heavier bi-motored craft and may take over the operation of the Attack-Bombers without delay when the new airplanes, rapidly being fabricated under the peace-time expansion program, are delivered to GHQ Air Force units.

At the same time, all officers are maintaining their high standard of efficiency in flying. Navigation flights, one thousand-mile cross-country day and night flights, blind flying and ground schools of maintenance and engineering are taken part in by all junior officers and most senior officers of the Group. In addition, selected junior officers are attending classes in military law and military administration.

Another activity of the 17th Attack Group is that of service testing several of the new Vultee YA-19 Attack planes. This work is not as spectacular as the testing of the craft when it is first turned over to the Army by the manufacturing company, but it is every bit as important and exacting of the pilots as the original test flights.

Each of the four squadrons in the 17th Attack Group have appointed three pilots to the Service Test Board. This board is headed by Lieut. Frank R. Cook, Engineering Officer of the 17th Attack Group, and consists of the following officers: Captains C.G. Goodrich and R.F. Tate, 1st Lieuts. T.B. Hall, A.W. Tyer and R.A. Grussendorf, 2nd Lieuts. Clyde Box, W.E. Greer, D.E. Wilson and Michael J. Coffield, all of the Air Corps, and 2nd Lieuts. A.G. Hunter and J.A. Brier of the Air Corps Reserve. All these officers are skilled pilots and are conducting the service test in a most efficient manner.

Maintenance personnel among the enlisted men are also receiving their share of training. Ground training includes an introduction to the new infantry Drill Regulations on September 1st.

At frequent intervals, details of students are being sent to the Air Corps Technical School and civilian training schools to learn engineering

and aircraft maintenance work.

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MITCHEL FIELD WLYERS EXPLAIN FIGHTING
TECHNIQUE IN TELEVISION.

The 9th Bombardment Group, Mitchel Field, N.Y., flapped their wings for the Television audience on September 1st, when from 3:00 to 4:00 p.m., the National Broadcasting Company's Station W2XBS picked up United States Army Air Corps maneuvers at Mitchel Field.

Eighteen airplanes of the 9th Bombardment Group were lined up on the line, and the scene opened up showing a group of officers discussing a mythical problem involving the invasion of an enemy fleet off the coast of New England. The dialogue consisted of the Wing Commander (played by Lieut. Col. C.W. Connell, 9th Group Commander) complimenting the Group Commander (played by Lieut. Colonel Ross F. Cole) on what a fine organization he had and stating that he felt sure that he would be proud of the record they would make on intercepting and destroying the enemy fleet. At the finish of the "Pep" talk by the Wing Commander, a Field Order was read to the members of the combat crews, who then proceeded to their respective airplanes and began taking off at 20-second intervals to perform the mission.

During the assembling of the 18-ship formation, the camera was turned on a B-18A airplane with its complete crew lined up in front and, with the NBC announcer as commentator, the Public Relations Officer explained the various duties of the crew and the various points of interest about the ship. Equipment was displayed on the ground in front of the plane, and its use was explained to the audience.

The formation, having been assembled in the air, passed low over the field within range of the cameras in "Javelin Up" formation. This was repeated twice using the "Group Wedge" and the "Group Echelon" formations. Upon the completion of the formation-flying demonstration, the planes landed individually and the broadcast was completed. The actual time on the air was one hour and ten minutes.

All members of the Group enjoyed participating in the broadcast, and it was the first time any such program had been attempted. The NBC officials expressed their satisfaction with the manner in which the program went off and expressed the belief that the Television audience was highly pleased at seeing their first line of defense in the air ~~on the air~~.

PHOTOGRAPHIC MISSIONS IN HAWAII

The 18th Air Base Photo Laboratory, Wheeler Field, T.H., in charge of Captain Minton W. Kaye, Wing and Base Photo Officer, completed a large number of missions during the month of August. Like all laboratories, this one has had many projects to accomplish from time to time; photographing items of interest, cooperative missions with other branches of the service, photographing construction of flying fields for the Constructing Quartermaster and furnishing photos to offices of Military Intelligence which in turn submit them to the newspapers for Army publicity.

Two of the most outstanding projects accomplished during the month are the vertical photographs of portions of the Islands of Maui, Lanai and Molokai which are being furnished the Department of Agriculture, Soil Conservation Service. These mosaic prints greatly facilitate work for this governmental agency.

The other project worthy of commendation is the aerial photographs made for the Hawaii Housing Authority. These covered the slum areas in the City of Honolulu considered suitable for low cost building projects.

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GENERAL KROGSTAD VISITS SELFRIDGE FIELD

Brigadier General Arnold N. Krogstad, Commanding General of the Second Wing, GHQ Air Force, accompanied by Colonel I.B. March, Second Wing Flight Surgeon; Major E.E. Glenn, Second Wing Executive Officer; Major Charles Skow, Second Wing Personnel Officer, and Lieut. Curry, Aide to the General, arrived at Selfridge Field in a B-18 for an overnight visit on September 19th. The General only recently returned from a flight on the Pan American Clipper as Army Observer. The flight was the initial 16,000-mile hop of Pan-American to New Zealand.

General Krogstad brought back many interesting stories, among which was one of lonely one-tree Canton Island, with a population of one lone Britisher. He called it a fisherman's paradise; where flying fish are used for bait and strange birds that run around barking like dogs may be found.

The General also lost his birthday when he crossed the International Date Line on August 28th. He is now wondering if he'll have to stay a year longer in the Army before retiring.

General Krogstad's visit was merely a routine inspection and conference. He departed from Selfridge Field at 1:40 p.m., for Springfield, Mass., where he planned to look over the site for the new Northeast Air Base.

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PISTOL EXPERT SERVES AS OFFICIAL AT CAMP PERRY, OHIO.

Lieut. Charles F. Densford, Air Corps, of Kelly Field, Texas, returned on September 7th from the National Pistol Matches at Camp Perry, Ohio, during which time he was Assistant Senior Instructor at the Pistol School and Assistant Chief Range Officer. Due to his official capacity he could not enter the matches he desired, but he reports he held try-outs for the two squads that were sent from Selfridge and Mitchel Fields, and picked the following Air Corps team:

1st Lt. M.L. Harding, Mitchel Field, Team Captain;

1st Lt. C.F. Densford, Kelly Field; Master Sgt. Tate, Selfridge Field;

Sergeant Hawkins, Corporal Schmidt, Privates Zubko and Carroll, of Mitchel Field; the last-named as alternate.

This Air Corps team placed eighteenth in a field of 33 entries, which Lieut. Densford considered exceptionally good, due to the short time of practice and firing together. He states that there are many fine pistol shots in the Air Corps and believes that, if a squad could be assembled for try-outs and have a reasonable period of practice, as other branches of the service do, the Air Corps could make a very creditable showing.

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LANGLEY OFFICERS QUALIFY ON B-17 BOMBERS

Twelve officers at Langley Field, Va., who are qualified as ship commanders on the B-17 type Bombers, were recently attached to various organizations of the Second Bombardment Group for the purpose of maintaining flying proficiency in the huge planes.

The list of officers included Majors Delmar H. Dunton, of Headquarters and Headquarters Squadron, Second Wing; Vincent J. Meloy, of the Base Public Relations Office, and Howard A. Craig, of the 21st Reconnaissance Squadron, who were attached to the Headquarters Squadron of the Second Bombardment Group;

Major William C. Goldsborough, of Base Headquarters and 1st Air Base Squadron, and Captains Charles H. Caldwell and Willard R. Wolfenbarger, of Headquarters and Headquarters Squadron, Second Wing, who were attached to the 96th Bombardment Squadron;

Captain Draper F. Henry and 1st Lieut. Davies. Jarred V. Crabb and John E. Davies, of the 21st Reconnaissance Squadron, who were attached to the 20th Bombardment Squadron;

Captains Wm. H. McArthur, of Base Hqs. and 1st Air Base Sqn., and James M. Fitzmaurice and Herbert K. Baisley, of the 21st Reconnaissance Squadron, who were attached to the 49th Bomb. Squadron.

THE CLASS OF 1940 AT MITCHEL FIELD
By Cadet Anthony L. Wermuth, U.S.M.A. '40
"PIONEER" Editor.

For three weeks in June, the habitual hubbub of Summer Camp at West Point was superseded by the clamor and whirrings of that part of the First Class getting ready to go to Mitchel Field the following week. For three weeks, Mitchel Field, Long Island, was infested with the same First Classmen whirring on real wings.

A squadron of enlisted men gave up its bed-and-locker barracks for our shelter, while they were temporarily quartered in a hangar. We naturally avoided that particular hangar - for our consciences' sake, if for no other reason. The mess was well run; comparisons are still made after an especially unattractive meal to the "meals at Mitchel." So much for the living conditions.

The flying itself was, in general and of necessity, a disappointment in that there was not enough of it, and not under enough varying conditions. Of course, there were among us the inevitable number who took a handful of earth along and always clutched it tightly every minute aloft. But the majority would have liked a chance to zoom in an Attack ship - a romantic roller-coaster urge, perhaps, but we did find the Bombers somewhat ponderous. These were for the most part first impressions.

Mornings were devoted to getting every cadet in the air for a total of six hours during the week of his stay - a total of four hours in a B-18A and a total of two hours in an O-47. Other odd mornings we were taken over the supply rooms full of replacement parts, the parachute testing building, the photo labs and similar points. Every morning a small group went through the Grumman factory nearby, where everybody had to sign the passbook and wear a card on a string around his neck.

After lunch, there was usually an hour or two of lectures on selected phases, like bombing, or air photography, or weather. I still remember that the one on weather was especially instructive. I also remember another time Lieut. Summerfelt pushing us outside for a five-minute inhalation of air, because in the comfortable theater a number of us found too much extra-curricular rest.

The rest of the time was our own. The comparative proximity of New York City was put to the fullest advantage, what with an eleven o'clock "Taps." Certainly, Long Island all around us was attractive enough for most of us, even without New York; Jones Beach and other sandy stretches and, of course, the World's Fair, were right in our backyard. We flew over the Fair practical-

ly every time we went up, and it was doubtless the most photographed subject, next to cadet-wearing-parachute-in-front-of-bomber. The authorities were more than kind to us; they were indulgent. Trucks and reconnaissance cars were almost always at our service to take us anywhere and bring us back; the officers gave us a dinner-dance at the Club; privileges were dispensed with carte blanche as to their use.

The natural appeal of flying, coupled with Mitchel Field's generous treatment, make the cold gray walls up the Hudson seem even colder and grayer. We hated to leave.

The group I was in was lucky enough to make a thorough inspection of the big B-15. We were assembled out on the field in the afternoon and, as soon as the accompanying ship landed, a B-17, everybody tried to climb in it. A few minutes later, the B-15 landed - even more impressive - and we didn't know which to examine first. Both planes got a good going-over. The B-15 and the performance of the new bomb-sight constituted the most satisfactorily impressive feature of the memorable week.

Ed. Note:

The Class of 1940 of the United States Military Academy was divided into three groups of approximately 150 Cadets each. Each group spent one week at Mitchel Field. This was between June 17 and July 8, 1939.

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COLORADO AIRMEN RECEIVE MODIFIED O-47A

The 120th Observation Squadron, attached to the 24th Cavalry Division and located on the mile high municipal airport at Denver, Colorado, is the proud possessor of a modified O-47A airplane, same being the only one in captivity.

Captain John K. Nissley, instructor of the Colorado National Guard aviation unit, took delivery of this airplane at the North American Aircraft factory in Inglewood, Calif., and flew it to Wright Field for an evaluation board's inspection.

The modifications made on this airplane were primarily for the photographer's benefit, giving him excellent forward vision and additional room in the lower compartment.

Since its return to the 120th, the ship has been assigned to the Photo Section, and observers who have performed photographic missions with it are well pleased with the changes which have been made.

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INCREASED PERSONNEL AT LANGLEY FIELD

The recruiting program which has been carried on at Langley Field, Va., since the beginning of July, in connection with the Air Corps expansion program, has increased the personnel of the Peninsula air base by 513 men, according to a recent announcement. In response to the President's declaration of a "limited emergency," increases of personnel in all branches of the various military services have been accelerated.

According to figures released by Langley Field officials, 79 men came to the field in July, 124 during August and 310 during the first 16 days of the month of September. These men were assigned to the Administrative Section of Base Headquarters and 1st Air Base Squadron for initial duty and assignment.

Among those who arrived in September for service with the GHQ Air Force there were nine men who were listed as being transferred from other branches of the service. The remainder were obtained from a number of recruiting depots located throughout Virginia and neighboring States.

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EMERGENCY JUMP LANDS PILOT IN A GULCH

Second Lieut. Charles M. Opeil, Air Reserve, on duty with the 6th Pursuit Squadron, Wheeler Field, T.H., successfully "bailed out" on August 17th, last, of his P-26B airplane. Engaged in aerial acrobatics at an altitude of 6,000 feet, Lieut. Opeil suddenly found himself in an inverted spin. After the plane had lost two thousand feet, he decided he could not recover from the spin. Accordingly, he loosened his safety belt and immediately he was thrown clear of the plane. The parachute brought him to a safe landing near Kipapa Gulch, which is midway between Wheeler Field and Pearl Harbor.

Lieut. Opeil suffered no injuries, but the plane was completely demolished.

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Master Sergeant Gervais J. Garner, top enlisted man at Selfridge Field, Mich., was recently appointed as Warrant Officer. For the past 2½ years he served as Sergeant Major at this Air Base.

Warrant Officer Garner served under the Post Commander, Colonel Henry B. Clagett, for many years at various Army posts. A veteran of over 23 years' service, he is to be congratulated on his recent promotion. He departed for his new station, the San Antonio Air Depot, Duncan Field, Texas, on September 1st.

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SELFRIDGE PERSONNEL EFFECT RESCUE

Treacherous fall weather on Lake St. Clair on September 3rd, last, menaced scores of small craft, sank one and water-logged two others from which the occupants were rescued only after hours of danger and exposure. The Selfridge Field rescue squad played an important part in aiding those stranded, and in at least one case were credited with saving the lives of a Detroit man and his wife who were adrift in a water-filled sailboat from 10:00 a.m. to 4:00 p.m.

Mr. and Mrs. R.R. Andrews, of Detroit, were the couple rescued by the Selfridge Crash Boat, which was crewed by Corporal W.B. Heskett and Private M.R. Guzick and in which Lieut. R.P. Richardson, Medical Corps, was a passenger. The couple were taken to the Base Hospital, Selfridge Field, given first aid treatment, and then transported in a staff car to their cottage near New Baltimore.

The search on Lake St. Clair started when Lieut. J.C. Kilborne, Officer of the Day, received a call from the Naval Reserve Base at Grosse Isle to the effect that a cat boat was in distress off the Algonac Channel and requesting that he contact the Coast Guard Cutter by radio and impart this information. When the Coast Guard could not be contacted, Lieut. Kilborne notified the crew of the crash boat, whereupon they started out in the rough waters in search of the cat boat. Lieut. Kenneth R. Martin took off from Selfridge Field in an A-17 to aid in the search and guide the crash boat.

On locating the cat boat, it was discovered that a cabin cruiser had already come to the rescue, and so the crash boat returned to Selfridge Field. Lieut. Martin, who had already landed, notified the crew that he had located another boat which seemed to be in distress. The crash boat put out again and, after an hour's struggle with the high waves, reached the small craft carrying Mr. and Mrs. Andrews.

On the return trip, another boat was located, this one being submerged with only the bow protruding from the water. A search there revealed no persons in the water and the trip to the shore was continued. The proper authorities were notified regarding the submerged boat.

When the fishing boat occupied by Mr. and Mrs. Andrews was reached, it was found that their life belts had floated away and that the gas can was empty. The small craft was only partially filled with water but was almost completely submerged before it could be towed to shore.

Through the undaunted efforts of these Selfridge Field men, the Army added another notch in its belt for heroic peace-time aid.

AMPHIBIANS FERRIED TO THE CANAL ZONE

Four Grumman OA9 Amphibians arrived at France Field, Panama Canal Zone, on August 30th from Duncan Field, Texas, for service with the 19th Wing. The ships are to be used for general utility and for emergency rescue work. Two of them were assigned to each of the Air Corps posts in the Canal Zone.

The ferry flight which returned the Grumman's from the States left the Canal Zone on August 16th with five Martin B-10B's and one accompanying B-18, under the command of Lieut. Colonel Francis M. Brady. On the first day out, while the flight was progressing up the coast of Costa Rica, some 200 miles above the Panama border, one of the B-10 pilots, 1st Lieut. Frank P. Smith, Air Reserve, reported that one of his engines had cut out and that he was unable to maintain altitude. The ship was heavily loaded with fuel, a full crew of four, and supplies. The other B-10's in the flight stood by while the B-18 located a small auxiliary landing field at Parrita, about ten miles away and circled, guiding the crippled ship by radio. The entire flight watched as Lieut. Smith, attempting to hold his ship in the air until he could reach the field, dropped closer and closer to the jungle roof and, finally, with the Bomber literally standing on its tail, staggered over the last jungle tree and mashed into the swampy undergrowth of a tiny clearing just short of the cleared banana plantations of Parrita.

The Bomber fell heavily and slid a short distance when a wing sheared off and the fuselage disintegrated. The ship was a mass of tangled wreckage. As the flight circled the spot, two of the crew were seen climbing out of the wreckage, waving to indicate that they were not badly hurt.

The flight proceeded to San Jose, Costa Rica, about fifty miles away, and immediately commenced rescue proceedings with the aid of local airlines, the Naval Air Attache to Central America, and the United Fruit Company. Within a short time, the crew of the wrecked plane were in the hospital of the United Fruit Company at Parrita. Two of the crew, 2nd Lieut. Leon W. Gray and Corporal E. Payeski were brought to San Jose by commercial plane that evening. Lieut. Smith and the crew chief, Sergeant Jack T. Merrill, who was riding in the nose of the ship, remained in the hospital overnight and were brought to San Jose the following day. Cuts and bruises constituted the only injuries.

The flight continued on the following day with the four remaining B-10's and the B-18, salvage operations and the return of the crew being cared for by

ships dispatched from Albrook Field.

Except for the four-day delay at Vera Cruz, due to a soft and muddy field, on the return trip, the remainder of the flight was without incident.

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NEW CONSTRUCTION AT HAMILTON FIELD

Construction has been started on new temporary barracks to house the 800 or more additional men expected under the present Air Corps Expansion Program. These barracks will be of the two-story portable, demountable type. They will be located on the old baseball diamond just west of hangars 1 and 2.

In addition, there will be constructed at a point approximately two miles straight north of the field a radiog range, one leg of which will be directed down the new north-south runway.

Construction was scheduled to be started during the latter part of September on the additional mat for parking facilities and new taxi runways to replace the macadam runways now in use. "Before long," declares the News Letter Correspondent, "we expect Hamilton Field to be fully prepared and equipped to take care of its place in the expansion program."

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NAVIGATION FLIGHTS BY 73RD ATTACK SQDN.

The 73rd Attack Squadron, March Field, Calif., has chalked up two successful extended navigation flights to date in the newly assigned B-18A airplanes. Captain Ernest H. Lawson, the pilot on the first mission to ferry personnel to Washington, D.C., covered a distance of approximately 4500 miles and crossed eighteen States. Lieut. W.E. Arnold acted as co-pilot for Captain Lawson.

Lieut. A.W. Tyler, pilot of the second B-18A, with a mission of ferrying personnel and Middletown, Pa., as his destination, covered similar territory and neared the 5,000 milestone in distance covered. Lieut. M.A. Bywater acted as co-pilot for Lieut. Tyler. Both flights were completed without engine trouble, and the pre-flight schedule was maintained.

The two B-18A's were assigned to the 73rd Squadron for the purpose of transition training and instrument flying training.

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Brigadier General George H. Brett, Chief of the Air Corps Materiel Division, Wright Field, Ohio, was assigned to duty in the Office of the Chief of the Air Corps, Washington, D.C.

Other Air Corps officers at the Materiel Division who were similarly assigned were Majors Richard H. Magee and John A. Laird, Jr.

A RECOMMENDATION FROM WHEELER FIELD

Sometime ago a second lieutenant in the Air Corps Reserve received a letter from a friend with whom he had gone to college, asking his advice and information regarding entrance into the Army Air Corps and just what chance he had of becoming an Army pilot.

The following is the letter which the lieutenant addressed to his friend concerning the desired information:

Dear Myron:

As you know, I am a recent graduate of the Air Corps Advanced Flying School at Kelly Field, Texas, having been on active duty with the Air Corps as a second lieutenant in the Air Reserve since February. Since we went to the same school and since I consider you a very close friend, I have no hesitation in forwarding to you such information as I am able to give and, without further ado, tell you that I will recommend the Air Corps to any young man who has a background such as I know you have and is interested in entering into a most promising profession.

In view of the recent development and rising interest in aviation, I am sure you will agree that it offers many opportunities that other professions cannot offer due to overcrowding and various other reasons. No doubt you have already received some information regarding the many difficulties involved in successfully negotiating the training routine as a flying cadet before being commissioned in the Air Corps Reserve. Several fellows to whom I have talked seem to have come to the conclusion that the Air Corps requires supermen. Having gone to school with me, you know this to be erroneous, because they passed me through.

If you haven't already done so, I suggest you write the War Department and ask for information concerning entrance into the Air Corps Training Center. If any of the rest of the gang is interested in the Air Corps, you might show them this letter, and give them my regards in doing so. Anyhow, here is hoping we are both assigned to the same station some time in the future.

Your friend,
Lt. F.P. Dumbjohn.

The Wheeler Field News Letter reporter believes that this letter may help many young officers in answering similar requests for advice and information.

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After an absence of almost 3 months, Colonel Henry B. Clagett returned to his duties as Commandant of Selfridge Field on September 14th. Colonel Clagett has just recovered from an illness due to an operation recently undergone at the Walter Reed Hospital, Washington, D.C.

NOTES OF THE 2ND BOMBARDMENT GROUP

On August 23, 1939, six B-17 airplanes of the Group left for Randolph Field, Texas, on a navigation flight, this being in the nature of a graduation exercise for the class conducted at the Group Navigation School. The planes took off from the airdrome at 3-minute intervals, beginning at 1900, and headed for Tampa, Fla., from which point they flew out over the Gulf of Mexico to Aransas Pass, then directly for San Antonio, Texas. The ships landed at Randolph Field at short intervals in the early morning hours of August 24th.

Air Corps Reserve officers of the Group who received regular commissions in the Air Corps, Regular Army, on August 15, 1939, were Lieuts. W.P. Ragsdale, Theodore R. Aylesworth, C.O. Moffett, W.S. Barksdale, H.B. Manson, David A. Tate, James Giannatti, K.K. Compton, Philip L. Mathewson, John E. Carmack and H.S. Williams.

Captain Robert B. Williams returned to the 49th Bombardment Squadron after over a month's trip through South America. He departed July 7th, via the Pan-American Airways, from Miami to Natal, Brazil, stopping at Puerto Rico, Trinidad and Dutch Guinea. He then proceeded to Buenos Aires, Argentina, where he saw quite a few friends of the Air Corps who are aiding in training the Argentine Air Force. Leaving Buenos Aires, he flew to Santiago, Chile. Then by short hops on Pan-American Airways he proceeded up the West Coast of South America, finally flying to Miami and returning to Langley Field on August 14th. He found the most cordial treatment in all countries he visited on this trip.

Captains E.L. Tucker, Lieuts. C.E. LeMay and R.S. Freeman returned to the 49th for duty, after completing the three months' course at the Air Corps Tactical School. Captain John A. Sanford departed for Maxwell Field, Ala., for the course at the Air Corps Tactical School starting in September.

Major Theodore J. Koenig, of the 2nd Bombardment Group, replaced Major Vincent J. Meloy as Squadron Commander of the 20th Bombardment Squadron. Major Meloy, who came to the organization in July, 1936, was assigned to Base Headquarters as Public Relations Officer. All officers and men of that organization feel deep regret over the departure of Major Meloy, but wish him the best of luck in his new duties.

Officers who recently joined the 96th Bombardment Squadron were Captain D.E. (Continued on Page 11)

STUDENTS IN TRAINING AT ADVANCED FLYING SCHOOL

Following the completion of their primary and basic training at the Air Corps Primary Flying School, Randolph Field, Texas, a total of 184 students reported on August 31, 1939, at the Air Corps Advanced Flying School, Kelly Field, Texas, for the purpose of undergoing instruction in the advanced course. The student body comprised three officers of the Regular Army, one officer of the Mexican Army, four officers of the Philippine Army, and 176 Flying Cadets of the Air Corps, U.S. Army.

These students were assigned to duty and training in the different Sections of the Advanced Flying School, as follows:

SECTION I

2nd Lieut. Robert M. Batterson, Jr., C.E.
 2nd Lieut. Richard F. Bromiley, Inf.
 2nd Lieut. William H. Hanson, Inf.

Flying Cadets

William C. Adams	Detroit, Mich.
John R. Adkins	Buffalo, Texas
Donald M. Alexander	Detroit, Mich.
David V. Anderson	Providence, R.I.
Wesley A. Anderson	Ironwood, Mich.
George J. Aubert	Tampa, Fla.
Arnold J. Bailey	Brockton, Mass.
Nolan D. Baker	Walters, Okla.
William R. Barrow	Dayton, Ohio
George A. Beere	San Antonio, Texas
Maurice S. Benedict	Northfork, Calif.
John W. Bohn, Jr.	Webster Groves, Mo.
Frank E. Bomar	El Paso, Texas
James K. Boyd	Langley Field, Va.
Donald E. Bradley	Chicago, Ill.
Ralph A. Brann	Savannah, Tenn.
Joseph F. Brannock	Lexington, N.C.
Russell K. Brock	Los Angeles, Calif.
Vinton E. Broidy	Baltimore, Md.
Merle C. Brown	Lubbock, Texas
Paul P. Brown, Jr.	Raleigh, N.C.
Roderick N. Brown	Altus, Okla.
Harold A. Bullock	Milwaukee, Wis.
Paul W. Bunch	Oakland, Calif.
Robert W. Burns	State Line, Miss.
Leo L. Cannon	Blackwell, Okla.
Guernsey I. Carlisle	Austin, Texas
Daniel H. Carmines, Jr.	Roanoke, Va.
Landis O. Carter	Varnville, S.C.
Thomas K. Cassutt	Duluth, Minn.
Carleton A. Chambers	Trenton, N. J.
Max Chenoweth	Abilene, Texas
Richard R. Colburn, Jr.	Minneapolis, Minn.
Seth R. Cook	Salt Lake City, Utah
James R. Cranford	Colton, Calif.
John F. Cranston	New York, N.Y.
Wendell C. Croom	Kershaw, S.C.
Walter W. Cross	Rawlins, Wyo.
Felder W. Cullum	Dallas, Texas
Richard K. Cunliffe	Cambridge, Mass.
George C. Dentor	Loveland, Colo.
Elmer A. Dixon	Champaign, Ill.
Henry P. Dolim	Honolulu, T.H.
Thompson F. Dow, Jr.	Long Beach, Calif.

Lewis P. Ensign, Boise, Idaho
 Henry R. Poplawski, Worcester, Mass.

Section II

2nd Lieut. Radames Gaxiola, Mexican Army
Flying Cadets

Elmer F. Estrumse	Milwaukee, Wis.
James A. Evans, Jr.	Hillsboro, Texas
John C. Evers	Haynesville, La.
Paul H. Fackler	Tolono, Ill.
George E. Falkner	Eugene, Ore.
James E. Fantone, Jr.	Norfolk, Va.
Brunow W. Feiling	Wauwatosa, Wis.
Thomas R. Ford	Shelby, Mich.
John C. Foster	Chattanooga, Tenn.
Edmund F. Freeman	Manchester, N.H.
Stephen J. Fuller	Mobridge, S.D.
Hubbard K. Gayle, Jr.	Morganfield, Ky.
Quinter P. Gerhart	Tracy, Calif.
George A. Gilbert	Princeton, Ind.
Robert O. Good	Springfield, Ill.
Robert B. Gorrill	Lawrence, Kans.
Frank N. Graves	La Grange, Ill.
William B. Gray	Fort Snelling, Minn.
Louis G. Griffin	Anderson, S.C.
Richard H. Gunckel	Blackwell, Okla.
James A. Gunn, III	Berkeley, Calif.
James W. Guthrie	Salt Lake City, Utah
Hamsey Habeich	Phoenix, Ariz.
James E. Haile, Jr.	Cedartown, Ga.
Conway S. Hall	Little Rock, Ark.
William L. Hall	Loudon, Tenn.
George F. Hallihan	La Concha, Calif.
Clarence B. Hammerle, Jr.	Johnstown, Pa.
Keith P. Hansen	Burlingame, Calif.
Louis H. Hansman	Peoria, Ill.
Burkley F. Harding	Omaha, Neb.
Robert F. Harris	Roanoke, Va.
Daniel G. Hawes	Brooklyn, N.Y.
Harry J. Hawthorne	Iowa Park, Texas
John E. Haynes	Spartanburg, S.C.
Nathan B. Hays	Normal, Ill.
Paul W. Herbert	Los Angeles, Calif.
William L. Herblin	Wichita Falls, Texas
James R. Heron	Billings, Mont.
Florian A. Holm	Hays, Kans.
Arthur J. Howarth	Dyer, Ind.
Lewis N. Jack	Lansdowne, Pa.
James M. Johnson	Greensboro, N.C.
William J. Jowdy	Goble, Ore.

Section III

2nd Lieut. Pedro Q. Molina, Philippine Army
 3rd Lieut. Osmundo Mondonedo, Philippine Army
 3rd Lieut. Alfonso B. Rivera, Philippine Army
 3rd Lieut. Pedro P. Sanchez, Philippine Army

Flying Cadets

Klem F. Kalberer	Oakland, Calif.
Russell E. Kaliher	Bemidji, Minn.
Thomas C. Kemington, Jr.	Gainesville, Fla.
James N. King	Gainesville, Fla.
William M. Knowles	Palestine, Texas
George H. Koehne, Jr.	Tulsa, Okla.
Salvador P. LaBarbera	Shelbyville, Ind.
John W. Lacey	Chicago, Ill.
Donald W. Lang	Falls City, Neb.
John Larkin	Nantucket, Mass.
James A. Lee	Brockings, S.D.
Howard B. Lyon	Asheville, N.C.

James R. Lyons
Benjamin F. McConnell
Marion F. McCrackin
William H. McWhorter, Jr.
John A. Mahoney
Glen W. Martin
John B. Martin
Wheeler Martin, Jr.
William H. Matthews
MacPherson Morgan
John A. Morris
David J. Munson
William B. Musselwhite
James W. Newsome
Preston C. Newton
Gail L. Noble
Raymond A. Nowotny
John W. Oberdorf
Everett T. Ostler
Lorrill A. Palm
John L. Parkes
Russell N. Parks
Paul H. Payne
Robert H. Payne
Burton E. Pearson
Gaillard R. Peck
Carl R. Peterson
Charles O. Peterson
Joseph S. Pirruccello

Section IV

Edward J. Potter
Harry B. Pratt
Harry O. Reiner
Edgar A. Robinson
Richard C. Ruhf
Robert J. Sandell
Frank Schiel, Jr.
Abner D. Schmidt
George E. Schneider
Herbert O. Schulze
George Scott, II
Benjamin M. Sheldon
Frederick H. Sherwood
Lybrand E. Smith-Mayer
Arthur R. Smoot
Jeffries Stetson
Elbert N. Stidd, Jr.
Lovell S. Stuber
Joseph L. Sullivan
Wilburt J. Sutton, Jr.
August F. Taute
Thomas M. Todd
Albert E. Torelle, Jr.
Elmo P. Torkelson
Harry H. Towler, Jr.
Paul Turner, Jr.
Henry S. Tyler, Jr.
Edward L. Van Allen
Harry L. Waasche
Walter J. Wagner
George A. Walker
James C. Watkins
Albert M. Welsh
Wilson E. White
Donald E. Wilburn
John G. Williams, Jr.
William A. Williams
Walter H. Williamson
James H. Williford
Rollin M. Winingham
John Douglas Wynne

Maplewood, N.J.
Benton Harbor, Mich.
Scottsdale, Pa.
Decatur, Ga.
Waukesha, Wis.
Chicago, Ill.
Atlanta, Ga.
Williamstown, N.C.
Hampton, Va.
Urbana, Ill.
Greenbrier, Ark.
New Haven, Conn.
Wake Forest, N.C.
Washington, D.C.
Burlington, Wis.
Tucson, Ariz.
Burbank, Calif.
Sandy, Utah
Visalia, Calif.
Carlinville, Ill.
Philadelphia, Pa.
Des Moines, Iowa
Bellvue, Colo.
Syracuse, N.Y.
Tonkawa, Okla.
Chicago, Ill.
Ocean Park, Calif.
Omaha, Neb.

Austin, Texas
Asheville, N.C.
Reinerton, Pa.
Phoenixville, Pa.
Allentown, Pa.
Kilgore, Texas
Drake, Ariz.
Minneapolis, Minn.
Little Rock, Ark.
Syracuse, N.Y.
Lincoln, Neb.
Watertown, S.D.
Los Angeles, Calif.
Tuscaloosa, Ala.
Nauvoo, Ala.
West Newton, Mass.
Portland, Ore.
Winfield, Kans.
Little Rock, Ark.
Elizabeth, N.J.
Brookings, S.D.
Winchester, Ky.
Coeur d'Alene, Idaho
Lyle, Minn.
Seattle, Wash.
Tarboro, N.C.
Louisville, Ky.
Gresham, Neb.
Chevy Chase, Md.
Manzanola, Colo.
Council Bluffs, Iowa
Putnam Hall, Fla.
Dalton City, Ill.
Murray, Utah
Washington, D.C.
Raleigh, N.C.
El Paso, Texas
Beatrice, Neb.
Houston, Texas
Edinburg, Texas
Los Angeles, Calif.

William H. Yaeger, Jr. San Antonio, Texas
Dan H. Yeilding Temple, Okla.
Jones DeB. Yow, Jr. Toccoa, Ga.
John L. Zoeckler Davenport, Iowa

---oOo---

YOUNG LADIES SEEK TO ENTER MILITARY AVIATION

The Commanding Officer of Kelly Field, Texas, recently received letters from two young ladies, which letters are reproduced below. Obviously they are enthusiastic about aviation and very evidently, from the separate letters as forwarded, the two are friends - as will be noted from reading the contents of both, viz:

'60
Salon, West Virginia
August 21, 1939

Kelly Field,
San Antonio, Texas.

Gentlemen:

I am very much interested in Aviation. I am seeking information concerning the field for women in it. I would also like you to state the age and fee for entering.

Sincerely yours,

Box
Bridgeport, West Virginia
August 21, 1939

Kelly Field,
San Antonio, Texas

Gentlemen:

I am very much interested in Aviation. I am seeking information concerning the field for women in it. I would also like you state the age and fee for entering.

Sincerely yours,

Kelly Field personnel are interested in securing hostesses for their B-18 type airplanes but are forced to desist until such time as regulations can be amended accordingly.

---oOo---

Master Sergeant Arthur Tingle, 13th Air Base Squadron, Air Corps, is placed on the retired list at Maxwell Field, Ala., effective September 30, 1939.

Upon the completion of his present tour of duty in the Philippine Department, Major David S. Seaton, Air Corps, is assigned to duty at Maxwell Field, Ala., reporting to the Director of the Air Corps Board for duty as a member thereof.

Another officer assigned to duty with the Air Corps Board is First Lieutenant Charles F. Densford, Air Corps, who for the past several years has been stationed at Kelly Field, Texas.

---oOo---

CHECK RIDE OF A CO-PILOT

I'm a disillusioned Doda
Perched in a B-18.
I'm never heard from
But yet I'm always seen.
They let me pull the wheels up
As the pilots tell me when
And if I'm very good, I get
To put 'em down again.

I went to start a motor
To see if it would run.
The pilot slapped me on my wrist
And said - that isn't done.
He pointed to the wobble pump,
Said sonny pump away.
I thought of how I'd rather fly
Than pump for flying pay.

We taxied for a take-off
As I wrestled with the lock,
And the dope up in the tower
Said the time is ten o'clock.
He gave the crate the needle
Which I locked at Thirty five.
She sounded like a bunch of bees
A'swarming to a hive.

I pulled back on the prop control
And cut down on the gun.
The pilot turned to me and said
Your work is now half done.
We went dashing through the ether
At a hundred thirty per.
The props went round and round again
But we're still where we were.

You sit and watch a hundred dials
And wonder what they're for.
You gaze up at the ceiling,
You gaze down at the floor.
You sit there looking unconcerned
But you gently rub your thatch,
For what you're really thinking is
How far's the emergency hatch.

Two motors and six gas tanks
With a crew of seven men
To get this bird cage off the ground
And bring it back again.
There is a gunner in the nose
And two more in the rear,
A jug of water in a rack
You wish was full of beer.

There's another little lever
Put in there for us saps.
You grab and wrestle with the thing
When the pilot calls for flaps.
Your wheels are down again, and locked,
Your props are back in low,
You start to call the air speed
"My God" we're gliding slow.

When you come in for a landing
And your glide is set just fine,
You must go back up to fifty feet
To cross the Colonel's line.
The grass is very close now,
All is tense, there's not a sound.

From far behind there comes a crash
The tail wheel's on the ground.

You struggle with the tail lock
As you taxi to the line.
The pilot turns to you and says
My son - you've done just fine.
As a co-pilot you are excellent,
You need have no further fears,
For that's the way you're going to fly
Until you've had two years.

Published by special permission of the
authors: Lieuts. Burton K. Voorhees,
13th Attack Squadron, and C.K. Wurzbach,
Hq. and Hq. Squadron, 3rd Attack Group,
Barksdale Field, La.

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Notes of the 2nd Bombardment Group (Continued from Page 8)

Lyon and 1st Lieut. J. Roberts, from
the Hawaiian Department, and Captain
T.L. Mosley, from the 49th Bombardment
Squadron.

On August 9th, the 2nd Bombardment
Group received its first B-17B. From
the Boeing Factory in Seattle, Wash.,
the new Flying Fortress was flown to
Hamilton Field, Calif.

On the following day, Lieut. Colonel
Olds, as pilot; Major H.G. Crocker,
co-pilot; Lieut. J.S. Sutton, naviga-
tor; Master Sgt. Floyd B. Haney, aerial
engineer; Private Archie Jester, aerial
armor, and Corporal J. Walsh, radio
operator, took off from Hamilton Field
and flew non-stop to Langley Field.

Although no attempt was made for
record, the transcontinental flight
took only ten hours and fifty minutes.

Major H.L. George, of the 96th Bom-
bardment Squadron, proceeded to the
West Coast to obtain the second of the
B-17B Flying Fortresses.

On August 19, 1939, the new B-17B
took off from Langley Field for Hamilton
Field, Calif., for the purpose of ferry-
ing General Arnold N. Krogstad to the
West Coast, where he was scheduled to
accompany a survey flight for Pan-
American Airways to New Zealand and
Australia.

The crew of the B-17B on this flight
comprised Lieut. Colonel Robert Olds,
pilot; Lieut. T.G. Wold, co-pilot;
Lieut. Reuter, navigator; Staff Serge-
ant MacDonald, aerial engineer; Corpo-
ral Vick, assistant aerial engineer;
Corporal Walsh, radio operator, and
Private 1st Class Jester, aerial ar-
mor.

---oOo---

Captain Robert S. Heald, Air Corps,
was retired September 30, 1939, due to
disability incident to the service.

RETIREMENT OF AIR CORPS NONCOMMISSIONED OFFICERS

Master Sergeant Robert H. Kerr, Headquarters and Headquarters Squadron, 2nd Bombardment Group, recently retired from the U.S. Army in the grade of 1st Lieutenant. Sergeant Kerr gave his country 31 years of honorable and faithful service and will long be remembered by his fellowmen who served with him.

First enlisting in the 10th Infantry on July 6, 1908, he served three years with that regiment, followed by three years with the 26th Infantry.

In 1915, Sergeant Kerr became a pioneer in the respect that he was one of the first men to join the Air Corps (then the Aviation Section, Signal Corps). He first served with the 85th Aero Squadron, and on February 2, 1918, he was given a commission and assigned to duty as Mess Officer at Kelly Field, Texas. He served in this capacity until August 23, 1919, when he was honorably discharged. He then returned to the ranks, and since 1919 he has been with the following organizations:

Supply Detachment, Air Service;
90th Aero Squadron;
6th Pursuit Squadron;
96th Bombardment Squadron;
49th Bombardment Squadron; and
Headquarters and Headquarters Squadron, 2nd Bombardment Group.

A dinner was given at the Warwick Hotel, Newport News, Va., in honor of Sergeant Kerr, and it was hard for the personnel of his organization to believe that they would no longer be working side by side with him.

Sergeant Kerr's faithful and loyal service is an inspiration to those who are left behind to carry on his good work. He is now residing at 65 Shenandoah Avenue, Hampton, Va.

Completing thirty years' service with the colors, Master Sergeant William J. Ryan, 12th Air Base Squadron, Air Corps, Kelly Field, Texas, was placed on the retired list, effective August 31, 1939.

A native of Cohoes, New York, Sergeant Ryan first enlisted in the U.S. Marine Corps in August, 1909, at Brooklyn, New York, and he saw service with the Marines in Nicaragua, Cuba and Panama. In 1913, he enlisted in the Army and served with the 11th Cavalry, being stationed at Fort Oglethorpe, Ga. His transfer to the Air Corps came in August, 1917, and he was assigned to station at Kelly Field, Texas. Shortly thereafter he was transferred to duty overseas and, after 18 months' duty with the A.E.F. in France, he returned to San Antonio upon the conclusion of the war and was stationed at Brooks Field, Texas. Later he was transferred to the Air Service Primary Flying

School at Carlstrom Field, Arcadia, Fla., where he served as an instructor in the ground school.

Sergeant Ryan returned to Kelly Field in 1930, following a two-year tour of duty in the Philippines, and he has been stationed at the home of the Air Corps Advanced Flying School ever since.

He attained the grade of Sergeant, 1st Class, in 1917; the grades of 1st Sergeant and Staff Sergeant in 1922, and the grade of Master Sergeant in 1924. His specialities have been many and varied, as attested by the Army schools he attended. In 1920 he graduated from the Air Corps Mechanics School at Kelly Field; in 1919, the Parachute School at McCook Field, Ohio, and in 1930, the Chemical Warfare School in the Philippines.

As is to be expected of a soldier of long service, Sergeant Ryan can relate numerous stories regarding incidents which have befallen him, but none stand out quite as vividly as the campaign led by General Pershing against Pancho Villa in Mexico. In this expedition, Sergeant Ryan was one of a picked pursuit posse that was forced to live on the bare essentials afforded by nature in that part of the world.

That phase of his life stands in bold contrast to the rest he expects to find, surrounded by his wife and four children in a newly purchased home in the Woodlawn section of San Antonio, Texas.

The entire Air Corps, and Kelly Field in particular, congratulate Sergeant Ryan on his excellent record, and the good wishes of officers and enlisted men go with him on his well earned retirement.

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CORPORAL BULLARD RECOMMENDED FOR SOLDIER'S MEDAL.

Corporal Ethan C. Bullard, Air Corps, Lowry Field, Denver, Colo., was recently recommended for the award of the Soldier's Medal for heroism displayed by him on the morning of August 13, 1939, at Lead, South Dakota, when the airplane in which he was a passenger crashed in a gully near that locality. With no thought of his personal safety, Corporal Bullard succeeded in removing the pilot, 2nd Lieut. Robert O. Butler, Jr., from the burning airplane and carried him to a place of safety. Had it not been for this heroic act, Lieut. Butler might have succumbed to the flames or

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Master Sergeant Stanford J. Lee, Base Hqrs. and 9th Air Base Sqdn., Moffett Field, Calif., was retired Sept. 30th.

V-8223, A.C.

THE SEPTEMBER, 1939, CLASS AT CIVILIAN ELEMENTARY FLYING SCHOOLS

To Alabama Institute of Aeronautics, Inc.
Tuscaloosa, Alabama

Civilian Candidates

Swindell, Robert David	Birmingham, Ala.
Leak, Arnold J.	Cullman, Ala.
McNally, Frederick G.	Evanston, Ill.
Greene, Leon Ardene	Auburn, Me.
Daigle, Clifford L.	Fort Kent, Me.
Burney, Lawrence E.	Portland, Me.
Loane, Ernest W., Jr.	Presque Isle, Me.
Davis, Clay R.	Baltimore, Md.
McDermott, Leonard Wm.	Belmont, Mass.
Kozlowski, Jan Joseph	Boston, Mass.
Brox, Frank Arthur	Dracut, Mass.
Howard, Joseph A.	Lawrence, Mass.
Gardner, Raymond John	Cincinnati, Ohio
Pease, Harl, Jr.	Plymouth, N.H.
Jack, Norman H.	Philadelphia, Pa.
Lyne, Frank	Nashville, Tenn.

To Lincoln Airplane & Flying School,
Lincoln, Nebraska

Richards, Robert Harding	Indianapolis, Ind.
Boston, Joffre Haig	Louisville, Ky.
Lazzati, James Peter	Baltimore, Md.
Spiegel, George Frank	Rapesburg, Md.
Flesher, Robert E.	Omaha, Neb.
Eaton, Fred C.	Scarsdale, N.Y.
Mino, Raymond William	Anawalt, W.Va.
Forman, Wade Klet	Albright, W.Va.
White, Robert Baker	Clarksburg, W.Va.
Allard, Charles E.	Fairmont, W.Va.

To Chicago School of Aeronautics, Glenview,
Illinois.

Gadd, Wesley P.	Wallingford, Conn.
Hull, Dana Webster	Gloucester, Mass.
Fish, Robert William	Peoria, Ohio
Wellen, Creighton E.	Cranston, R.I.

To Dallas Aviation School and Air College,
Dallas, Texas

McGuire, Joseph R.	Jonesboro, Ark.
Morton, Marvin P., Jr.	Little Rock, Ark.
Walker, Albert Slaton	Fort Pierce, Fla.
Duggan, James Roy, Jr.	Jacksonville, Fla.
Baggott, Frederick Ward	Panama City, Fla.
Long, Roy R.	Chicago, Ill.
Park, James Sevier	Louisville, Ky.
Fletcher, Arthur Amos, Jr.	Brentwood, Md.
Barr, Bernice S.	Boyle, Miss.
Woodall, Norman Eugene	Laurel, Miss.
Hundt, George R., Jr.	Trenton, N.J.
Lavelle, John E.	Cleveland, Ohio
Tiller, Francis Eugene	Aiken, S.C.
Ford, John Allison	Anderson, S.C.
Dixon, Joseph Edward	Columbia, S.C.
Boatwright, Lewellyn T., Jr.	Columbia, S.C.
Clawson, Wm. Thomas, Jr.	Rock Hill, S.C.
Otey, Kirkwood III	Sumter, S.C.
Pittman, Paul Cochran	West Durham, S.C.
Carey, Ottis C.	Lubbock, Texas
Dunleavy, Richard B.	Brattleboro, Vt.

To Grand Central Flying School, Glendale, Calif.

Laughlin, Chauncey H.	Brawley, Calif.
Nichols, Ralph V.	Long Beach, Calif.
Clark, Walter E.	Ontario, Calif.
Keeling, Gerard F.	Fort Collins, Colo.
Oyler, George Clinton	Fort Collins, Colo.
Toliver, John M.	Fort Collins, Colo.
Tuma, Edward James	Brimson, Minn.
Powell, Harvard Wendell	Duluth, Minn.
Patterson, James T.	Minneapolis, Minn.
Hild, Fred Edward	Minneapolis, Minn.
Chaffin, Duane L.	Butte, Mont.
Blankenhorn, Chas. E., Jr.	Great Falls, Mont.
Johnson, Kenneth Leonard	Jamestown, N.D.
Mitchell, Harold Francis	Verona, N.D.
Caisse, Kenneth M.	Salem, Ore.
Lasselle, Dale	Sherwood, Ore.
Painter, Dean Edgar	Corvallis, Ore.
Richardson, Cay H.	Gilmer, Tex.
Anthis, Joseph H., Jr.	Hebbronville, Tex.
Elder, James Allen	Wichita Falls, Tex.
Foley, William T.	Spokane, Wash.
Rehpohl, Vern N.	Hitchcock, S.D.
Luedtke, Leslie Hemphill	Dubois, Wyo.
Best, Everett W.	Powell, Wyo.
Whitney, George W.	Los Angeles, Calif.

To Parks Air College, East St. Louis, Ill.

Giffin, Morgan Allen	Rantoul, Ill.
Morris, James W.	West LaFayette, Ind.
Duffy, Edward Paul	Cambridge, Mass.
Carlson, Earl D.	West Newton, Mass.
Berry, Austin Luther	Belding, Mich.
Lockhart, Hughbert M.	Frankfort, Mich.
Colovin, James Edward	Mackinaw City, Mich.
Eakes, Raymond Timothy	Philadelphia, Miss.
Brower, Clyde L.	Independence, Mo.
Wilhelm, Granville S.	Kansas City, Mo.
Sawyer, George F.	Baldwinsville, N.Y.
Kirkup, Joseph K.	Bay Shore, L.I., N.Y.
Lawrence, Henry J.	Long Island, N.Y.
Hubbard, Edward George	New York, N.Y.
Jorgensen, Reid	New York, N.Y.
Shapiro, Leonard	New York, N.Y.
Walmsley, Hallock P.K.	New York, N.Y.
McCurdy, Leon H.	Sheds, N.Y.
Ball, Alfred John, Jr.	Jamiea, N.Y.
Coffey, Robert Lewis, Jr.	Johnstown, Pa.
Meroff, William	Philadelphia, Pa.
Wright, Allen Murray	Dyersburg, Tenn.
Roberts, Charles Sterling	Kingston, Tenn.
Cooper, Earle James	Stevens Point, Wis.

To Ryan School of Aeronautics, Ltd.,
San Diego, California

Knudson, Cecil Cephas	Phoenix, Ariz.
Cribbs, Jerome Highland	Tucson, Ariz.
Rombach, Lionel	Tucson, Ariz.
Evans, Claude F.	Berkeley, Calif.
Fillmore, Millard W.	Los Angeles, Calif.
Mayer, Philip Carl	Oakland, Calif.
Smith, Leonard	Ontario, Calif.
Williams, John B.	Butte, Mont.
Williams, David Pryor	Carlsbad, N.M.
Hagest, Charles Milton	Estancia, N.M.

Ryan School of Aeronautics (Cont'd.)

Cook, John L.	Carrington, N.D.
Large, William Robert, Jr.	Baytown, Texas
Cook, John Melvin	Carrizo Springs, Texas
Hastings, Harold Thomas	Denison, Texas
Haynes, Frank Petty	Granger, Texas
Holloway, Milton R.	Longview, Texas
George, Lloyd Weldon	Lubbock, Texas
Crawford, William McGregor	Navasota, Texas
Lowry, Leon Lloyd	Plainview, Texas
Doolittle, Glenn Alden	San Antonio, Texas
Florence, James Samuel	Slaton, Texas
Johnson, Lorin Lavar	Payson, Utah
Alston, Jack H.	Salt Lake City, Utah
Peterson, Chesley Gordon	Santaquin, Utah
McLaws, William Van	Tocele, Utah
Hallinan, Robert Francis	Longaire, Wash.
Beall, Warren Sheldon	Seattle, Wash.
Greene, Paul James	Seattle, Wash.
Difford, Wallace E., Jr.	Tacoma, Wash.

To Santa Maria School of Flying,
Santa Maria, Calif.

Greer, Gilbert D.	St. Johns, Ariz.
Collins, Edward H.	Berkeley, Calif.
Craig, Richard M.	Burbank, Calif.
Thacker, Robert Eli	El Centro, Calif.
Pengelly, Wilfred Richard	Fresno, Calif.
Ault, Richard Leroy	Long Beach, Calif.
Smith, Bernard O.	Los Angeles, Calif.
Graham, Donald W.	Oakland, Calif.
Tolhurst, Charles Edward	Oakland, Calif.
McPherson, Donald C.	Pasadena, Calif.
Hewins, Charles F.	Pasadena, Calif.
James, Albert Wm.	National City, Calif.
Smith, Fred Myron	Pomona, Calif.
Clarke, Owen Field	San Diego, Calif.
Reinert, Albert H., Jr.	San Francisco, Calif.
Parr, Albert Thomas	San Jose, Calif.
Cleary, James Graham	Santa Rosa, Calif.
Potter, Frank W.	Moline, Ill.
Larson, Harold J.	Clear Lake, Iowa
Lindeman, Aaron G.	Pocahontas, Iowa
Waeldin, Vernon Earl	Hoisington, Kans.
Casper, Kenneth Dan	Humboldt, Kans.
Madison, Clyde Earl	Kansas City, Kans.
Hartter, George William	Manhattan, Kans.
Walter, Harvey S., Jr.	Columbia, Mo.
Horgan, Maurice Chapman	Joplin, Mo.
Anderson, Miller	Kansas City, Mo.
Clark, Morris Holden, Jr.	Kansas City, Mo.
Phillips, Wilbur Thomas	Kansas City, Mo.
Jaynes, Roy A.	North Platte, Neb.
Burns, Robert R.	Oakland, Neb.
Hough, Frederick J.	Omaha, Neb.
Kreculov, Russell	Omaha, Neb.
Reichstadt, Robert	Omaha, Neb.
Riordan, Leonard D.	Omaha, Neb.
McCarten, Robert Damien	Fargo, N.D.
Fleck, Thomas Arthur	Lubbock, Texas
Hanson, Melvin Richard	Spokane, Wash.
Feckler, Adrian R.	Mondovi, Wis.

To Spartan School of Aeronautics, Tulsa, Okla.

Morris, Byron Mahan	DeWitt, Ark.
Goss, Edmund R.	Tampa, Fla.
McBride, Charles Culver	Atlanta, Ga.
Pettigrew, William B.	Atlanta, Ga.
Brewer, James Downey	Gainesville, Ga.
Corbin, Charles Culver	Macon, Ga.

Spartan School of Aeronautics (Cont'd)

Crawford, John Lynn	Bridgeport, Ill.
Bertling, Stephen Joseph	Chicago, Ill.
Saratowicz, Frank Anton	Chicago, Ill.
Van Mullen, Louis D.	Chicago, Ill.
Warden, Clifford Vincent	Chicago, Ill.
Weinberger, George Allen	Chicago, Ill.
Wilson, Harold J.	Chicago, Ill.
Seldon, Wilson Joe	Champaign, Ill.
Perry, Leland Dale	Ciana, Ill.
Rawls, David Gray	Dixon, Ill.
Pyne, Warren Stanton	Evanston, Ill.
Wilson, Robert Leonard	Moline, Ill.
Marr, Jack Franklin	Oak Park, Ill.
Burge, Edward Longfellow	Urbana, Ill.
Back, Klair E.	Whitesburg, Ky.
McLavy, Frank Rolston	University, La.
Brown, David Preston	Newton Highlands, Mass.
Van Sickle, Wendell Mac	Akron, Ohio
Lancione, John	Bellaire, Ohio
DeJohn, Benedict Desmond	Cleveland, Ohio
Eakin, Ralph David	Cleveland Heights, Ohio
Pelton, William Allen	Cleveland Heights, Ohio
Murray, John Edward	Columbus, Ohio
Conway, Daniel R.	Shaker Heights, Ohio
Sprinkle, Thomas W.	Wilmington, Ohio
Alleman, Virgil Calvin	Bristow, Okla.
Cheever, Neal Harry	Davenport, Okla.
Tidwell, Ralph McKinley	Durant, Okla.
Blackketter, J. Wendell	Leedey, Okla.
Cochran, Archie J.	Marlow, Okla.
Kelsay, Clyde Bruce	Marlow, Okla.
Clark, James Courtney	Muskogee, Okla.
Stephens, Dorwood Cecil	Norman, Okla.
Wilcox, Roland M.	Oklahoma City, Okla.
Carmack, Beverly E.	Oklahoma City, Okla.
Olson, Robert Albert	Oklahoma City, Okla.
Wilson, Richard R.	Oklahoma City, Okla.
Martin, Seth J.	Avia, Pa.
Lehnhard, Donald F.	Glenshaw, Pa.
Eschbach, Robert Heins	Lancaster, Pa.
Josephs, Charles	Philadelphia, Pa.
Lepovetsky, Sidney Harry	St. Mary's, Pa.
Chambers, Paul Brosius, Jr.	Upper Darby, Pa.
Thompson, Hartley Lewis	Punxsutawney, Pa.
Beird, Robert C.	Lubbock, Texas
Newsom, Robbie R.	Mt. Vernon, Texas
Dobyns, John L.	Stanford, Texas

Enlisted Candidates, Air Corps

Privates

Linder, Kenneth A.	Oakland, Iowa.
Air Corps Detachment, Atlanta, Ga.	
To Alabama Institute of Aeronautics, Inc.	

To Lincoln Airplane & Flying School	
Zubko, Boris M.	Kearney, N.J.
99th Bombardment Sqdn., Mitchel Field, N.Y.	
Stires, Frederick H.	Willard, Ohio
5th Bombardment Squadron, Mitchel Field, N.Y.	
Stahl, Joseph A.	Ariel, Pa.
Langley Field, Virginia	
Mitchell, Harry Leonard	Spartanburg, S.C.
Langley Field, Virginia	

To Chicago School of Aeronautics	
Cool, Paul E.	Pontiac, Mich.
Selfridge Field, Michigan.	

Air Corps Enlisted Men (Continued)

To Dallas Aviation School and Air College

Nelson, Paul Amos Hancock, Md.
Fort Bragg, N.C.

To Grand Central Flying School

Faust, Carl W. Emporia, Kans.
March Field, Calif.
Barnes, Carl R. Kansas City, Mo.
Moffett Field, Calif.

To Parks Air College

Patton, Robert A. Ronceverte, W. Va.
Bolling Field, D.C.

To Ryan School of Aeronautics, Ltd.

Hubbard, James H. Chickasha, Okla.
March Field, Calif.
Toland, William Daniel, Jr. Mission, Texas
Randolph Field, Texas
Bang, Francis Bernard Williamsburg, Va.
March Field, Calif.

To Santa Maria School of Flying

Fisher, Eldon R. Cupertino, Calif.
Hickam Field, T.H.
McIntyre, Bryce W. San Diego, Calif.
March Field, Calif.
Johnson, Orvin S. Wanamingo, Minn.
Moffett Field, Calif.
Luetcke, Carl J., Jr. San Antonio, Texas
March Field, Calif.

To Spartan School of Aeronautics

Conn, Charles Printee, Ky.
Scott Field, Illinois
Ahern, Robert J. El Reno, Okla.
Kelly Field, Texas
Walker, Leo N.H. Houston, Texas
Randolph Field, Texas, Hq. and Hq. Squadron
McKenna, R.E. Kearney, N.J.
2d Corps Area Det., Mitchel Field, N.Y.

Enlisted Men, Other Branches of Service

To Alabama Institute of Aeronautics, Inc.

Crissman, Lee Roy Williamsport, Pa.
Fort Belvoir, Va.

To Santa Maria School of Flying

Kent, James Cecil Henderson, Tenn.
Fort Kamehameha, T.H.
Egan, John L. Logan, Utah
Fort Winfield Scott, Calif.
Walker, Charles Russell Monaville, W. Va.
France Field, Panama Canal Zone

To Spartan School of Aeronautics

Weekes, Richard L. Gainesville, Fla.
Fort Screven, Ga.
McDavid, Andrew Eugene McComb, Miss.
Fort McPherson, Ga.

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Colonel Frank M. Kennedy, Air Corps, has been relieved from assignment and duty at the Air Corps Materiel Division, Wright Field, Ohio, and assigned as Commanding Officer of the Sacramento Air Depot, Sacramento, California.

THE NEW CLASS AT CIVILIAN ELEMENTARY SCHOOLS

A total of 397 students have been selected by the Chief of the Air Corps to undergo primary training at the nine civilian elementary flying schools selected by the War Department, under the Air Corps expansion program, to impart this instruction. This student body is made up of 148 second lieutenants of various branches of the Regular Army, graduates of the June, 1939, class of the U.S. Military Academy, who have been assigned to the Air Corps to undergo flying training; and 248 Flying Cadets, of which number 21 are enlisted men of the Air Corps and six from other branches of the Regular Army, and 221 civilians.

These 397 students have been divided among the nine civilian flying schools, as follows:

	Officers	Fl. Cdts	Total
Alabama Institute of Aeronautics	22	18	40
Lincoln Airplane and Flying School	12	14	26
Chicago School of Aeronautics	24	5	29
Dallas Aviation School and Air College	38	22	60
Grand Central Flying School	4	27	31
Parks Air College	14	25	39
Ryan School of Aeronautics	6	32	38
Santa Maria School of Flying	3	46	49
Spartan School of Aeronautics	26	59	85
Totals	149	248	397

These students are scheduled to undergo a three-months' course of primary training at the civilian schools, and those who are successful in completing the course will be sent to Randolph Field, Texas, to undergo another three months of training on the Basic Stage at that field. At the end of this period the successful students are transferred to Kelly Field, Texas, for the advanced and final three months' course of instruction, following which the commissioned graduates are transferred to the Air Corps, and the Flying Cadet graduates are commissioned second lieutenants in the Air Reserve and assigned to extended active duty with Air Corps tactical organizations.

The West Point graduates who are members of the September, 1939, Class were listed in the August 15, 1939, issue of the Air Corps News Letter.

In the September Class of 248 Flying Cadets, the State of California has the largest representation with 26 students, followed by Texas with 21; Illinois, 18; Oklahoma, 14; Pennsylvania and Ohio, 12 each; New York, 10; Massachusetts, Missouri and South Carolina, 8 each; Nebraska, 7; Washington and West Virginia, 6 each. None of the other States are represented in this class with more than five students.

DANGEROUS FLYING, BUT PILOTS LOVE IT!
By 2nd Lieut. Charles J. Langmack, Air Res.

It's early in the morning, fog is still hovering over the tips of the San Bernardino's to the North. The sun, not yet over the horizon, sends out a few groping fingers of light from the East. Yes, it's quite early, but out at March Field pilots and mechanics of the 17th Attack Group, GHQ Air Force, are already past the breakfast stage and are preparing for an attack mission to Muroc Dry Lake. Targets for practice bombing and for aerial machine gunnery are maintained there. Pilots and gunners are leaving early for the target areas before the heat distorts vision and causes dangerous air pockets.

Suddenly, the silence around the flying line at March Field is broken. A low whine, rapidly ascending to a shrill crescendo, denotes that inertia starters are turning over. The screaming of the starters is interrupted by a few coughs and backfires, then the motors catch and settle down to a steady roar as the mechanics warm them up and check engine instruments during the "run up."

A few moments later, pilots and gunners, laden with maps and with parachutes strapped on their backs, emerge from the various squadron operations offices and make their way to their planes. Pilots take over the planes from the mechanics and also check engine instruments and the functioning of the controls and the radio. In the meantime, the gunners are loading their death-dealing weapons with ammunition and adjusting their seats comfortably for the coming mission.

The flight leader receives an O.K. on the flight from the field control tower and swings his plane out on the taxiing strip. One by one, in a game of follow the leader, the other planes taxi out and take up a position behind the flight leader. Then, motors roaring a song of power, the planes head into the wind, begin to roll down the runway and almost before one can realize it, are off the ground and fading into the distance.

Scarcely half an hour later, observers at Muroc become aware of a low hum, heralding the approach of a flight of planes. However, there is no use to look in the sky for them, at least not if they are planes of the 17th Attack Group. For these planes, instead of drumming along high overhead, are so close to the ground that they are almost indiscernible. Hopping over sand dunes, Joshua trees and rock formations scarcely seventy-five feet from the ground, the planes speedily approach their particular targets.

Four wing guns are spitting death a

dozen times a second as the pilots drop low over the targets, and as the planes flash past rear gunners point their flexible machine gun mounts at the theoretical enemy and deliver the coup de grace.

Two, three, and sometimes four times the planes swoop low, diving on the targets, spraying them with machine-gun bullets as they fly past. Then they disappear over the low hills surrounding the dry lake bed, heading for March Field.

After the planes have gone, observers come out of dugouts to check the targets for scores, and to repair the demolished targets for further use. Even if they hadn't known it, a look at the targets would have convinced them that Attack planes had been in the vicinity. Only Attack planes would dare to fly so low and so close to the targets in order to make higher scores.

Dangerous? Yes; but to hear the pilots and gunners speak of it, it all seems a part of routine duty, which it is. However, even though low flying is dangerous, as any experienced pilot will readily admit, pilots of the 17th Attack Group have maintained, year in and year out, a very low percentage of accidents. This can be attributed to the high morale of pilots and enlisted men of the Group, the efficiency of the maintenance personnel and the skill of the pilots assigned to the Group. The 17th Attack Group, which is a part of the First Wing, GHQ Air Force, is stationed permanently at March Field, Calif., and is commanded by Colonel Carlyle H. Wash, Air Corps.

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GOOD SHOWING BY MITCHEL PISTOL TEAM

The Mitchel Field Pistol Team recently returned from the National Rifle and Pistol Matches at Camp Perry, Ohio, in a cheerful spirit. According to Lieut. M.L. Harding, before departing for Camp Perry with the team he was rather doubtful if the Mitchel Field Team would be able to hold their ground against the strongest and most severe competition in the country. Much to his surprise and expectation, the members of the team turned in excellent scores, and it is believed that the team finished somewhere at the half way mark of the placing ladder.

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Lieut. Colonel Wm. F. Vollandt, Majors Alfred J. Lyon, Edward M. Powers and Captain Edward H. White were relieved from duty at Wright Field, Ohio, and assigned to the Office Chief of the Air Corps, Washington, D.C.

AIRLINE FORCED TO SEEK NEW AIR TERMINAL

For probably the first time in aviation history, a major air line was ordered out of a major airport when, late in September, Major C.C. Moseley, lessee of Grand Central Air Terminal, Glendale, Calif., gave American Airlines 30 days' notice to vacate that port as its Los Angeles terminus.

Necessity for increased space for Curtiss-Wright Technical Institute was the reason for American's ouster. Curtiss-Wright Tech., of which Major Moseley is owner, currently is training several hundred Army Air Corps mechanics under the government's expansion program. In addition, the big school has a civilian enrollment of well over 500 men who are taking mechanical and engineering courses.

Removal of American Airlines will release approximately 35,000 square feet of space for classrooms, shops and other additional facilities which are to be constructed immediately upon American's departure.

Also training at Grand Central Flying School are a large number of Air Corps Flying Cadets. The first class of these Cadets graduated on September 21st, and the students were sent to Randolph Field, Texas, for the finishing touches on their flying education and commissioning as Air Corps Reserve officers.

Pan-American Airways, also using Grand Central as their Los Angeles terminal on the Mexico-South American run, were not affected by the ouster and will continue to operate out of the big Glendale airport.

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CHANUTE FIELD REPRODUCTION PLANT

During the early phases of the Air Corps Expansion Program there were, no doubt, many unsung heroes. The unsung feature should not apply to the personnel in the Reproduction Division of the Air Corps Technical School at Chanute Field, Rantoul, Ill.

This department has operated at near capacity since the first rumors of an Expansion Program and, thanks to their splendid efforts, there are available sufficient text books for Chanute, Scott, Lowry Fields, as well as the seven civilian schools now operating in connection with the mechanics training, not to mention the texts furnished each Air Corps station.

To accomplish the above task, it has been necessary to literally burn the midnight oil. To the department there are assigned 56 enlisted men, working two shifts of seven hours each per day. Corporal Williard E. Morgan, Headquarters and Headquarters Squadron, is the Noncommissioned Officer in Charge of

the plant.

During the immediate past, there have been reproduced 88 complete texts. Each pamphlet will average 75 pages, and the average run per text has been 4,000 copies.

To accomplish this task, the Department has 4 Multilith Offset Printing Machines, each machine capable of printing two 8 x 10½ pages at each impression, with a capacity of 9,000 pages per hour. Approximately 2,000,000 impressions have been made weekly.

The real work of the plant commences with the printed page. All pages must be gathered and assembled to form a complete text. Rotary gathering tables are used for this work and the leaves, in proper sequence, are then passed over to the binding machines for completion.

In addition to the Multilith, the mimeograph is used extensively to print examination questions and study assignments. These machines are capable of 180 impressions per minute, and have been in constant operation.

The Air Corps Technical School furnishes Training Guides to each graduate of the Air Corps Training Center, and one set of ten pamphlets to each Cadet upon assignment to station for duty as a Reserve officer. The shipments for August, 1939, falling in the foregoing categories totaled 3360 books.

The facilities of the Reproduction Division of the Air Corps Technical School have been taxed to capacity, but they have managed to complete their task. Credit is due the personnel assigned to the department for a splendid job, well done.

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99TH BOMBARDMENT SQUADRON PURSUITERS

Since the 99th Bombardment Squadron at Mitchel Field, N.Y., has received two P-12 Pursuit ships, there has been great rivalry among the pilots as to who is the best Pursuiter in the Squadron.

The pilots take off and engage in a mythical combat. They are required to pass each other at the same altitude in opposite directions - the passing of each other signals that the "heat" is on. After chasing each other all over the sky, the one remaining on the other's tail for a reasonable length of time is declared the winner of the fight. The best two out of three fights proves superiority of the air.

From all indications, Lieut. Karl Truesdell is the coming "Ace" and will eventually be crowned champ.

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Lieut. Colonel Hubert V. Hopkins, Air Corps, was relieved from duty at Wright Field, O., and assigned to March Field, V-8823, A.C.

WHEREIN A TALE IS TOLD

Speaking of weather
let me dispel
any ideas and
misconceptions
disseminated in
intriguing color on
the front fold of travel
folders
regarding the balmy
sunshine of the
tropics
particularly
the territory
we 19th wingers
barge into
occasionally
for one thing
the highlands of
Central
and South America
shoot up considerably
into the
ozone
and woe betide
the shirt sleeved
pilot
who forgets it
i remember
a o o of mine
in Guatemala City

we'd gone up there on
a big mass flight
and were supposed to
have fun
but he
spent all three days
combing the native
markets for a
suit of
good old u s a
long handled
underbritches
said he
was cold
well i was too
but didn't think i
was supposed to
admit it
and Bogota
that jewel of the andes
has frozen more good guys
than
the swiss alps
take along your
woolens
is the byword
when extended
x c's are mentioned
hereabouts

the midday sun
here in the jungles
is lush and warm
indeed
but at ten
thousand feet
above the
cordilleras
you'd think she was
aurora borealis
this just by way
of warning
to potential
furrin servicicers
- as the little
darky said
as he sat
on the cake of ice
my tale is told

---oOo---

NEW RECRUITS FOR SELFRIDGE FIELD

From the 1st to the 22nd of September, the enlisted status at Selfridge Field was greatly increased by the addition of 142 recruits. Work on the fourteen new temporary barracks is going forward rapidly and present plans call for their being ready by October 1st. The need for their completion is already keenly felt, due to the fact that the present influx of recruits brought about by the expansion movement has filled the present barracks to a point of overflow.

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KELLY FIELD OFFICERS ATTEND TACTICAL SCHOOL

Six Air Corps officers, stationed at Kelly Field, San Antonio, Texas, departed early in September for Maxwell Field, Ala., to attend the Air Corps Tactical School. The course of instruction at this school lasts three months, and these officers are attending the second class to be given this instruction under a three months' basis.

Kelly Field was forced to replace the officers ordered away on temporary duty with personnel at this station who are regularly assigned.

The officers undergoing the course of instruction at the Tactical School are:

Major Robert T. Cronau, Post Operations Officer;

Captain Ralph E. Holmes, Post Signal Officer;
Captain William L. Lee, Assistant Post Operations Officer and Airdrome Officer;
Captain Thomas R. Lynch, Assistant Commandant of Cadets;
Captain James S. Phillips, Base and Technical Inspector;
1st Lieut. John H. Bundy, Flying Instructor, I Section.

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13TH ATTACK SQUADRON HAS EXPERT PISTOL SHOT

Corporal Richard V. Wilzewski, of the 13th Attack Squadron, Barksdale Field, La., won the Southwestern Pistol Championship at Dallas, Texas, on September 17th, when he defeated the World's Champion Small Arms Shot, Senor Juan Chavez, of Mexico. In consequence, a tall, new silver cup was added to Corporal Wilzewski's collection of over three hundred trophies and medals.

At the same meet, the Corporal was awarded four other trophies, as follows:

Holloway Rapid Fire,
Dallas Police,
Mitchel National Match Course, and
Linz Center Fire.

The 13th Attack Squadron is justly proud of Corporal Wilzewski's excellent record.



“THE SERVICE CREW GOT THE PROP ON BACKWARDS!”



Air Corps

NEWS

LETTER

F. G. BARRY

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

Information Division
Air Corps

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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SAFETY SHOULDER BELT DEVELOPED AT WRIGHT FIELD
By the Materiel Division Correspondent

Acting on one outstanding fact revealed in records of injuries and fatalities in aircraft accidents of the Air Corps (the heavy predominance of head and face injuries), Lieut. Colonel Malcolm Grow, then Chief of the Medical Section, Office, Chief of the Air Corps, sent a dispatch in June, 1937, to Captain Harry G. Armstrong, Director of the Physiological Research Laboratory at Wright Field, Dayton, Ohio, requesting that impetus be given to designing and testing a shoulder safety belt.

It is now known, as it was then believed, that the high percentage of injuries to the head and face in aircraft accidents in comparison to the relatively low percentage of injuries to other parts of the body is due to the use of the lap type belt which prevents the lower part of the body from being thrown forward during crashes while the upper part of the trunk and the head are unrestrained and jackknifed forward, allowing the latter to strike the instrument panel or other structural parts of the airplane.

The Equipment Branch of the Materiel Division had been experimenting with such a belt for several years, under the direction of F.G. Manson, including investigations of experimental types of other countries. In the ensuing months, many changes and refinements in design were made in what is now the B-12 shoulder type safety belt, which is at present undergoing service test in BC-1 airplanes.

In appearance it resembles a pair of suspenders passing over the user's shoulders. The front ends are latched to the standard lap type safety belt; the back ends are anchored to the airplane seat. In action, because it was purposely designed to be used as a unit with the lap belt, the shoulder belt can be released simultaneously with the latch on the standard lap belt. The shoulder belt can be adjusted separately from taut to slack position or vice versa by finger pressure of a knob attached to the side of the seat which operates a coiled spring attached under the seat.

Results of the laboratory tests es-

tablished its efficiency with this finding: At 8 G's (a G is the pull of gravity, expressed with the subject's weight as the unit) the subject jackknifed when the lap belt was used alone. But when both lap and shoulder belts were used, no jackknifing occurred up to 15 G's.

On the basis of these laboratory tests it is estimated that an impact deceleration of 30 G's could be withstood without serious injury, providing the anchorages of each belt are designed to take the shock load.

Surprisingly, in the high deceleration tests there was no tendency of the head to jackknife forward over the trunk of the subject. From this it is evident that possibility of snapping the neck is remote.

The set-up for the "drop" tests consisted of a pilot's upholstered adjustable seat, suspended in a horizontal position from an overhead beam. Through a trip mechanism the seat could be dropped a predetermined distance and abruptly stopped in its fall by means of a chain suspension. A standard aircraft accelerator was fastened in reverse to the airplane seat to measure the decelerations (G's) to which the experimental subject was exposed.

Due either to the nature of the task, or to the fact that he weighs a convenient 200 lbs., Captain Armstrong himself was the subject in the "drop" tests. Other than the slight cutting action of the edges of the lap belt when a number of "drops" were made in succession, no discomfort or pain was experienced.

In addition to the protection of the shoulder safety belt, its steadying effect in taut position would have a definite value to a pilot in acrobatic maneuvers, in arrested landings on an airplane carrier, and in use of machine guns in a Pursuit or Attack airplane.

If results of service tests are as favorable as those of experimental tests at Wright Field, the shoulder belt probably will be adopted as an Air Corps standard. Marked superiority over types in use in other countries was found in laboratory comparisons. It

is the only type which combines the lap belt and shoulder belt simultaneous release feature.

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GRADUATION OF ENLISTED MEN FROM AIR CORPS TECHNICAL SCHOOL.

On September 29th, a total of 25 enlisted men of the Air Corps graduated from the Air Corps Technical School at Chanute Field, Rantoul, Ill., from the stations as indicated below:

Class #8. Airplane Mechanics

Atlanta.....1	Lowry.....2
Barksdale....4	March.....3
Bolling.....1	Maxwell.....2
Chanute.....1	Middletown....1
Hamilton....2	Mitchel.....2
Langley.....4	Selfridge.....2

A total of 86 enlisted students graduated from the Air Corps Technical School, Chanute Field, on October 6, 1939, from the courses of instruction and from the stations as indicated below:

Class #3. Propeller Specialists

Bolling.....2	Marshall.....1
Fort Bragg...1	Mitchel.....3
Fort Sill....1	Selfridge.....3
Maxwell.....1	

Class #3. Instrument Specialists

Bolling.....2	Maxwell.....2
Fort Bragg...1	Mitchel.....2
Langley.....1	Randolph.....1
Marshall.....1	Selfridge.....2

Class #3. Electrical Specialists

Bolling.....2	Maxwell.....2
Brooks.....1	Mitchel.....3
Chanute.....1	Pope.....1
Langley.....1	Selfridge.....2
Marshall.....1	

Carburetor Specialists. Class #3

Bolling.....2	Maxwell.....1
Brooks.....1	Mitchel.....2
Fort Bragg...1	Selfridge.....2
Marshall.....1	

Class #2. Parachute Riggers

Atlanta.....1	Coast Guard....4
Aberdeen....1	Mitchel.....2
Chanute.....3	Selfridge.....1

Class #2. Link Trainer Specialists

Air Corps Unassigned, Hawaiian Department.....1	
Chanute.....2	Lowry.....1
Fort Sill....1	Marshall.....1

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Colonel Martin F. Scanlon, Air Corps, has been relieved from assignment and duty at Mitchel Field, L. I., New York, and assigned to London, England, for duty as Assistant Military Attache and Military Attache for Air, American Embassy.

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REORGANIZATION ACTIVITIES AT CHANUTE

Headquarters and Headquarters Squadron, Chanute Field, home of the Air Corps Technical School, is slowly emerging the victor after a struggle with the various problems incident to reorganization.

On July 31, 1939, this Squadron consisted of all the students that now comprise the 4th and 5th School Squadrons. Their loss, and the transfer of eleven of Headquarters Squadron's permanent party men, reduced its strength to a mere 106 permanent party members and 147 attached instructors. These figures, however, have increased steadily through the influx of new recruits and previous-service men transferred to the field from other posts. The loss of Major James B. Carroll, former Commanding Officer, was noticeable at first, but now that Major Alfred Lindeburg has assumed command the situation is once again well in hand.

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THE HOUSING SITUATION AT CHANUTE FIELD

The barracks in the present area at Chanute Field have been reassigned to accommodate the 10th Air Base and the 1st School Squadrons.

The Headquarters and Headquarters Squadron will be moved to the temporary barracks built on the newly acquired land west of the field. Present arrangements assign five of these buildings to the Squadron, with the balance of 51 being assigned to the 4th and 5th School Squadrons as their requirements for housing increase.

Upon completion of the barracks reassignment, the 10th Air Base will occupy the three buildings on the east end of the station and two to the west, with the 1st School Squadron using their present facilities and expanding into quarters vacated by Headquarters and Headquarters Squadron and the 10th Air Base Squadron.

This move should adjust the housing at Chanute Field, and no further mass movements are contemplated until such time as the new 2200-men barracks are completed.

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Technical Sergeant John Keough, Headquarters and Headquarters Squadron, 9th Bombardment Group, GHQ Air Force, is placed on the retired list at Mitchel Field, N.Y., effective October 31, 1939.

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Master Sergeant Joseph Bohrat, Base Headquarters and 14th Air Base Squadron, Bolling Field, D.C., is placed on the retired list, effective October 31, 1939.

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ZOOMING THE AIRDROMES IN A "JEEP"

The Link Trainer is more familiarly known among the Flying Cadets at the Advanced Flying School, Kelly Field, Texas, as the "Jeep." This sounds like child's play flying, but the students are as earnest when they step into the Trainer as if they were stepping into a sleek streamlined airplane, for they know that they are going to make a "flight," even though they never leave the ground. The Trainer goes through all the motions of an airplane in flight and can be maneuvered around on any course the student has mapped out. It is used for primary training in instrument flying and includes every possible condition that could be encountered in the air, such as cross-winds, rough air, icing conditions, or foggy weather necessitating blind landings and take-offs.

All Flying Cadets at Kelly Field get ten hours under the hood in this machine and end up by making a cross-country trip of a thousand miles or so, landing at various towns en route but never leaving Kelly Field.

Before entering the Trainer, the student has his flight orders and goes out on a definite mission, taking off and landing "blind," using instruments only. From the time he lowers the hood over the cockpit he sees nothing but a mass of instruments from which he has to pick the ones to concentrate upon for the particular maneuver at hand, while giving due heed to all the other instruments in order to keep out of undesirable situations.

This machine is particularly adapted to teaching radio aids to navigation. While making long cross-country flights the student relies on his radio for guidance. Before taking off on such a trip he starts out by plotting his course, making up his flight plans (which require alternate routes and landing fields in case of adverse weather conditions or emergencies), altitudes to be flown, etc. These plans are checked for compliance with the Civil Aeronautics Authority rules for such flights. He then climbs in, starts his motor, and calls the control operator for permission to take off. After permission is granted, he climbs to the pre-determined altitude, tunes his radio on the range station next in line of flight, and settles down to fly the beam. At set intervals a weather broadcast is given, informing him of sky conditions and winds aloft. If he finds a more favorable wind is blowing at another altitude, he calls in for permission to change to that height.

The instrument landings are very intricate proceedings in themselves and keep the student on his toes. This re-

quires the use of the radio compass to align himself with the runways of the fields, and a close check on the altimeter and vertical speed meter, while making a power glide into the field.

In conjunction with the Trainer there is a recorder, commonly called a crab. It is a small three-wheeled device which crawls around on a chart placed on a large table. The crab is connected to the Trainer by electrical wires and controlled by motors synchronized with the Trainer. One wheel is inked and leaves a line along the path taken by the pilot in the "Jeep," so that the operator can tell at all times where he is flying and send the proper signals he would hear at those positions. This forestalls any alibi the student might have to offer, as it is down in black and white on the chart.

Most of the students really enjoy these ten hours because their faults can be readily detected and corrected. It helps them immensely in their actual instrument flying in the air.

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NEW ARRIVALS AT FRANCE FIELD

The personnel at France Field, Panama Canal Zone, were augmented by the assignment of 11 officers and 52 enlisted men who arrived at Cristobal on the Army Transport "St. Mihiel," September 21st.

The commissioned personnel at France Field were insufficient in number. With the addition of these officers, whose rank is a little more consistent with the positions assigned, and aided by the high type younger officers, some of whose positions they have taken over, it is felt that the great amount of work necessary under the current expansion can be expedited.

Major Edwin J. House, the Commanding Officer of France Field, had a meeting of all new arrivals on September 22nd. He outlined in general the work to be accomplished. As is the case in the Air Corps as a whole, all personnel will have to put out a lot of hard work, but the morale is high and the task ahead will be accomplished.

The following is a list of the new officers and the positions to which they have been assigned:

Captain Elmer T. Rundquist, Base Executive Officer and Commanding Officer, 16th Air Base Squadron.

Captain Guy B. Henderson, Commanding Officer, 25th Bombardment Squadron.

Captain Guy F. Hix, Commanding Officer, 7th Reconnaissance Squadron.

1st Lieut. Charles L. Monroe, Base Materiel Officer and Section Commander

(Continued on Page 14)

COAT OF ARMS FOR ADVANCED FLYING SCHOOL

For the past two years the Air Corps Advanced Flying School at Kelly Field, Texas, has been working on a school insignia. After submitting numerous designs, one was finally approved by the War Department and, as soon as the Post Exchanges receive the first shipment of the insignia, all officers and enlisted men of the School will wear same as part of their official dress.

The description of the School insignia is as follows:

SHIELD: Azure, on a pale or a torch of the first flamed proper.

CREST: On a wreath or and an azure a sinister wing displayed azure.

MOTTO: Ut Viri Volent (That Men May Fly).

DESCRIPTION: The Air Corps Advanced Flying School was constituted June 12, 1922, at Kelly Field, Texas, as the Air Service Advanced Flying School; redesignated Air Corps Advanced Flying School.

Originally organized March 1, 1918, at Rockwell Field, California, as the 68th Aero (Service) Squadron; redesignated Squadron "A," March Field, Calif., July 23, 1918; consolidated with other March Field Squadrons to form the Flying School Detachment, March Field, November 18, 1918, which was demobilized November 19, 1919.

The foregoing unit was reconstituted and consolidated in 1936 with the Headquarters and Headquarters Squadron, Air Corps Advanced Flying School (which was organized June 10, 1922, at Kelly Field, Texas, as Air Park #13; reorganized and redesignated as Headquarters and Headquarters Squadron, Air Corps Advanced Flying School, September 1, 1936.)

The shield is blue with a gold pale, the colors of the Air Corps. The flaming torch represents learning. The crest represents flight.

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LANGLEY FIELD RECEIVES B-18A PLANES

Four B-18A type airplanes were ferried from Barksdale Field, La., to Langley Field, Va., on September 23rd for assignment with tactical organizations at the last-named field.

Lieut. R.A. Livingston, of Barksdale Field, was the flight commander, and he was accompanied on the flight by Lieuts. C.C. Rogers, C.D. Jones and R.C. Paul as pilots, and Lieuts. C.A. Longaker, C.R. Johnson and C.E. Putnam as co-pilots.

The visiting airmen remained at Langley Field several hours before being transported back to their home station in a C-39 Transport plane piloted by Major Milo N. Clark, with Lieut. Colonel Gilbert T. Collar, co-pilot, both of Barksdale Field.

On September 25th, Col. W.B. Wright, Executive Officer of the Third Wing, HQ Air Force, Barksdale Field, La., led a ferrying flight of four B-18A airplanes to Langley Field. Other members of the flight were Major Lester J. Maitland, Captain John F. Gullett, Lieuts. J.R. Kane, A.G. Campbell, N.H. Sicklen, E. Hodgson and W.T. Rison.

These officers left for their home station the following day in a C-39 Transport plane, piloted by Major William N. Amis, who was assisted at the flight controls by Major John Patrick.

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88TH SQUADRON BEGINS NAVIGATION COURSE

The 88th Reconnaissance Squadron at Hamilton Field, Calif., has just begun another ground school course in Dead Reckoning Navigation, under the tutelage of Second Lieutenant Harold N. Chaffin, Air Corps. There are five officers in the class, all of whom recently joined this organization. It is the policy of the Squadron to have all its officer personnel rated navigators, and as new officers are assigned to the Squadron a new course is begun when a sufficient number is available. A half of each day constitutes the school session, and it is expected that the class will last approximately three weeks.

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RETIREMENT OF MASTER SERGEANT LEE

Master Sergeant Stanford J. Lee, Air Corps, was retired at Moffett Field, Calif., on September 30, 1939. Since his enlistment at Fort Slocum, New York, on November 22, 1910, he has served at various posts throughout the United States, also in the Philippine and Hawaiian Departments. Master Sergeant Lee was well known and regarded with admiration and respect by the officers and men of Moffett Field.

With the command "Present Arms," Major Earle J. Harper, Air Corps, Commanding Officer of the 9th Air Base Squadron, drew to a close the thirty years of distinctive service given to his country by Master Sergeant Lee.

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A contract for \$178,982.00 was recently awarded for the construction at Moffett Field, Calif., of 26 new barracks, 6 mess halls and 6 recreation buildings. The buildings are of temporary construction and will house 63 men each. Part of the construction is to be completed by October 28, 1939.

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Colonel H.C. Kress Muhlenberg, upon completion of his tour of duty in the Hawaiian Department, is assigned to the Hqs. 5th Corps Area, Fort Hayes, Ohio.

V-8241, A.C.

PROGRESS ON CONSTRUCTION PROGRAM AT CHANUTE FIELD

A veritable army of civilian laborers are being employed on the new construction program at Chanute Field, Rantoul, Ill., the home of the Air Corps Technical School. There are 1600 contractor-employees, all of these, with few exceptions for skilled labor, being P.W.A. men. In addition, there are 260 W.P.A. workers, and 30 men and women on the office staff, thus bringing the total employees in all categories to nearly 1900 civilians.

Several of the new projects have been completed. Those mentioned below were accepted on the dates indicated, viz: two deep wells, March 24, 1939; sanitary sewer system, April 26, 1939; water distribution system, June 8, 1939; the water tank, June 14, 1939; heating plant foundation, July 5, 1939; barracks foundations, August 4, 1939; storm sewer, August 30, 1939.

Other projects and the tentative dates of their completion are: hangar superstructures, October 13, 1939; warehouses (Air Corps and Quartermaster), maintenance building and acetelyne gas generating houses, October 15, 1939; Noncommissioned officers quarters, November 1, 1939; laying out of concrete roads and walks, November 29, 1939; electrical distribution system and steam distribution system, December 1, 1939; modern sewage disposal system, December 6, 1939; and temporary barracks, December 16, 1939.

Still other projects, extending into the future, are: 60-bed hospital, April 10, 1940; fire and guardhouse, May 8, 1940; barracks, units A-E, October 10, 1940; barracks, units F-N, December 20, 1940. In some isolated instances, the building projects have extended beyond the scheduled completion dates, due to adverse conditions, and it became necessary to extend the time in each case. These slight delays have caused no inconvenience to the government.

A comprehensive idea of the scope of the vast Construction Program, and the amount of work still remaining to be done, may be obtained from the weekly computation of the percentages of completion as submitted by the contractors. For example, the sewage disposal system is only 5% completed at this writing; superstructure of the Air Corps barracks, units A-E, 60% completed, while the superstructure of units F-N is only 10% completed. The central heating plant superstructure is 2.2% through the process of construction.

Two of the projects were undertaken by the Constructing Quartermaster on a Purchase-and-Hire basis. The railroad sidings and spur were completed December 31, 1938. The five double sets of

company officers quarters are tentatively scheduled for completion on November 15, 1939, but will not be occupied until such time as the central heating plant is placed in operation.

The Constructing Quartermaster's Office has issued the following figures as being the total authorized expenditures to date:

P.W.A. funds.....	\$1,639,991.94
W.P.A. funds.....	267,341.78
C.B.U. and A. funds*....	299,956.23

No definite information regarding improvements authorized under the 1940 program have been made available to the Constructing Quartermaster's Office; however, "it is believed," says the News Letter Correspondent, "that the following improvements may be authorized for the coming year: Administration Building, Hangar number 3, School number 3, Operations Hangar, runways, Quartermaster Garage and Gas Station, and engine test block."

Scenes of activity about Chanute Field are comparable to that existing in the proximity of a beehive. When rehabilitated, the Air Corps Technical School, Chanute Field Branch, will be one of the finest installations of its type in the world, and will certainly be a plant to which the surrounding communities and the Air Corps may point with pride.

*Construction, Building, Utilities and Appurtenances.

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MERCY MISSION BY TWO PILOTS IN HAWAII

Shortly after taking off from Morse Field, Hawaii, late in the afternoon of September 18th, Captain W.R. Agee and Lieut. Jo K. Warner, both pilots of the 31st Bombardment Squadron, were intercepted by radio from Hickam Field and ordered to return to Hilo, Hawaii, where they were to pick up an enlisted man who had been stricken with acute appendicitis.

At 6:20 p.m., Corporal J.E. Jodoin, 21st Infantry, Schofield Barracks, who was on detached service at Kilauea Military Camp when stricken, was placed in the Bomber, which departed immediately for Hickam Field. Captain Agee and his co-pilot brought their plane down at Hickam Field, nearly 200 miles distant from Hilo, at 7:40 p.m. At Hickam Field an ambulance was waiting to carry Corporal Jodoin to Tripler General Hospital where, from last reports, he is convalescing satisfactorily from his emergency operation.

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Major Clarence C. Wilson, Air Corps, has been directed to proceed to his home and await retirement.

V-8241, A.C.

18TH PURSUIT GROUP FLIES TO HILO

Forty-four officers and 30 enlisted men of the 18th Pursuit Group and the 18th Air Base Squadron, under the command of Lieut. Colonel William E. Lynd, made a reconnaissance flight to Hilo, on the Island of Hawaii, on September 9-11, for the purpose of acquainting the new pilots with the largest and undoubtedly the most interesting island of the Hawaiian Group.

On Saturday morning, September 9th, 35 airplanes left Wheeler Field and flew direct, some 180 miles, to Suiter Field on the northwest point of Hawaii. This route took the Group from Diamond Head on Oahu, over the southwest tip of Molokai, along the northern shore of Lanai and over the southernmost point of Maui, thus passing what are known as the "Middle Islands."

All the Pursuit and Attack, and one B-12, landed at Suiter Field, where the Attack ships were serviced while the others took off immediately for Morse Field, followed soon after by the Attack Squadron.

After flying along the western shore of Hawaii, passing over distinctly marked old lava flows and over the unique black sand beaches, all planes landed at Morse Field. Here the Pursuit ships and two B-12's were serviced and all personnel serviced themselves with lunches packed by dutiful wives, and by the loyal cooks of the Bachelor Officers' Mess. All personnel were, indeed, glad to leave the heat and dust of Morse Field and proceed to Hilo.

Up the eastern coast of Hawaii, over Kilauea Crater and the Military Camp, and on to Hilo Airport the Army airmen proceeded. By three o'clock, all ships had landed at Hilo and had been "tucked in" for the stay over Sunday. Kilauea Military Camp busses transported all the officers and a few enlisted men to the camp, thirty miles up the side of Mauna Loa. Most of the enlisted men had chosen to remain nearer to civilization, i.e., the city of Hilo.

At the Kilauea Military Camp the officers spent an intensely interesting time visiting Thurston's Lava Tube, the chain of craters, Kilauea Crater with its fire pit, and the abundance of matchless giant ferns. They also played golf and indulged in the usual evening activities, including the movies and a bit of card playing.

On Monday morning, the K.M.C. busses transported the officers to the Hilo Airport where, after loading up with "appeasement" leis purchased from the numerous and insistent vendors, the homeward trip got under way. Wives, sons, daughters, sweethearts and "what have you" were at the hangar line to meet the lads as if they had been away for a month.

TRAINING SCHOOLS CONDUCTED BY 73RD SQDN.

Moving forward with its plan of training the new recruits in the various phases of aircraft maintenance, the training schools of the 73rd Attack Squadron, stationed at March Field, Calif., got under way just recently.

Lieut. Orville H. Rehman, Air Corps, has been designated as instructor for the armament classes. During this course, Lieut. Rehman will cover the nomenclature of the machine gun, the technique of handling this weapon, and the general maintenance work required in keeping the armament equipment in shape.

Corporal Howard B. McIlhenny is conducting classes in aircraft mechanics and maintenance. To date he has covered material with special reference to daily and pre-flight inspections. From the results of the first examination, Corporal McIlhenny reports that satisfactory progress is being made in his classes, and he further intimates that if the classes are able to progress in the future as they have in the past, the course will be completed much sooner than was previously expected, and with equal efficiency.

It is understood that plans are going forward to organize classes within the near future in the other departments of the Squadron. These courses of instruction will include communications, chemical warfare, and engineering.

The officers of the Squadron now attending courses in navigation, administration and law, conducted by the 17th Attack Group, will soon be free to conduct similar courses within the Squadron.

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CONSTRUCTION AT NICHOLS FIELD

Construction is the order of the day at present at Nichols Field, Rizal, P.I., in anticipation of the men expected to commence arriving on the November transport. A 200-man barracks is being built on the site formerly occupied by the concessions which have been moved to the recreation building. A 100-man barracks is also being constructed near the entrance to the field which will house the guards, military police, etc.

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The following-named Captains of the Air Corps have been relieved from assignment and duty at the Air Corps Materiel Division, Wright Field, Dayton, Ohio, and assigned to duty in the Office Chief of the Air Corps, Washington: Mervin E. Gross, William T. Heffley, Frank G. Irvin, John G. Moore, Charles A. Ross and Edward H. White.

EXPANSION OF THE 73RD ATTACK GROUP

When the authorized Air Corps recruiting has been completed and the 17th Attack Group, March Field, Calif., has been increased by its allotted additional enlisted men, that component of the Army Air Corps will have full strength squadrons.

The 73rd Attack Squadron, one of the units of the 17th Attack Group, is now making definite preparations to cope with the situation of training the additional men. Every officer of the Squadron is active in one or more of the schools now being conducted by the Group. These schools include Administration, Law and Navigation. At a later date these officers will be called upon to conduct these same schools within the Squadron.

With the advent of multi-motored aircraft, it becomes necessary to train enlisted men to crew the larger airplanes. The former crew chiefs of the A-17A airplanes are being made crew chiefs of the B-18A airplanes, and the former assistants of the A-17A's will now be made crew chiefs of this latter type of airplane. The new personnel will receive training from the older men by acting as assistants.

In addition to the training of enlisted men in airplane mechanics and maintenance, Sergeant H.D. Leroy will conduct classes in the operation of the automatic pilot in connection with the bomb sight for use in high altitude bombing. Sergeant Leroy is now receiving special instruction on this instrument at the Sacramento Air Depot, Sacramento, Calif.

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RECRUIT INSTRUCTION IN HAWAII

Some 200 recruits at Wheeler Field, T.H., have learned that a gas mask is a good thing to have around. After being instructed in its use they were sent through the gas chamber to convince them that it would work. There were some skeptics after the first trip through, but they changed their minds after removing the masks and finding plenty of tear gas. Small gas charges were exploded, and the recruits learned to distinguish each gas by its odor. To round out their gas mask instruction, they were shown moving pictures of the results of carelessness, after which they were inspected by Colonel Marriott, Wing Chemical Officer, and rated excellent.

The last two weeks of recruit drill have been very interesting, and the tyros pitched in to learn all they could. Corporal Wales took over and in no time at all had them handling .45 automatics like experts - well, nearly. Each recruit fired on the range, with

the highest score going to a Kentucky mountaineer. After the .45's were mastered, the .30 caliber machine guns were brought out, and Sergeant Thermenos gave a thorough course in their operation.

During the camp all recruits received an hour's lecture each morning on subjects ranging from "Personal Hygiene" to "Stay Out of the Pineapple fields." One of the main factors contributing to the success of this camp is the willingness of the officers to take time to paint a word picture that even the dumbest "John" can understand.

Everyone is interested in sports and there is a 100% turnout every afternoon for all branches of athletics. An elimination tournament was held in volleyball, with the Third Platoon winning a hard fought series. As soon as the recruits have had time to get settled down, Wheeler Field should have teams that can stand up in any sport.

The last morning of recruit camp was spent in competitive Platoon Drill and an inspection before the recruits were pronounced to be soldiers and turned to duty - pitching tents and building barracks for the new recruits who were to arrive the next day on the U.S. Army Transport REPUBLIC.

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HIGH TYPE OF MEN IN 63RD SQUADRON

The 63rd School Squadron, Kelly Field, Texas, reports the influx of very high type of men as new recruits. The Squadron Commander, Captain Dyer, has been in touch with the high school superintendents throughout this part of the State of Texas for the past two years. Now that the expansion has taken effect in the Air Corps, the 63rd School Squadron is drawing many of its recruits from the high schools in this territory. Most of the new privates in the Squadron would be a credit to a university or college fraternity. This Squadron usually has between 25 and 30 enlisted men at Service Schools, and should continue its high rate of attendance at the schools, as most of these new men qualify for entrance. "If all the recruits coming into the Air Corps now are as fine as those coming into the 63rd Squadron," declares the scribe of this organization, "we will certainly have the finest and most formidable Air Force in the world."

The recruit instructors in the Squadron are Lieut. Ralph Lister, Staff Sergeant Crawford and Sergeant Paul Wolverton. They are obtaining superior results.

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BOMBARDMENT EXERCISE AT SPOKANE, WASH.

The 7th Bombardment Group, stationed at Hamilton Field, Calif., conducted on September 28th a Group Exercise in the vicinity of Spokane, Wash. This exercise consisted of the theoretical demolition of the transportation facilities near Spokane.

On the way to Spokane, the Group was split into three parts. The 9th Squadron stopped at Boise, Idaho; the 11th Squadron at Salem, Oregon, and the Headquarters Squadron at Pendleton. The departure from these three points was so timed that the squadrons arrived at Spokane at exactly 3:00 p.m. The army airmen remained at Spokane for two nights, departing at 11:00 o'clock on the morning of the 30th.

In addition to the Group mission, the 9th Bombardment Squadron staged a bombing demonstration at Felts Field, Spokane, on the morning of the 29th, for the benefit of the Washington National Guard officers who are stationed at that field.

The exercise was a great success. Spokane turned out in full force and gave the officers and men a royal welcome. "It is hoped," says the Hamilton Field Correspondent, "to continue exercises of this type at other cities throughout the Northwest area at some future dates.

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88TH SQUADRON CONDUCTS SKEET SHOOT

The 88th Reconnaissance Squadron at Hamilton Field, Calif., has been conducting combat crew skeet competition since the beginning of the fiscal year. The firing to date shows the following results:

Crew	Place
Combat Crew No. 1 (Sq. Comdr.)	3
Combat Crew No. 2 (A Flt. Comdr.)	6
Combat Crew No. 3 (A Flt.)	5
Combat Crew No. 4 (A Flt.)	2
Combat Crew No. 5 (B Flt. Comdr.)	1
Combat Crew No. 6 (B Flt.)	7
Combat Crew No. 7 (B Flt.)	4

There are seven fully manned combat crews in the 88th Reconnaissance Squadron that have been firing as a crew, officers and enlisted men together. Each Thursday afternoon the Base Skeet Range is reserved for this Squadron, and approximately three crews accomplish their firing in that time.

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Major Bernard T. Castor, Air Corps, has been relieved from duty as Air Corps Instructor, 33rd Division Aviation, Illinois National Guard, Chicago, Ill., and assigned to duty at Barksdale Field, Shreveport, La.

MOFFETT FIELD UNDER GHQ AIR FORCE

On September 25, 1939, Moffett Field, Calif., was officially placed under the command of the First Wing, GHQ Air Force. For the past few years, this field has been a unit of the Ninth Corps Area. The change will not apply, however, to the 82nd Observation Squadron, which will remain under Corps Area command.

At the present time only the 9th Air Base Squadron and the 82nd Observation Squadron are housed at Moffett Field, which is now commanded by Lieut. Colonel George L. Usher, Air Corps.

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MOFFETT FIELD RECEIVES NEW RECRUITS

Moffett Field, Calif., has suddenly become recruit conscious with the large droves of "rookies" that are pouring in each day. On the last reading, some 120 had reported in from Wichita, Kans.; Omaha, Nebraska; Des Moines, Iowa, and other points.

"It is interesting to note," says the News Letter Correspondent, "that the majority of these men are young, clean-cut and are learning to execute a 'right face' in a surprisingly short time. Credit for the training that is so rapidly turning these 'rookies' into efficient soldiers goes to Major Earle G. Harper, Commanding Officer, 9th Air Base Squadron."

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ADMIRAL TOWERS VISITS LANGLEY FIELD

Admiral John Towers, U.S. Navy, arrived at Langley Field, Va., on September 29th in a Navy Lockheed plane for a conference with Major General Delos C. Emmons, Commanding General of the GHQ Air Force. The Admiral also made a brief inspection visit to the laboratories of the National Advisory Committee for Aeronautics at Langley Field.

Accompanying Admiral Towers were Lieut. Commander Read; Lieut. H. D. Riley, pilot; Chief Aviation Mate Purnier, co-pilot, and Aviation Mechanics Mate Wood.

By coincidence, Admiral Towers met Captain Roger Williams, Vice President of the Newport News Shipbuilding and Dry Dock Company, during his visit at the local air base. These two officers had been shipmates in the Navy a number of years ago.

Captain Williams was at the field to meet officials of the Standard Oil Company who arrived to take part in ceremonies at the launching of the tanker "Esso Richmond" at the Newport News shipyard.

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ACTIVITIES OF THE FIRST PURSUIT GROUP

A recent survey of the Headquarters and Headquarters Squadron, 1st Pursuit Group, Selfridge Field, Mich., shows that 23 States and 14 universities are represented in the enlisted personnel.

The following is a list of the States and the number of men who are representing each: Michigan, 27; Illinois, 22; Missouri, 7; Wisconsin, 5; Massachusetts, 4; Indiana, Kentucky and Pennsylvania, 3 each; Nebraska, North and South Dakota, Oklahoma and California, 2 each; Alabama, Colorado, Florida, Minnesota, Montana, New Jersey, Ohio, Tennessee, Texas and Virginia, 1 each.

Among the educational institutions represented in the Squadron are Temple, North Dakota, Tennessee, Illinois State Normal, New York and Wisconsin Universities; Cass County Normal School; Tennessee Polytechnic Institute; Southeast Missouri State Normal; Bay City Junior College; Will Mayfield Junior College; Brown's Business College of Decatur, Ill.; Brown's Business College of Freeport, Ill., and Meeker's Business Institute.

The 17th Pursuit Squadron proudly boasts of its excellent record in ground and aerial gunnery in which each pilot firing for the record this year qualified as "Expert." During the last gunnery period the average score per pilot was 1180, and the high score totaled over 1400. Such consistent scores are significant for both the P-35 airplane and the 17th Squadron pilots.

The 27th Pursuit Squadron transferred 25 P-36's to Maxwell Field, Ala., during the week of September 27th. The airplanes were flown to Maxwell Field in three separate flights. The first flight of nine planes, led by Lieut. Barrett, departed on September 29th, and the second and third flights of eight each, led by Major Taylor, the Squadron Commander, and Lieut. John C. Kilborn, departed the following Sunday and Tuesday, respectively. Later in the week three more P-36's were transferred, two going to Langley Field, Va., and one to Buffalo, New York, for experimental work. The Squadron is to receive 16 P-35's from other squadrons of the Post to replace the loss.

Early in September, the 94th Pursuit Squadron took off on its yearly vacation (?) to spend a little time at the aerial gunnery camp at Camp Skeel, Oscoda, Mich. The boys are now working hard in the "land of sand" doing their best to better the scores made by pilots of the 17th and 27th Squadrons who sojourned on the shores of Lake Huron earlier in the year. The towing

is being done with P-26's, and it is surprising to note the lack of volunteers to fly this little "Pea Shooter" which was quite the thing but a short time ago. It seems the boys are a little spoiled after having all the comforts of home in the newer P-35's and 36's.

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RETIREMENT OF MAJOR WALTER E. RICHARDS

Effective September 30, 1939, Major Walter E. Richards, Air Corps, who for the past three years has been stationed at Kelly Field, Texas, was placed on the retired list, due to disability incurred in the line of duty.

Joining the armed forces of the United States as a Sergeant in the New York National Guard, Major Richards saw service with that organization on the Mexican Border in 1916. In November, 1917, he was transferred to the Army as a Private, 1st Class, Aviation Section, Signal Corps. After two months at ground school, he began his flying training in January, 1918, and, upon completion thereof, he was ordered overseas. Until the end of the war he was an instructor in one of the largest training camps for aviators, at Issoudun, France.

Since his return to the United States in February, 1919, he has served in almost all sections of the United States, with one tour of duty in Hawaii and one in the Philippines.

Major and Mrs. Richards have planned to tour the United States for about a year, visiting their many friends and relatives, and finally settling down in some spot on the West Coast.

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MISFORTUNE VISITS NATIONAL GUARD UNIT

The 120th Observation Squadron, Colorado National Guard, had the misfortune of nearly losing four of their O-19's when they caught fire on the evening of September 9th. At the outbreak of the fire, 15 enlisted men of Lowry Field, who were in the hangar which is jointly used by the National Guard and Lowry Field, rushed to the scene of the fire where they found the wings of four airplanes burning rapidly. Their presence of mind and the rapid and cool-headed use of the fire fighting equipment prevented the flames from spreading any farther than the wing coverings of the airplanes; and as all of the airplanes were fully serviced, their action was in the face of the danger of an immediate gasoline explosion.

The instructor of the 24th Division Aviation, Colorado National Guard, Captain John K. Nissley, Air Corps, highly praised their actions in the

(Continued on Page 10)

ACTIVITIES OF THE 8TH PURSUIT GROUP

Night flying claimed first place in recent news of the 33rd Pursuit Squadron, Langley Field, Va. On the night of September 24th, the Squadron started on a week of night operations. The weather, although fine the first part of the week, held up flying on Wednesday and Thursday nights, September 27th and 28th. In spite of this handicap, the pilots averaged over eight hours for the week. Various problems of interception, assembly, combat and landings from and in formation were tried with considerable success. On the whole, the Squadron benefited a great deal from the week of night training.

The personnel of the 35th Pursuit Squadron are now considered to be competent dusk-to-dawn patrol men, for during the week of September 18th to 23rd the organization participated in night operations, the hours of duty being from 5:15 p.m. to 1:15 a.m. All maintenance work was accomplished during the hours of darkness, with the result that more airplanes were in commission at the end of the week than at the beginning thereof, for which, says the News Letter Correspondent, the Engineering Section should be commended. Due credit should also be given the Flight Section which serviced the airplanes with minimum personnel very efficiently, all flights taking off on schedule.

The 36th Pursuit Squadron is doing a good deal of speculating as to the number of recruits they are to receive. All of Langley Field will probably be affected quite a bit as the new recruits become more and more evident every day. New barracks are being built all over the place, and it looks as if man-power will not be at such a premium when it comes time to shove 'em out.

95TH SQUADRON RECEIVES VULTEE YA-19.

The regular members of the 19th Attack Squadron, GHQ Air Force, based at March Field, Calif., are now being checked off in the new Vultee YA-19 Attack plane after completion of its service test, conducted by Captain G.C. Goodrich, Lieuts. R.A. Grussendorf and Michael J. Coffield, Air Corps.

Captain Goodrich flew the new airplane to the National Air Races at Cleveland, Ohio, so that it could be displayed to the general public.

Colonel Robert E.M. Goolrick was relieved from duty at Headquarters, 5th Corps Area, Fort Hayes, Ohio, and assigned to duty at Moffett Field, Calif.

RANDOLPH BASIC STAGE RESUMES OPERATIONS

The first class of Flying Cadets from the civilian flying schools reported at the Primary Flying School, Randolph Field, Texas. Students from the Dallas School of Aviation were the first to report, 36 of them arriving on September 23rd. The students from the other schools did not report in a body. The total number of students from each of the eight other civilian elementary flying schools is given below, as follows:

Santa Maria School of Flying, 33;
Ryan School of Aeronautics, 23;
Lincoln Airplane and Flying School, 15;
Chicago School of Aeronautics, 14;
Grand Central Flying School, 26;
Spartan School of Aeronautics, 49;
Parks Air College, 24;
Alabama Institute of Aeronautics, 25.

There was one holdover from the Basic Stage, thus making the total number of Cadets beginning basic training at Randolph Field 246.

This class, which will be known as 40-A, has a total of 32% Reserve officers; 5% Thomason Act officers, and 68% of the class have one university degree.

In addition to the Flying Cadets, 12 student officers are included in the class, namely: 1st Lieuts. Howell M. Estes, Jr., Cavalry; Peter McGoldrick, Infantry; Edward W. Moore, Coast Artillery Corps; Jergen B. Olsen, Cavalry; Carl L. Rickenbaugh, Jack W. Turner, Cavalry; Richard E. Smith, Infantry; 2nd Lieuts. William R. Crawford, John T. Ewing, John H. Griffith, Samuel McG. Swearingen, Infantry, and John C. Pitchford, Field Artillery.

With the above-named officers, the student body on the Basic stage numbers 258.

Misfortune Visits National Guard Unit (Continued from Page 9)

emergency, and the Commanding Officer, Colonel J.H. Rudolph, personally commended the following men for their bravery:

Staff Sgt. Samuel Gershon, Sergeant C.H. Myers, Privates Herman E. Williams, James P. Forester, Elmer Badila, Arthur E. Voght, Lee E. Humiston, Paul J. Leonard, H.F. Zielinski, Wilbur F. Paulus, Russell F. Christensen, Herman P. Pancher, Russell A. Phillips and David L. Tyler, all of the 21st Air Base Squadron.

Private 1st Class William E. Zimmerman, 3rd Weather Squadron.

Lieut. Col. Early E.W. Duncan has been transferred from March Field, Calif., to Fort Sam Houston, Texas.

TECHNICAL SERGEANT ELIGIBLE LIST

Effective July 1, 1939

Listed below are the names of Staff Sergeants of the Air Corps eligible for promotion to the grade of Technical Sergeant, as of July 1, 1939, viz:

1 Calcagno, Frank A.	63 Murphy, Jerome	125 Tuite, Edward J.	192 Zombro, John F.
2 Visbal, Germain A.	64 Scott, Orval W.	126 Pond, Everett L.	193 Turner, Lawrence C.
3 Hodges, Herbert P.	65 McGinnis, Edward V.	127 Tormey, Thomas P.	194 Rhoden, Joe R.
4 Tetu, Dona E.	66 McDonald, Jacob E.	128 Lage, Wilbur	195 Bardell, North B.
5 Ambruster, Otto	67 Waters, Horace G.	129 Clendenning, F.T.	196 Greene, Chas. C.
6 Falk, John A.	68 Harwell, Walter L.	130 Langston, Wilbur E.	197 Letchworth, Roy
7 Peterson, Cayus P.	69 Bullivant, Norman C.	131 Hampton, Jack	198 Knoppke, Paul
8 West, Henry L.	70 Hamsher, Chester L.	132 Wilson, Kennard D.	199 Tyler, Fred O.
9 Chestnutt, Herman L.	71 Kannolt, Harold B.	133 Russell, Cyril F.	200 Willard, Fred J.
10 Barnhill, Jesse J.	72 Schuette, Alfred A.	134 Weeks, Edward	201 Fitzpatrick, P.J.
11 Riviere, Jean E.	73 Anderson, Chauncey L.	135 Hansen, Henry P.	202 Wilson, Dewey E.
12 Jolly, Arthur	74 Galloway, Roy F.	136 Featherer, Joseph	203 Ritter, Paul A.
13 Laquatra, Leo	75 Duffy, William J.	137 Anderson, C. B.	204 Peeler, Wm. H.
14 Harth, George J.	76 Kingsley, Wm. S.	138 Coates, Jessie H.	205 Stevenson, A.E.
15 DeFord, Lyman	77 Norris, Walker W.	139 Eidman, Arthur G.	206 Koblitz, Monroe J.
16 Flores, Alberto	78 Ray, Floyd K.	140 Sayers, Samuel	207 Budzianski, Joseph
17 Morrison, Jay P.	79 Dooney, John J.	141 Hammack, Robert W.	208 Sherman, Sidney
18 Hagan, George M.	80 Cheatham, Charles W.	142 Vidmar, Frank	209 Chipperfeld, M. L.
19 Gutierrez, Arnaldo	81 Griffin, Ralph G.	143 Stapp, Tommie E.	210 Murray, Joseph F.
20 Boyles, James H.	82 Wyatt, James W.	144 Mitchell, Orie L.	211 Saltzgever, Geo.S.
21 Martin, Troy V.	83 Carnes, Frank D.	145 Farrell, Herbert W.	212 McAbee, Wm. H.
22 Simpson, Johnnie S.	84 Wagoner, Karl B.	146 Galbraith, Peter D.	213 Brent, Macy F.
23 Laza, Joseph C.	85 Bailey, Archer T.	147 Holland, Ross P.	214 Johnson, George D.
24 Dossett, Elbert	86 Cost, John	148 McGhee, Lester L.	215 Grem, Eugene
25 Deming, John B.	87 Salter, Joseph E.	149 White, Andrew	216 Spiller, Henry W.
26 Williamson, Henry	88 Salmon, Henry P.	150 Collins, Jacob	217 Warren, Henry M.
27 Froberg, George W.	89 Hadley, Arthur R.	151 Benson, Harry A.	218 McCollum, George L.
28 Powers, Barron C.	90 Zachary, Otto	152 Stovall, Claude G.	219 McKinney, James T.
29 Barkhurst, Frank M.	91 Smith, Sigsbee J.	153 Garrison, Neil B.	220 Schaeffer, Henry G.
30 Hollis, Claud D.	92 Simpson, Dewey H.	154 Hammer, Stewart W.	221 Shellhorn, Edward
31 Shalley, Verl A.	93 Bathey, George H.	155 Bull, James F.	222 Lucas, Cecil
32 Hall, Bolton	94 Ruffman, Ernest J.	156 Kingsley, W. W.	223 Kremer, Dallas M.
33 Gilinsky, James L.	95 Fowler, Byron L.	157 Winter, David	224 Crow, Charlie D.
34 Golden, Stephen B.	96 Segelbaum, Chas. S.	158 McQuillan, Wm. P.	225 Worthen, Ray E.
35 Meeks, John D.	97 Beck, Henry J.	159 Anning, Richard S.	226 Hollon, Orval L.
36 Bryan, Hugh	98 Fiedler, Edward B.	160 Summers, Robert F.	227 MacKenzie, John H.
37 Rosser, James C.	99 Brenckman, Emil	161 Bishop, Raymond M.	228 Bivins, Albert D.
38 Carr, George W.	100 House, Joseph M.	162 Finch, Harold G.	229 Podraza, Walter H.
39 Garduque, Gabriel	101 Winfrey, Oliver A.	163 Jennings, Simpson L.	230 Turner, Harry
40 Weltz, Wm. Melvin	102 Lipp, Henry	164 O'Toole, Fred	231 Fajnik, Nicholas
41 Brock, Norris	103 Marley, James L.	165 Messer, Floyd	232 Baker, Leonard A.
42 Chaudron, Norvelle	104 Martin, Morris	166 Murdoch, Edward	233 Letchworth, Troy
43 Kolb, Peter, Jr.	105 Delaney, Samuel H.	167 Spicer, David L.	234 Higgins, Carl M.
44 Booth, William B.	106 Criss, Karl W.	168 Browning, Wilbur G.	235 Gregg, Emmett L.
45 Terrell, Harry A.	107 Gonzales, Joe	169 Wagner, Herbert A.	236 Cathie, Archie L.
46 Cichon, Paul	108 McDonald, Marvin C.	170 Bauer, Toney	237 Holley, Greene A.
47 Ciphon, Paul W.	109 Martini, Henry	171 Macomber, Donald G.	238 McDaniel, Thomas F.
48 Senter, Herman F.	110 Hinck, Reuben F.	172 Chovenitz, Frank J.	239 Kanig, Albert V.
49 Leonard, Dale F.	111 Peters, Johnie H.	173 Caughy, Everett	240 Payne, Otis
50 Wooten, Roy	112 Walter, James R.	174 Bishop, Chalmers N.	241 Robinson, Wm. T.
51 Kidd, Harvey O.	113 Mason, Robert E.	175 Mishmash, Chas. J.	242 Garner, Edward E.
52 Mondt, Howard	114 Smith, Michael E.	176 Baskas, Thomas J.	243 Morris, John E.
53 Depew, Harley V.	115 Dodson, Edward S.	177 Harrison, Benj.	244 Kingsley, L. K.
54 King, Oliver E.	116 Akins, Arren A.	178 Moore, John H.	245 Daniels, S.G.R.
55 Euton, James A.	117 Wooten, Mack F.	179 Harvey, Curtis A.	246 Fredlund, V. A.
56 Pittman, Hugh B.	118 Smith, Percy G.	180 Jensen, Otto W.	247 Kolins, Thomas J.
57 Mulkey, Loyd	119 Maxwell, Jesse M.	181 Washburn, Emory E.	248 Blanchard, L. D.
58 Rhodes, Alva E.	120 Andrews, Arthur	182 Barnhart, L. W.	249 Lutes, Amos D.
59 Kelly, Bernard F.	121 Collins, Jessie O.	183 Guinn, Charles S.	250 McAdams, James H.
60 Rush, Lawrence	122 Lindbeck, Ruben H.	184 Parsley, Walter S.	251 Relyea, Fred'k R.
61 Keuhl, August W.	123 Braun, Joseph F.	185 Wetzorke, Bruno	252 Bolles, George F.
62 Bullock, Thomas	124 Adams, Chester L.	186 Layman, Gilbert E.	253 Miller, Plato R.
		187 Norich, Albert I.	254 Blair, Frank D.
		188 Sanchez, John L.	255 Laird, Horace M.
		189 Andrick, Ralph L.	256 Schultz, Steve J.
		190 Willard, Alfred Y.	257 Charbaugh, M. E.
		191 Smith, Anthony	258 Bigley, Joseph E.

259 Mitchell, Norman J.	330 Boston, George R.	401 Woskow, George	472 Irwin, Chas H.
260 Grey, Ralph E.	331 Hrivnak, John C.	402 McKown, Floyd K.	473 Harvey, M. H.
261 Shown, Winfred G.	332 Stewart, James E.	403 Watson, Henry F.	474 Ware, Hazel V.
262 Martin, Robert D.	333 Davidson, Wm. L.	404 Binckley, Geo. W.	475 Donaldson, G. E.
263 Gaspard, George W.	334 Grana, Emmano	405 Lord, Frank H.	476 Mills, F. K.
264 Henderson, Edgar R.	335 Baird, Charles C.	406 McMennamin, F. J.	477 Langston, Glauo
265 Sample, David	336 Foye, Robert	407 Davenport, O. H.	478 Goggan, Robert E.
266 Nielsen, Jean	337 Sommer, James A.	408 VanSweringen, J.H.	479 Curtis, Clark H.
267 Beckham, Reuben S.	338 Trengrove, L. B.	409 Brown, Abram	480 Creswick, J.B.
268 Cornell, William M.	339 Gilbreath, T. J.	410 Brinkman, Geo. F.	481 Schneitman, John
269 McLean, Sherman A.	340 Brown, Paul L.	411 Jensen, Oluf T.	482 Janis, James
270 Peck, Ross P.	341 Wojnicki, R. J.	412 Garcia, Adelmo R.	483 Menis, T.
271 Hall, Frank	342 Jordan, Martin M.	413 Davis, Paul	484 Kane, John
272 Weiss, Joseph	343 Rushing, Ralph R.	414 Licheay, John J.	485 Curley, Bert E.
273 Wright, William P.	344 Yeager, Wallace H.	415 Funk, Stephen N.	486 Sheehan, F. A.
274 Goodrich, George H.	345 Saram, Jack	416 Dissoway, W. F.	487 Andrews, A. F.
275 Knowles, James R.	346 Lynch, Marion M.	417 Sossen, Julius	488 Yonconish, A.
276 Hamilton, Donald E.	347 Bobulski, Frank	418 O'Connell, D. M.	489 Buckmaster, J.L.
277 Hraback, Joe S.	348 Kieado, Michael B.	419 Frey, H. E. S.	490 Maidel, Mark J.
278 DeBall, Collins L.	349 Spaulding, R. F.	420 Graham, Earl W.	491 Young, Henry H.
279 Dundore, Theodore T.	350 Peckham, Robert N.	421 Allison, Roy E.	492 Klapak, Andy
280 Bechner, John K.	351 Heldt, Wm. J.	422 Malczewski, John	493 Rummell, R. P.
281 Mullenix, Joe J.	352 Beneviedes, J.H.	423 Gray, Alec R.	494 Ramsey, Basil C.
282 Allen, Cleon	353 Rose, William	424 Griffis, Isaac	495 Ball, Dan
283 Mays, Everett J.	354 Groves, Earl C.	425 Walsh, B. A.	496 Thompson, John W.
284 Hallam, Iastan	355 Wehling, George W.	426 Denson, Marcus J.	497 Fosse, Knute
285 Raby, Hugh E.	356 Norris, Willie D.	427 Edmonds, Oliver D.	498 Wright, Wm. R.
286 Keyser, Walter K.	357 Hayes, Grady	428 McCauley, J.B.	499 Coffey, K. A.
287 Pitre, Harry J.	358 Cates, Wm. R.	429 King, Arthur	500 Dunivan, E.
288 Arthur, James H.	359 Peters, Edward A.	430 Littlejohn, L. L.	501 Rangel, Albert
289 Townsend, Joe H.	360 Mooney, James P.	431 Prince, Kemnan	502 Wickham, P. M.
290 Marino, Henry E.	361 Boggs, Samuel W.	432 Hipple, S. W.	503 Brewer, Ward O.
291 Burt, Albert E.	362 Marstin, Chas. P.	433 Leonard, F. H.	504 Swiney, Ford M.
292 Simon, Lee R.	363 Hudelson, Howard H.	434 Paslay, Andy	505 St. Clair, R. L.
293 Carnes, Charles A.	364 Webb, Edgar	435 Byron, Andy	506 Brown, Geo. E.
294 Smith, Monroe D.	365 LeDoux, Francis	436 Russell, Burl W.	507 West, Glenn
295 Colby, Ralph	366 Aldrich, Guy A.	437 Thacker, L. W.	508 Franks, Robt. G.
296 Simcoe, Paul A.	367 Caraway, R. A.	438 Malone, R. N.	509 Wipf, Alfred
297 Bullington, Lawrence	368 Bangham, Paul H.	439 Edmondson, A.B.	510 Cloutier, E. J.
298 Harper, Harold D.	369 Pollack, Anthony	440 Hygh, Helliford	511 Phinney, H. M.
299 Frost, Samuel K.	370 Wagner, Wm. E.	441 McLaughlin, F.A.	512 Smith, Clifton P.
300 Montgomery, Joseph	371 Roy, Frank W.	442 Castlemaine, E.W.	513 Worley, James E.
301 Coy, Charles H.	372 Cox, Leroy	443 Schwing, N.	514 Fiederlein, C.J.
302 Walton, Joseph L.	373 Brockhausen, F.C.	444 Boas, Curtis P.	515 Noble, Harold P.
303 Kirkwood, Cecil G.	374 Kolasinski, S.	445 Vaughan, Thomas	516 Coulter, Robt. A.
304 Feeney, Peter M.	375 Gochicoa, Hector	446 Girard, L. F.	517 Deputy, Gordon
305 Illy, John	376 Tomlinson, Elton A.	447 Grause, Jacob	518 Arnold, Bert A.
306 Novak, Louis W.	377 Opreinchak, John	448 White, Chas. D.	519 Gard, Virgil L.
307 Hope, Daniel	378 Whitehead, Raymond	449 Ross, Delno W.	520 Kegley, Oscar M.
308 Haufman, Eugene L.	379 Krovantka, S. J.	450 Baird, W. G.	521 Watts, James H.
309 Burger, Lewis H.	380 Adams, Earl M.	451 Eberley, R. J.	522 Murphy, John
310 Rodine, George	381 Aubree, Morris A.	452 Meider, H.W.L.	523 Novak, Manuel J.
311 Goulla, Jack	382 Severson, Arthur	453 Young, Earl S.	524 Malone, John J.
312 Williams, Marvin R.	383 White, Lee	454 Lea, Samuel R.	525 Henning, Jos. H.
313 Bremer, Robert A.	384 O'Neill, Leslie M.	455 Leamon, Ted M.	
314 Ashley, Floy L.	385 Ehler, Arthur F.	456 Hansen, Anton	
315 Tuffly, Edward W.	386 Parsons, Walter E.	457 Pearson, R. L.	
316 Gershon, Samuel	387 Cipelle, Mathias	458 Brown, Reuben A.	
317 Thomas, Dale E.	388 Jackson, Ralph	459 Sichard, H. W.	
318 Buff, Walter B.	389 Nied, Bernard J.	460 Healey, E. L.	
319 DeRossett, A.J., Jr.	390 Kaleta, Victor	461 Fiebrich, L.L.	
320 Hucks, Jesse J.	391 Clemons, Ray C.	462 Hoelscher, E.	
321 Edwards, Samuel T.	392 Carmack, Thomas B.	463 Bertsch, Edward	
322 Sadler, Wm. H.	393 McLish, Wm. B.	464 Riales, S. P.	
323 Roberts, Linah L.	394 Tunks, Harry A.	465 Dugay, E. N.	
324 Hunsberger, H.K.	395 Farrar, Almon S.	466 LaGrippo, A.N.	
325 Flesher, Clifford M.	396 Branch, Fred	467 Lynch, Thomas	
326 Bulloch, Fulton G.	397 Caris, John A.	468 Peluso, Tony J.	
327 Bodo, George	398 Henry, Harvey A.	469 Brown, Myron P.	
328 Gorman, Andrew J.	399 Miller, Howard M.	470 MacDermott, W.K.	
329 Killian, Wiley	400 Meyer, Elmer H.	471 Illick, Ralph R.	

NOTE:

The above is a partial list of the total number of 860 Staff Sergeants eligible for promotion to Technical Sergeant.

From July 1 to October 15, 1939, the first 40 Staff Sergeants listed have received their promotion to the grade of Technical Sergeant.

V-8241, A.C.

ACTIVITIES OF THE 5TH BOMBARDMENT GROUP

The 5th Bombardment Group, Hickam Field, T.H., has been fortunate in attaining the desire of the majority of combat units, i.e., to conduct TR 440-40 bombing and gunnery for all squadrons of a Group at the beginning of the Training Year and within a reasonably short time. A "Regular Practice Season" was designated from July 1 to September 30, 1939. In addition to the practice and record firing pertaining to bombing and gunnery, the authorized and required firing incident to the pistol, and the ground machine guns assigned to squadrons, are included.

The advantages of the Regular Practice Season at the beginning of a training year are:

a. That fundamental training is provided in the use of the bomb sight and machine gun, which must form the basis for the advanced training pertaining to combat bombing and formation defensive machine gun fire.

b. With all squadrons completing the required qualification courses in the first quarter, the balance of the Training Year is then available for tactical training and exercises.

c. With all squadrons completing qualification courses during the same period, and under the same approximate conditions, a more reliable index is available to the state of proficiency and provide a basis for comparison of squadrons.

The 5th Bombardment Group is assigned a total of six water areas adjacent to islands in the Hawaiian group for slick bombing; two anchored targets adjacent to Oahu, and one land target at Morse Field on the island of Hawaii. In addition, five aerial tow target ranges are assigned adjacent to Oahu. Squadrons are alternated in the use of these targets to insure that all have conducted bombing and firing under approximately the same conditions.

In conjunction with this training, each of the combat squadrons spends two weeks in the field at Bellows Field, Oahu, where all ground firing required by TR 440-40 and pistol and anti-aircraft machine gun firing is performed in addition to aerial machine gunnery. Also, each moves to Morse Field and conducts practice and record bombing to complete TR 440-40 requirements. The planning and execution of the movement of the squadrons to auxiliary airdromes on Oahu, where both air and motor transport is required; on Hawaii where all movements are made by air; the maintenance of supplies by the Hickam Field Air Base to squadrons in the field; and the operation of squadrons in the field, provide valuable training for commanders and staff officers of all echelons.

The scheduled training is progressing satisfactorily; all movements to and

from auxiliary airdromes have been conducted without incident. Although the objective of the first quarter of the training year is that of completing all qualification courses for the entire Group, the training is not confined to those missions. Squadrons are required, incident to each bombing and gunnery mission, and incident to movements in the field by air, to conduct additional training pertaining to all other phases of the training directive. For example, enroute to or from a bombing target, a flight will practice formation ascent or descent through overcast or penetration of a bad weather area requiring instrument flying and combat gunnery. Thus, in addition to the basic mission, every flying hour is devoted to gaining the maximum amount of training possible.

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GUNNERY BY THE 95TH ATTACK SQUADRON

The Armament Section of the 95th Attack Squadron, GHQ Air Force, based at March Field, Calif., has been busy lately requalifying the older men and qualifying the newer men in aerial gunnery during the summer gunnery season.

Although hampered by inclement weather (so unusual in California), the 95th was able to complete the runs in scheduled time. Course 5, events 2, 3, 4 and 5 were conducted over water - Range #2 near Santa Barbara, Calif., on the Pacific Ocean.

A-17A airplanes were used for firing, and the sleeve was towed by the new Vultee YA-19 Attack airplane assigned to the 95th.

Gunners qualifying as expert aerial gunner were Privates P.D. White, E.V. Coyle and T. R. Numbers. Apprentice gunners E.L. Klein and F.J. Hurley fired practice rounds and will go up for qualification in the next firing period.

Goleta Airport, base of Santa Barbara Airways, Goleta Point, Calif., was used as a base for these operations, and the 95th reports very considerate and courteous service rendered by the Manager, Mr. Frederick Stearns.

The bad weather which had threatened to spoil the activities turned into fine bright sunshine, making good visibility and smooth air.

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The total number of recruits sent to Langley Field, Va., for initial training during the past several months reached a total of 1,000 on September 30th. Additional recruits are arriving at the field several times each week from recruiting stations located in the eastern portion of the country. They are being trained as part of the extensive Air Corps expansion program now being conducted.

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OBITUARIES

On September 20th, at about eleven a.m., 2nd Lieut. Thomas Cullen Smith, Air Corps, and Corporal Donald W. Jackson, both of the 24th Pursuit Squadron at Albrook Field, Panama Canal Zone, were killed when the BC-1 in which they were flying crashed near the village of Copecito. The accident occurred while the occupants of the plane were engaged in a cross-country flight from Albrook Field to Rio Hato. The airplane was completely demolished and both occupants were instantly killed.

The cause of the accident has not been determined. Eye witness stories of native residents of the country-side are to the effect that during a series of acrobatic maneuvers a wing was torn off and the plane plunged to the ground. A section of the right wing was found a considerable distance from the wreckage.

The wreckage was located by an aerial searching flight which was dispatched from Albrook Field when notice that the airplane was overdue came by radio from Rio Hato. Shortly thereafter a ground rescue party sent out from Rio Hato reached the scene of the accident.

Lieut. Smith, who graduated from the Advanced Flying School, Kelly Field, Texas, in the Class of March, 1939, and who was recently commissioned in the Regular Army, is survived by his parents who live at Marlinton, W. Va.

Corporal Jackson, whose home is at Oak Harbor, Wash., had been stationed in the Panama Canal Department for a period of two years.

First Lieut. Carl M. Parks, Air Corps, of the 24th Pursuit Squadron at Albrook Field, Panama Canal Zone, was killed on the morning of September 10th, when the P-36A Pursuit plane in which he was flying fell into the Bay of Panama, a short distance from shore in the vicinity of Paitilla Point. Lieut. Parks, who was leading one element of a flight which had been assigned to escort a civilian transport plane to the Panama National Airport from the vicinity of Rio Hato, apparently lost control of his plane which, according to members of the flight, half rolled toward the surface of the water and plunged beneath the surface. The ship sank into twenty feet of water, and salvage attempts were fruitless for two days. The body was recovered by divers from the U.S.S. ERIC and a Navy submarine tender.

Lieut. Parks is survived by his wife and by his parents, who are residents of La Grange, North Carolina. He had been stationed in the Panama Canal Department since November, 1937.

The Air Corps and the 32nd Bombard-

ment Squadron, March Field, Calif., lost one of its most conscientious hard workers and best liked noncommissioned officers with the passing of Technical Sergeant Abraham Flower at the Post Hospital on the 29th of September, as the result of an automobile accident some two weeks previous.

Sergeant Flower, whose home was on the North Shore of Revere, Mass., was rounding out his 23rd year as an Army man, having enlisted during the World War in 1917 as a private with Battery C, 20th Field Artillery. After demobilization, Sergeant Flower enlisted in the Air Corps, and served with the 160th Observation Squadron and the 29th Pursuit Squadron before joining the 32nd Bombardment Squadron in 1936. He was the noncommissioned officer in charge of operations at the time of his death.

Sergeant Flower was an outstanding example for his cheery disposition and unselfish willingness to help all who came to him for information and assistance, "and his passing," says the News Letter Correspondent, "leaves a gap in the ranks of the old timers that many know will be impossible to fill. The Air Corps salutes the passing of one of those rare individuals that has made the Army the efficient organization that it is today."

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New Arrivals at France Field (Continued from Page 3)

and Base Inspector.

1st Lieut. John R. Skeldon, Post Adjutant and Commanding Officer, Headquarters and Headquarters Squadron.

1st Lieut. Downs E. Ingram, Base Operations Officer and Section Commander.

1st Lieut. Donald N. Wackwitz, Athletic and Recreation Officer, and assigned to 7th Reconnaissance Squadron.

1st Lieut. Byron E. Brugge, 7th Reconnaissance Squadron.

1st Lieut. Clarence M. Sartain, 25th Bombardment Squadron.

2nd Lieut. Graves H. Snyder, Officer in Charge Weather Section and Transmitter Section.

1st Lieut. Randolph Wood was assigned to the Panama Air Depot at France Field.

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Examined for promotion to the permanent grade of Major and found physically disqualified therefor, on account of disability incident to the service, Major (temp.) Bushrod Hoppin, Air Corps, was retired from active service with the rank of Major.

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RECRUIT TRAINING AT LANGLEY FIELD

Ten officers and six enlisted men were recently assigned to the staff of instructors in charge of recruit processing and training at Langley Field, Va., for the purpose of aiding in the instruction of the men being assigned to the field for initial duty.

The instructors will be stationed with the Administrative Section of Base Headquarters and First Air Base Squadron. The officers in this group include second lieutenants Earl Dunham, Frederick Postal, Guy McCafferty, Fred McNally, Robert Evans, Rudolph Seymour, Peter Sakiwski, Jack Milne, Charles Slocums and Henry Rasasco.

The enlisted men are Master Sergeant Frank Davis, of Headquarters and Headquarters Squadron, 2nd Bombardment Group; Staff Sergeant Henry Beck, 33rd Pursuit Squadron; Sergeant, A.M. 1st Class, Eugene Grissom, 96th Bombardment Squadron; Corporal, A.M. 2nd Class, William Wilkerson, 49th Bombardment Squadron; Corporal, A.M. 1st Class, Joseph Blaum, 35th Pursuit Squadron, and Corporal, A.M. 2nd Class, Franklin Davis, 36th Pursuit Squadron.

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NEW CAMERAS FOR CHANUTE FIELD

The Photographic Department at Chanute Field, Rantoul, Ill., recently received four new Speed-Graphic cameras, a type of camera widely used by newspaper photographers throughout the world. The cameras use a 4 x 5 plate, have coupled range-finders, and are equipped with a synchro-flash device. Each camera has two lenses as part of the regular equipment. One lens has a focal length of 6-3/8 inches, with a speed of f4.5; the other is a 9 centimeter, with a speed of f6.8.

Needless to say, the Photographic Department is thrilled over the prospects of working with the new equipment, which has been sorely needed in the past to supplement Public Relations news releases. No doubt the new equipment will be rushed into immediate service.

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The temporary barracks at Lowry Field, Denver, Colo., which are to house approximately 1,386 men in the near future, consisting of the 2nd and 3rd School Squadrons, the overflow of the 21st Air Base Squadron, Headquarters and Headquarters Squadron, and the Quartermaster, Medical and Signal Detachments, are nearing completion. At the present time it appears that all of the tents can be abandoned and the personnel housed in the temporary barracks prior to November 1, 1939.

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PROMOTION OF NONCOMMISSIONED OFFICERS

Effective October 2, 1939, the following-named noncommissioned officers of the Air Corps were promoted:

To be Master Sergeant, Air Corps

Technical Sergeant Charles Mueller, Langley Field, Va., to the vacancy caused by the retirement of Master Sergeant Walter L. Starling, Mitchel Field, New York.

Technical Sergeant Harry Glasscock, Panama Canal Department, to the vacancy caused by the retirement of Master Sergeant Standford J. Lee, Moffett Field, Calif.

Technical Sergeant Paul B. Jackson, San Antonio Air Depot, Texas, to the vacancy caused by the retirement of Master Sergeant Arthur Tingle, Maxwell Field, Ala.

Technical Sergeant Joseph A. Filkins, Barksdale Field, La., to the vacancy caused by the retirement of Master Sergeant Wardell L. Mathews, Selfridge Field, Mich.

To be Technical Sergeant, Air Corps

Staff Sergeant Stephen B. Golden, Hamilton Field, Calif., to the vacancy caused by the promotion of Technical Sergeant Harry Glasscock.

Staff Sergeant John D. Meeks, March Field, Calif., to the vacancy caused by the death of Technical Sergeant Abraham Flower.

Staff Sergeant Hugh Bryan, Kelly Field, Texas, to the vacancy caused by the promotion of Technical Sergeant Paul B. Jackson.

Staff Sergeant James C. Rosser, Randolph Field, Texas, to the vacancy caused by the promotion of Technical Sergeant Charles Mueller.

Staff Sergeant George W. Carr, Selfridge Field, Mich., to the vacancy caused by the promotion of Technical Sergeant Joseph A. Filkins.

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GUNNERY AWARD TO 55TH PURSUIT SQUADRON

The 55th Pursuit Squadron, Barksdale Field, La., takes great pride in having been selected as the recipient of the 20th Pursuit Group Gunnery Award for the Fiscal Year 1938-1939. This great honor was earned only through the earnest and wholehearted cooperation of both officers and enlisted personnel, who were self sacrificing in every respect in order to maintain the brilliant record familiar to the 55th since its inception. Having tasted of victory, the entire Squadron, not content with relying on past records, forges ahead as the 39-40 gunnery season opens, with competition more keen than it has ever been before.

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THE AIR CORPS TRAINING DETACHMENT AT TULSA, OKLA.
By Flying Cadet Howard S. Ellmore

How is the new Air Corps training program, which went into effect July 1st, functioning? That is a question of prime importance which is in the mind of every person interested in the development and expansion of the Army Air Corps.

This question - because of the newness of the experiment - will of necessity go unanswered for some time. In addition, when the question is answered, the final analysis will probably come from a concisely written report from the office of Major General Henry H. Arnold, Chief of the Air Corps.

However, in the absence of authoritative information, I would like to reverse the usual procedure and give my impression of the new Air Corps training program in the eyes of a Flying Cadet who is just beginning his training at one of the nine Air Corps Training Detachments - the Spartan School of Aeronautics, Tulsa, Okla.

I am a member of the second class, known as 40-B. Originally, the class numbered 86 but, after six weeks of intensive training, the number has been reduced to 67.

When we arrived to begin our training on August 14th, my first impression was probably that of the bewildered Dodo who set foot on the Randolph Field of old.

"On the double, you Mistfers!"

"Can't you Mistfers understand orders? Get eager!"

"Snap to!"

"Aren't you proud to be here? Then act like it!"

An honest effort is being made to preserve the underclass customs of the old Randolph. And now, as an upper-classman who has just been putting the class of newly arrived Dodoes through its paces, I can say we have done pretty well - yes, pretty well!

Strict military discipline is maintained in and around the cadet barracks at all times, and the honor system is in force. The rules of military courtesy are also observed on the flying line, and the civilian instructors are saluted in order to get in practice for training by Regular Army officers which will follow at Randolph Field.

In regard to facilities, we are housed in new barracks, the last being completed the day we arrived. Constant improvement is being effected in the recreation facilities, especially through the efforts of 1st Lieut. Bob Arnold, Officer in Charge of Cadets.

Every cadet who completes his three months' primary training will have between 60 and 65 hours' flying time. Equipment used are the old but effici-

ent PT-3's. (I believe 43 are now being serviced at this School.)

The latest class, which arrived on September 25th, was limited to 57 Flying Cadets, to allow for 28 student officers recently graduated from the U.S. Military Academy. The student officers assisted the Cadet company in making changes from the old type squad drill to the new streamlined drill which was formally adopted on September 1st.

Randolph Field is, of course, the goal of every Cadet in training here. Of the first class which left for the Training Center on September 23rd, 50 of a class of 86 attained their goal and two were held over until the following class.

Johnny Q. Public has taken quite an interest in the Air Corps training program in Tulsa. In response to public demand, an Open House was held on September 24th, and between eight and nine thousand visitors made welcome. Flying Cadets were stationed as guides, and the public was conducted on a tour throughout the School. Even a model barracks was left open for inspection by the public.

Since July 1st, there have been only three crackups of a serious nature in a total of more than 6,000 flying hours. No serious injuries were sustained. Something of a record!

Flying regulations are being rigidly adhered to, although occasionally they are broken by students whose better judgment has given way to curiosity. The prize goes to one student (unidentified) who flew below the level of the ground in a stone quarry to see if his altimeter would register below zero.

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O B I T U A R Y

Second Lieut. Robert G. O'Connor, Air Corps, and Captain Hugo M. Ferrari-Juarequi, of the Argentine Air Force, were instantly killed as the result of an airplane accident which occurred on September 25th, about eight miles northeast of Randolph Field, Texas.

Lieut. O'Connor, acting as a flying instructor at Randolph Field, was instructing Captain Ferrari-Juarequi in the American method of flying instruction. The Captain was one of seven officers from the South American Government studying at the Air Corps Training Center.

Lieut. O'Connor, the son of Mr. and Mrs. Matthew I. O'Connor, of Northampton, Mass., was graduated from Virginia Polytechnic Institute in the spring of 1938, and from Kelly Field on May 25,

1939. He was then detailed to Randolph Field and shortly thereafter received his regular commission in the Air Corps by competitive examination. He is survived by his mother and father, Mr. and Mrs. Matthew I. O'Connor, and by his wife, Mildred Young O'Connor.

Captain Ferrari-Juarequi is survived by his wife and two children.

Joint funeral services were held in the Randolph Field Chapel, representa-

tives from three governments taking part in the ceremony. The bodies were met at the gate and escorted to the Chapel by the 46th Squadron. Classmates of Captain Ferrari-Juarequi from both Argentina and Chile were joined by officers of the United States Air Corps to act as pall-bearers for the two pilots.

The entire Air Corps desires to extend its deepest sympathy to the bereaved relatives of both officers.

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RETIREMENT OF MAJOR EASTERBROOK

Effective September 30, 1939, Major Arthur E. Easterbrook, Air Corps, was placed on the retired list on account of disability incident to the service.

A native of Amsterdam, New York, where he was born on November 4, 1893, Major Easterbrook was educated at the University of Washington.

Entering the military service during the World War, he attended the U.S. Army School for Aerial Observers at Post Field, Fort Sill, Oklahoma, in 1918. He was then ordered overseas for flying duty at the front and was first assigned to the 9th Squadron, British Royal Air Force. He then served with the 1st U.S. Aero Squadron, from July, 1918, to June, 1919.

Upon his return to the United States, he served with the 12th Aero Squadron from October to December, 1919, and then with the 1st Surveillance Group to April, 1920. He was Assistant Operations Officer at Fort Sam Houston, Texas, to November 5, 1920, and then served for a period of a little over four years at Langley Field, Va., during the course of which he attended the Field Officers' School, then located at that field, and commanded the 50th Observation Squadron.

From December 26, 1924, to March 21, 1927, Major Easterbrook was on duty at Spokane, Wash., as instructor of the aviation unit of the Washington National Guard. He was then transferred to Kelly Field, Texas, where he served to October 28, 1929, and commanded the 40th School Squadron and performed various other duties.

Following a tour of duty in the Philippines, from December 28, 1929, to March 3, 1932, when he was stationed with the 4th Composite Group at Nichols Field, P.I., and commanded the 2nd Observation Squadron, Major Easterbrook served the next four years at Randolph Field, Texas, where he commanded the 67th Service Squadron and later was on duty as Executive Officer of the field.

Transferred to Washington, D.C., on February 19, 1936, he served in the Office of the Chief of the Air Corps

until the date of his retirement, his duties being connected with training and operations and war plans.

Major Easterbrook received his commission as a second lieutenant on October 26, 1917. He was promoted to first lieutenant, May 16, 1919; to Captain, July 1, 1920, and to Major, August 1, 1935. He held the temporary rank of lieutenant colonel from March 16, 1935, to February 15, 1936, and from October 12, 1937, to September 29, 1939.

Major Easterbrook has an enviable overseas record, being officially credited with the destruction of five enemy airplanes, which earned for him the unofficial title of "Ace." He was awarded the Distinguished Service Cross, and later the Oak Leaf Cluster to that decoration, for extraordinary heroism in action, the respective citations therefor being as follows:

"Arthur E. Easterbrook, first lieutenant, Infantry, observer, 1st Aero Squadron, Air Service. Because of intense aerial activity on the opening day of the St. Mihiel offensive, Lieutenant Easterbrook, observer, and Second Lieutenant Ralph E. de Castro, pilot, volunteered to fly over the enemy's lines on a photographic mission without the usual protection of accompanying battle planes. Notwithstanding the low-hanging clouds, which necessitated operation at an altitude of only 400 meters, they penetrated 4 kilometers beyond the enemy lines. Attacked by four enemy machines, they fought off their foes, completed their photographic mission, and returned safely."

"Lieutenant Easterbrook is also awarded an oakleaf cluster for the following acts of extraordinary heroism in action near Exermont and Varennes, France, October 8, 1918: Lieutenant Easterbrook with Lieutenant Erwin, pilot, successfully carried out a mission of locating our Infantry, despite 5 encounters with enemy planes. During these encounters he broke up a formation of 3 planes, sending 1 down out of control, killed or wounded an observer in an encounter

with another formation, and sent a bi-plane crashing to the ground, besides driving away a formation of two planes and several single machines."

Following the Armistice, Major Easterbrook served with the 3rd American Army in Germany.

He holds the flying ratings of Military Airplane Pilot and Airplane Observer.

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CONTRACT AWARDED FOR AIRCRAFT ENGINES

The Assistant Secretary of War, the Hon. Louis Johnson, announced on October 10th that a contract totalling \$6,963,292 had been signed by the War Department for the purchase of airplane engines from the Wright Aeronautical Corporation, Paterson, N.J.

Two types of engines are included in the contract. These are as follows:

A type designated as the R-1820-65 and rated at 1,000 horsepower, designed for powering the Boeing Flying Fortress B-17C; and the R 2600-9, rated at 1,500 horsepower, designed for the new B-25 airplane, a two-engined mid-wing, all metal medium bomber, now being manufactured by the North American Aviation Corporation, Inglewood, Calif.

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WAR DEPARTMENT SPECIAL ORDERS Changes of Station

To Langley Field, Va.: Captain George W. McGregor, from Selfridge Field, Mich.; 2nd Lieuts. Leland G. Fiegel, Peter H. Remington, Kenneth O. Sanborn, McHenry Hamilton, Jr., Norman L. Ballard and Bailey C. Cook, from Mitchel Field, N.Y.; Captain Eugene H. Rice, from Fort Bragg, N.C.

To Patterson Field, Ohio: 2nd Lieut. Harold M. Keefe from Fort Riley, Kans.

To Hamilton Field, Calif.: Major John V. Hart, from Kelly Field, Texas.

To March Field, Calif.: Captain Harold G. Peterson, from 15th Observation Squadron, Scott Field, Ill.

To Wright Field, Ohio: 1st Lieut. Neal E. Ausman, from Randolph Field, Texas, for duty at Air Corps Materiel Division.

To Maxwell Field, Ala.: Captain John W. Persons, from Kelly Field, Texas, reporting to the Commandant of the Air Corps Tactical School for duty.

To Fall River, Md.: Major Elmer D. Perrin, from Mitchel Field, N.Y., for duty as Air Corps Representative at the plant of the Glenn L. Martin Company.

To Washington, D.C.: (For duty in the Office of the Chief of the Air Corps) Major James F. Powell, from duty as Air Corps Procurement Planning Representative, Cleveland, Ohio; Captain Edmund G. Lengmead, from duty as Air

Corps Procurement Planning Representative, Buffalo, N.Y.

To Sacramento Air Depot, Calif.: 2nd Lieut. Richard Archer Davis, Jr., from Randolph Field, Texas.

To Patterson Field, Ohio: 2nd Lieut. Karl Eugene Oviatt, from Randolph Field.

To Hawaiian Department: Captain Laverne G. Saunders, from U.S. Military Academy, West Point, N.Y.

To Panama Canal Department: 1st Lieut. Thomas C. Darcy, from Randolph Field, Texas.

To Selfridge Field, Mich.: 1st Lieut. Paul W. Blanchard, from Randolph Field.

To the Philippines: Major William N. Amis, from Barksdale Field, La.

Extended active duty for Res. Officers

Randolph Field, Texas: 2nd Lieuts. Francis Wm. Clem, of Newark, Ohio; Herbert D. Rish, Kenton, Ohio; and Louis Phillip Egger, Woodsfield, Ohio, to October 1, 1940; Franklin Miller Cochran, Jr., Fort Huachuca, Ariz., to October 14, 1940

March Field, Calif.: 1st Lieut. Wm. Alexander Cocke, Jr., Austin, Texas, to November 20, 1940; 1st Lieut. John David Kreyssler, Pomona, Calif., to October 14, 1940; 1st Lieut. Glenn Clair Clark, Twin Falls, Idaho, to November 1, 1940.

Mitchel Field, N.Y.: 1st Lieut. Edmund Theodore Gorman, Pelham Manor, N.Y., to October 14, 1940.

Port Columbus, Ohio: 1st Lieut. Marion D. Unruh, Pretty Prairie, Kans., with Air Corps Detachment to October 31, 1940.

Barksdale Field, La.: 2nd Lieut. Robert Copeland Paul, Watertown, Fla., to October 14, 1940.

Langley Field, Va.: 2nd Lieut. Charles Eugene Brockman, Jr., Portland, Oregon, to October 14, 1940.

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Contracts totaling \$833,880 have been entered into by the War Department with the Aviation Manufacturing Corporation, Lycoming Division Williamsport, Pa., for the purchase of Model R 680-9 engines for installation in Stinson O-49 airplanes, totaling \$340,500, and R 680-11 engines for installation in PT-13B airplanes at a total cost of \$493,380.

The R 680-9 engine is of 280 horsepower and the R 680-11 engine is of 220 horsepower.

The O-49 is a two place Observation airplane built for operation out of small fields in conjunction with liaison between the Air Corps and ground troops of Corps and Divisions. The PT-13B (Stearman Primary Trainer) is for use in primary training at the Civilian Elementary Flying Schools operated in connection with the Air Corps Expansion Program.

AIR CORPS *News Letter*



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WAR DEPARTMENT

WASHINGTON, D. C.

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

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TURBO SUPERCHARGER OPERATION

By Captain Donald J. Keirn, Air Corps
Materiel Division, Power Plant Branch

Some eighteen years ago an Army pilot, Major Schroeder, flew a LePere airplane to an altitude of 39,000 feet - a world record at that time. Chief among the various items of equipment of this airplane was an oxygen bottle for the pilot and an air pump for the engine; for the engine, like the pilot, needed additional breathing capacity to reach such an altitude. This air pump was the granddaddy of turbo superchargers.

Since that day, turbo superchargers have been installed in a comparatively small number of service airplanes. Twenty Martin Bombers and twelve DH4M2's were equipped with them shortly after Major Schroeder's record-breaking flight. It was some six or eight years later, however, that they again appeared on a limited number of service airplanes, namely, P-6D's and PB-2A's.

Notwithstanding the age of the turbo supercharger, it is safe to assume that only a small minority of Air Corps pilots have ever operated an airplane with this equipment installed. The turbo, however, has passed the embryo stage and will be an item of equipment on many of the aircraft now being procured for the Air Corps.

A turbo supercharger is a gas turbine coupled directly to a centrifugal air blower. By maintaining a constant absolute pressure in the exhaust manifold of the engine, the exhaust gases may be expanded to atmospheric pressure through the turbine, and the power thereby generated used to compress air in the centrifugal blower supplying it to the carburetor of the engine. As the airplane ascends, the atmospheric pressure decreases, thereby providing a greater pressure differential between exhaust manifold and the atmosphere with the resultant increase in power available to meet the increased demands of the engine supercharger.

At first glance, one might wonder why, since the weight of exhaust gas equals the weight of the air supplied to the carburetor plus the weight of the fuel burned, it is possible to expand the

exhaust gas from approximately 14.7 lbs./sq. in. to atmospheric pressure and to obtain sufficient power to perform the work of compressing an almost equal weight of air from atmospheric pressure back to 14.7 lbs./sq. in. On second thought, however, it is obvious that since the exhaust gases are ejected at a temperature of approximately 1500° F, they expand to a volume three or four times the volume of an equal weight of air. Since the work accomplished by expanding a gas is a function of pressure times volume, and the work expended in compressing air is a similar function, there is more than enough energy in the exhaust gases to accomplish the required supercharging.

An automatic regulator is provided for maintaining approximately the same air pressure at the carburetor for any altitude up to the critical altitude of the supercharger which, in most present designs, is 25,000 feet.

The operation of the turbo supercharger by the pilot is extremely simple. The pilot sets the turbo regulator control to give the engine pressure desired, as indicated on a manifold pressure gauge. He then controls the engine by means of the throttle, as in the conventional airplane. For maximum efficiency in long range operation, the throttle remains wide open and refinements in power are controlled by setting the supercharger regulator control.

If the pilot adjusts the throttle for a certain manifold pressure, he no longer has to change the setting as he increases or decreases altitude to maintain the same manifold pressure. The turbo regulator does this for him, since it maintains a relatively constant pressure in the air duct to the carburetor.

There is no reason for the pilot to assume that the turbo is merely a gadget, like an oxygen bottle, to be used only at high altitude. The engine used in a turbo-equipped airplane is a sea level type and consequently it depends on the turbo to maintain rated

power at any altitude above sea level. Furthermore, take-off power must usually be obtained by use of the turbo.

On the other end of its performance range, that is at rated altitude, say 25,000 feet, the turbo is not at all powerful and is not infinite in speed allowed. To prevent overspeeding, as in any other machine, power must be reduced. A good rule of thumb is to decrease rated manifold pressure one inch for each 1,000 feet of altitude above rated altitude.

There are other reasons why the turbo should not be turned off for normal operation. If full power is needed in an emergency, it is available if the turbo is maintaining sea level air pressure at the carburetor. If the turbo is off, manipulation of the turbo control is required and an additional time lag intervenes for the turbine wheel to come up to speed before the engine can develop full power.

One of the most important considerations is that of carburetor icing. Many of the new turbo installations have no provisions for heating carburetor air other than the heat of compression supplied to the air by the turbo compressor. In such installations it is absolutely essential to operate the turbo at all times when the humidity is high. In other installations, a control is provided for heating the carburetor air, but these provisions are not always adequate in severe icing conditions and the use of the turbo supercharger is an essential precaution.

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NEW BUILDING ACTIVITIES AT WRIGHT FIELD

All is not quiet at Wright Field, Dayton, Ohio. The new engineering and test facilities under construction add the discordant clatter of pneumatic drills and hammers, concrete mixers and shovels to the deeper roar of motors being laboratory and flight tested.

At this writing, the new Propeller Test Laboratory is 98 percent complete. The new Power Plant Laboratory is fast taking form; the basement is in, steel up and pouring of the first floor of this two-story building nearly finished.

Erection of steel in the new Dynamometer Laboratory Building will start in less than two weeks as all excavating is finished and most of the footings are in.

Bids were opened on October 20th for four new Torque Stands. Part or all of the new stands are to be 45-foot sections to augment the seven stands now in use. The oil storage building which services the stands is to be enlarged to three times its present size and capacity.

By December 1st, all excavations, gradings and footings for the new Wind

Tunnel will be completed by purchase and hire method. The date when contracts for the construction of the building will be let has not been announced. Development of plans for the tube and testing chamber has been under way for some time in Washington, D.C.

Classified as maintenance rather than new construction, the auditorium in the Administration Building is being converted into 6400 square feet of office space. More room for the Motion Picture Unit will be provided by an excavation under one corner of the Army Aeronautical Museum.

Expansion of utilities is currently being accomplished by various maintenance projects.

At nearby Patterson Field, a survey is now being made of existing utilities in expectation of expansion in the near future. If the plans announced three months ago are carried out, three major additions will be constructed: a \$77,000 repair building, a \$205,000 equipment repair building, and a \$305,000 engine test stand. At the same time, it was stated that a \$690,000 expansion of the engineering department would be included.

Seven temporary barracks, each accommodating 63 men, are now being constructed. These are to be completed by November 24, together with two mess halls and two recreation buildings.

Bids are now being received for a permanent brick structure for the radio station to replace the temporary wooden structure recently destroyed by fire.

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TEMPORARY CLOSING OF AERONAUTICAL MUSEUM AT WRIGHT FIELD.

The Army Aeronautical Museum at Wright Field has been temporarily closed in the interests of concentration upon the expansion program. The Museum was opened to the public on February 17, 1936, since which time 150,000 visitors have registered there. The registration book contains names representing every State in the United States and approximately 25 foreign countries. As the Museum became better known, the number of visitors increased. In the 10½ months of 1936, for instance, in which the Museum was open, 15,003 visitors came to see it. In the 8½ months of 1939, the number expanded to 78,561. The latter number, of course, included the great crowd which thronged to the Field on the occasion of the 30th Anniversary of the Air Corps.

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Major Ray A. Dunn, Air Corps, has been assigned to duty as Commanding Officer of the Middletown Air Depot, Middletown, Pa.

THE ANNUAL AIR CORPS RESERVE CONFERENCE

The Ninth Annual Conference of Air Corps Reserve Officers was held at Mitchel Field, L. I., New York, on October 9th, 10th and 11th, and was attended by over 120 Air Corps Reserve Officers, Unit Instructors and guests from all parts of the United States.

A concurrent meeting of Regular Army Unit Instructors for the Air Corps Reserve was held at Mitchel Field. The conference was followed by the annual meeting of the Air Reserve Association of the United States and its National Council. The Association is composed of the majority of the active Air Corps Reserve officers.

The Conference concluded with an annual banquet at the Hotel New Yorker, where Major General H.H. Arnold, Chief of the Air Corps, was the principal speaker. The officers were also addressed by Honorable F. Trubee Davison, Mr. William Stout and Mr. Gill Robb Wilson, with Mr. Lowell Thomas and Mr. C.S. (Casey) Jones acting as toastmasters. Guests included General Thompson, in charge of Reserve Affairs for the General Staff; Colonel Chaney, Commanding Officer of Mitchel Field; Lieut. Colonel H.H. Young and Captain C.E. Henry, Chief and Assistant Chief of the Reserve Division, Air Corps; Lieut. Colonel William P. Wattles, National Secretary of the Reserve Officers Association, and Mr. Frank Tichenor, Publisher of AERO DIGEST.

Arrangements for the Conference were in charge of a committee headed by Lieut. Colonel G. Willard Rich, Majors John M. Hayward, Milton A. Stone, Howard A. Scholle, Captains Edward L. Smith, Harvey M. Cronk, James G. Ferbald, Charles C. Greene, Charles T. Stoffer, Lieuts. James G. Adams, Carl G. Alberi, and J.R. Weiss, of the Second Corps Air Detachment, Air Reserve Association.

National Officers elected by the Air Reserve Association for the coming year are: President, Captain Brintnall H. Merchant, Washington, D.C.; Senior Vice President, Major Peter C. Borre, Boston, Mass.; Second Vice President, Lieut. Colonel Joseph S. Marriott, Los Angeles, Calif.; Judge Advocate, Colonel C.W. Mason, Nowata, Oklahoma; Secretary, Lieut. T.Q. Graff, Fairfield, Ohio; and Treasurer, Captain H.M. Cronk, West Hempstead, New York. National Headquarters will be continued at the office of the National Aeronautic Association, 1909 Massachusetts Avenue, N.W., Washington, D.C.

Major William Henry Beatty, of Birmingham, Ala., was awarded a watch which was contributed by Mr. Palmer-Ball, of Louisville, Ky., for having contributed most to the work of the Air Reserve Association during the past year through his efforts in connection with legisla-

tion which provides compensation for death and disability suffered by Reserve Pilots after July 15, 1939.

The National Council of the Air Reserve Association made a number of recommendations for the improvement of the efficiency of the Air Corps Reserve which will be forwarded to the Association members in the near future.

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BLACKOUT IN THE PANAMA CANAL ZONE

For the first time in its history, the Panama Canal was in complete darkness for 15 minutes on the night of October 10th.

The blackout, publicized in Panama newspapers extensively for more than a week in order that cooperation from motorists could be obtained, was effective from 10:45 until 11:00 p.m.

Major General David L. Stone, Department Commander, and President Juan Demostenes Arcemena, of the Republic of Panama, witnessed the demonstration from the top of Ancon Hill, a spot which afforded an excellent view of the blackout.

Nothing in the Canal Zone was left lighted, with the exception of a few small Canal markers that were not extinguished. All Army posts, the lights on the locks at Miraflores and Pedro Miguel, at the docks and at all other Canal Zone locations, both in the Pacific and Atlantic Sectors, were in darkness for the 15-minute period.

Motorists along the highway, forewarned of the trial blackout, cooperated by parking their vehicles and turning out the lights.

The 44th Reconnaissance Squadron furnished four B-18 airplanes from Albrook Field for observation purposes. Each plane was assigned a sector and reported any form of light visible by the crews.

Crew A was composed of Brigadier General H.A. Dargue, Air Corps, Wing Commander, command pilot; Lieut. Colonel F.M. Brady, pilot, and 2nd Lieut. Sam Maddux, Jr., co-pilot. Crew B was made up of Captain A.L. Bump, Jr., pilot; Captain F.G. Allen, co-pilot; and 1st Lieut. M.E. Stephenson, 2nd Lieut. C.C. Easem, Air Corps, and 1st Lieut. H.G. McFeely, Coast Artillery Corps, observers. In Crew C were 1st Lieut. R.T. King, pilot; Captain R.E. Randall, co-pilot, and Major H.P. Detwiler, Coast Artillery Corps; 2nd Lieut. H.A. Von Tungeln, Air Reserve, and 2nd Lieut. M.H. Hays, Air Corps, observers. Crew D was composed of Captain R.K. Taylor, Air Corps, pilot; 1st Lieut. G.H. Macintyre, Air Corps, co-pilot; and 1st Lieut. R.J. Belardy, Coast Artillery Corps; 2nd Lieuts. K.M. Welborn and K.L. Riddle, Air Reserve, observers. Albrook Field, by itself, recently prac-

ticed a blackout which also lasted for about 15 minutes.

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NEW THEATER FOR ALBROOK FIELD

Members of the Albrook Field command henceforth will attend picture shows in a new, ultra-modern theater which was scheduled to open on or about October 23rd. The theater, considered one of the best in the Canal Zone, was built at a cost of approximately \$70,000. Construction work on the structure has been under way for approximately six months, according to C.T. Goldenberg, 1st Lieut., Air Corps, Theater Officer.

The new theater will seat 991 persons. Seats of the most comfortable type, with heavy upholstery, were installed.

The building itself is a yellow structure of a unique architectural design. Engineers on the project described the architecture both as "tropical" and "Panamanian" and pointed out that it was designed in such a manner as to make it as cool as possible. Both sides of the building are open except for porches and screening.

The interior of the building also is in yellow. The contrasting colors come from large visible rafters of dark brown, decorated with green. Small balconies are at either side of the stage on which the screen is placed.

Extensive work on the grounds around the new theater is now under way.

Engineers on the project said every precaution has been taken to insure the best possible sound effects. Special acoustic boarding makes up the entire interior walls of the building.

The latest type sound and project equipment has been installed at a cost of at least \$8,000.

The new theater replaces an old frame structure, which was also used as a small gymnasium, and which housed a Post Exchange, a tailoring shop, shoe shop and other concessions.

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KELLY FIELD HEARS NEW AIR CORPS SONG

All the officers and Flying Cadets at the Advanced Flying School, Kelly Field, Texas, gathered in the Post Theater on October 13th to hear the new Air Corps song, which was presented by Mr. Crawford, the composer thereof, who is flying in his own plane to all Air Corps stations in connection therewith. Mr. Crawford had copies of the song, and all present joined in the singing.

Upon the conclusion of the singing, Messrs. H.F. Cole and C.T. Tolpo, from Fort Worth, Texas, gave a lecture on the function and operation of the Airways Traffic Control Centers of the

Civil Aeronautics Authority, with which governmental agency they are connected. They also cleared up questions that were asked regarding flying along the air lanes controlled by the Civil Aeronautics Authority.

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ACTIVITIES AT GLENDALE, CALIF.

The Air Corps Training Detachment at the Grand Central Air Terminal, Glendale, Calif., reaches its full authorized complement on October 28th, when the final 32 enlisted men arrive to begin their training as future mechanics.

With the arrival of this group, the detachment will have 272 enlisted men in training at Curtiss-Wright Technical Institute and 70 Flying Cadets undergoing primary training at Grand Central Flying School.

Headquarters of the detachment and living quarters for the Cadets are in the former Club Airport Gardens, a swanky night club of a few years ago. The Cadets are bunked in the one-time Casino, and the mess hall is the luxurious dining room where the social elite once dined at fabulous cost. The tile swimming pool in the middle of one of the spacious lawns remains for the use of the Cadets, and as each one completes his first solo flight he is unceremoniously tossed into the pool, flying attire and all, to cool off.

The enlisted men occupy newly-constructed barracks adjoining the headquarters building. Instead of big dormitories, the two barracks buildings have been walled off into small two-bed compartments which affords both privacy and increased opportunity for study without distraction.

Grand Central's first graduating class of Cadets is now at Randolph Field, with the second class almost through with its primary training. Of the original number of 37 Cadets in the class, comprising the first group, 26 succeeded in making the grade.

The two civilian schools at Glendale which are training the Flying Cadets and the enlisted men are owned by Major C.C. Moseley, who was an Air Service pilot during the World War, and who was the winner of the First International Pulitzer Race Trophy in 1920, at which time he established a new American speed record. Major Moseley resigned from the Army in 1925. He served with the 27th Pursuit Squadron, First Pursuit Group, in France for two years, along with Rickenbacker, Luke, Quentin Roosevelt and other famous officers.

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Major Harrison W. Flickinger, Air Corps, was placed on the retired list, effective October 31, 1939, on account of disability incident to the service.

SELFRIDGE FIELD COMPLETES WEEK OF SUCCESSFUL MANEUVERS
By 2nd Lieut. Thomas B. Summers, Air Reserve

Robert S. Ball, Aviation Editor, Detroit News, writes, "Michiganders need have no fear of attack from the air as long as the First Pursuit Group of Selfridge Field, Michigan, is on the job." Vera Brown, Staff Correspondent, Detroit Times, writes: "The First Pursuit Group, Selfridge Field, Michigan, demonstrated in their highly efficient way this week that they were perfectly capable of defending this portion of the United States against any aerial attack from an enemy." Malcolm P. Moore, Editor of the Mount Clemens Daily Leader, wrote: "The First Pursuit Group once more demonstrated their capability of repelling aerial attacks directed against this portion of the United States."

--- and these were only three of the many favorable press notices received when the First Pursuit Group spent the week, beginning October 16th, in defending Michigan from simulated aerial attacks.

The Pursuiters were defending an area bounded by Detroit, Battle Creek and Bay City, which comprises about 500 square miles. The three squadrons were dispersed to airdromes at Flint, Pontiac and Lansing; the 17th Pursuit Squadron, with Captain Paul B. Wurtsmith in charge, being at Flint; the 94th under the command of Major Harold H. George, at Pontiac, and the 27th, commanded by Major Willis R. Taylor, at Lansing.

Ground radio units were established at all of these stations, and the stage was set for a week of mimic warfare. The nerve center for this network of Air Defense tests was in a small room in the basement of the Administration Building at the Army's 3rd Air Base. It was there that reports, hypothetically phoned in by civilian air raid observers, were pieced together to make a definite flight pattern on a grid-marked map of Southern Michigan.

Members of the Headquarters Staff planned and composed the problems for each of the five days. It was up to those officers, not in the know, to solve and execute them. Conducting the tests were Major Lawrence P. Hickey, commanding officer of the First Pursuit Group; Captain John R. Hawkins, Group Operations Officer, and Captain James E. Briggs, Group Adjutant.

Only once during the entire week did the Pursuiters fail in their interception, and then the simulated "squadron" of bombers, consisting of one C-40, slipped through the screen and subjected Detroit's key industrial plants to an imaginary aerial bombardment. It was felt by field officials that the use of only the Lockheed Transport, piloted by Captains K.J.

Gregg and John M. Jones, made the problems increasingly more difficult. The aid of clouds and poor visibility enabled the Lockheed to hide more effectively than could a squadron of Bombers. However, the Lockheed was used throughout the entire week, and successful interceptions were realized during four of the five problems.

All orders in the defense practice were transmitted by radio from the plotting room. The progress of the enemy bombers was followed on maps of the district marked off in squares. The altitude, direction and speed of the invaders was computed, and interception orders were radioed to the defending Pursuit ships accordingly.

The problems were made much more realistic by the element of weather that entered in. Rain, poor visibility and low hanging clouds all had to be coped with several times during the problems. On the fourth day, the weather became so poor that the invading Bomber was forced to change its course from that previously plotted. The Bomber flew a zig-zag course, often changing its speed. The pilot radioed notes to the Plotting Room intermittently giving the position, direction and air-speed of his ship five minutes previous. With this as their only aid, those in charge radioed orders to the Pursuit ships, and the interception was made in the shortest time of the week. These occasional changes of direction and frequent changes of speed, as actually reported to headquarters by his own radio (but which would have been reported by ground intelligence net observers) drew the defense screen one way and another along the boundary of the triangular defense area, until interception was accomplished by the keen-eyed Pursuit pilots.

Daily critiques were held throughout the maneuvers to analyze the day's interception problem. Diagrams were drawn on the blackboards in an effort to find and plug the weak spots.

Major Hickey expressed himself as being highly satisfied with the work, and it is felt that the training received by the entire Group was highly valuable.

From the standpoint of publicity, the Public Relations Office reported a most successful week. It is estimated that over 400 column inches of stories were printed, and many pictures were used by the papers. From three to four hundred people were on hand each day at each town to look at the ships and talk with the men. School classes were dismissed and teachers and pupils alike flocked to the airdrome in the three cities. One teacher in Flint stated

(Continued on Page 7)

THIRD CLASS ENTERS CHICAGO SCHOOL OF AERONAUTICS.

Twenty-four student officers, recent West Point graduates, reported September 12th to the Curtiss Airport to begin their primary flight training. Along with four Flying Cadets, this group makes up Class 40-C, the third class to enter this School since its prompt opening on July 1st, in compliance with War Department orders. No time was wasted in getting the new class into the air, and fifty percent had soloed by October 6th.

The student officers and Flying Cadets have found the School very much to their liking, both from the flying and social points of view. The instructors to a man have made very favorable impressions upon their students, and the students have progressed rapidly under their tutelage. To date the weather has been ideal, only one flying day having been lost because of adverse conditions.

The flying cadets and a majority of the student officers are living at the field in a brand new building which houses a barracks, mess hall, class room, headquarters, flight office, and infirmary, with a volley ball court and the flying line just a step away. The building was officially stamped complete with a large scale dancing party in celebration. A ten-piece orchestra played for the dancers, who utilized the slick floors of the lobby and mess hall for their activity. Northwestern University coeds were very much in evidence at the hop. A regular schedule of hops is in operation, and on the off nights a combination radio-victrola, plus a piano and ping-pong table, help keep guests entertained.

In the immediate neighborhood there are several golf clubs, tennis courts, riding stables, and bowling alleys, while in nearby Evanston there are theatres and Northwestern University. Chicago itself is just half an hour's drive from the field. On the field is the "Cockpit Grill," a popular rendezvous after flying hours.

The Flying Cadets get their military training each Saturday morning in a two-hour class order drill period, under the supervision of the student officers.

The accomplishment of establishing this school and the smoothness with which classes come and go show fine coordination and planning by the Air Corps Supervisory personnel and the civilian director of the School. Ground school is efficiently directed by Mr. "Casey" Jones and Mr. Dwight (Brute) Morrow, veteran of many years of instructing fledgelings, heads the group of flight instructors.

PROGRESS OF TRAINING AT RANDOLPH FIELD

Training for the first class to report to Randolph Field from the civilian primary schools is advancing rapidly. Most of the students have soloed and are nearing the end of the transition phase of the scheduled work.

So far, the weather has offered no interruption to flying and, in consequence, the work is somewhat ahead of the regular schedule. The average dual flying time is approximately 7:15 hours and the solo time 2:15 hours.

The training of this class is being carried on by personnel assigned to "B" Stage. The two flights now operating from "A" Stage will move back to "B" Stage when the class reaches the half way point. "A" Stage personnel will begin regular instruction duty with the new class which is scheduled to arrive at this time.

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RANDOLPH FIELD REHABILITATION PROJECT

On September 28, 1939, a W.P.A. allotment of \$90,370. (\$79,580 for labor and \$10,790 for non-labor) was received to cover repairs and rehabilitation of buildings, including plumbing, heating and electrical installations, public utility systems, water supply and purification, water and sewer lines, landscaping, grading and drainage, incidental roads and walks at Randolph Field. No new construction is to be accomplished under this authorization. This project will provide employment for approximately 146 men for a period of nine months.

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AUXILIARY FLYING FIELD FOR AIR CORPS DETACHMENT AT GLENDALE.

An auxiliary flying field of 160 acres near the town of Reseda, in the San Fernando Valley, has been established for the Air Corps Training Detachment at Glendale, Calif.

This field, about 15 miles distant from Grand Central Flying School, headquarters of the detachment, affords a second field from which to operate the 20 PT-13A training planes assigned to the group.

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Captain William J. McKiernan, Air Corps, is placed on the retired list, effective October 31, 1939, because of disability incident to the service.

Lieut. Colonel Oliver P. Echols, Air Corps, has been designated as Commandant of the Air Corps Engineering School, Wright Field, Dayton, Ohio.

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PARACHUTE AND LIFE VEST PREVENT CASUALTY

Private John M. Heller, gunner, 26th Attack Squadron, Wheeler Field, became separated from his A-12 airplane while on a tow target mission and was required to subject to the supreme test not only his parachute but also his life vest. He declares that both passed the test with flying colors. The incident took place near Haleiwa, on the north shore of the Island of Oahu, at 9:40 a.m., September 25, 1939.

Private Heller's airplane was towing a target for aerial gunnery, and just after the last firing airplane completed its gunnery mission he noticed that the tow rope was apparently caught around the tail wheel. Informing the pilot, Lieut. Roy E. Warren, of the situation, Private Heller suggested that diving the airplane would probably free the rope. At this point, Private Heller unfastened his safety belt to enable him to watch the rope more closely. Then, when Lieut. Warren nosed down suddenly, Private Heller and the airplane parted company.

The parachute opened normally, and Private Heller immediately commenced to loosen the harness in preparation for his fall into the water. He dropped free from the harness about ten feet above the water, landing just inside the reef and in sight of the Hawaiian Division's Pack Train Camp at Kawaiiloa.

The life raft dropped by Lieut. C.D. Sluman landed just off the reef in deep water. Private Heller decided to swim for the shore rather than risk the possibility of sharks outside the reef. Half way to shore he was met by several members of the Pack Train who assisted him the remainder of the way.

Private Heller suffered no discomfort other than that caused by his unexpected ducking and he was lavish in his praise of that device known to all military men - that "Callous producing saver of lives" - the parachute.

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Maneuvers by Selfridge Field Pursuiters (Continued from Page 5)

that her high school class was making a study of Military Aviation during the period of the problem due to interest created by the local newspapers. Authorities at Selfridge Field were quick to take advantage of this opportunity, and Recruiting Officers were placed in each of the three towns.

At a time when the expansion movement is just going into effect and good publicity of this type is highly needed, it is felt by the writer that more routine training missions such as this should be carried on in the vicinity of all Air Corps stations. Such missions are the basis for excellent publicity and create interest incident to recruiting.

"WING DING" FOR GENERAL ARNOLD

The 18th Wing, commanded by Brigadier General Walter H. Frank, gave a dinner - better known as a "Wing Ding" - honoring Major General Henry H. Arnold, Chief of the Air Corps, at the Wheeler Field Officers' Club on the evening of October 2, 1939. All officers on duty at Hawaiian Department Air Stations attended this most pleasant and enjoyable affair, and the following guests were also present:

Major General Charles D. Herron, Commanding General, Hawaiian Department;
Major General William H. Wilson, Commanding General, Hawaiian Division;
Major General Briant H. Wells, U.S. Army, Retired;

Brigadier General Daniel I. Sultan, Commanding General, 22nd Infantry Brigade;

Colonel Eugene Santschi, Chief of Staff, Hawaiian Division.

All officers, except the guests, assembled in the library of the Club at 7:00 p.m. to receive the seating arrangements which had been carefully arranged by Captain Minton W. Kaye, who also excellently performed the tremendous task of making all other arrangements for the affair on quite short notice. An official party, consisting of General Frank, Colonel Fitz Gerald, Lieut. Colonels Lynd and Kraus, Majors Bertholf and Montgomery, and Captain Kelly, met and escorted the guests, who arrived at 7:30.

At 7:55, dinner was announced by the sounding of "Assembly." All officers, except guests and the official party, took their places and, after the sounding of "Attention," the guests and the official party entered the dining room. Chaplain Cooper pronounced grace, after which all present toasted our Commander-in-Chief, his Excellency, the President. Dinner was then served.

At the conclusion of the dinner, General Frank made a few well chosen introductory remarks and led all in a toast to General Arnold. Then occurred what was undoubtedly the most inspiring and enlightening speech ever heard by this group of officers. It is believed that every Air Corps officer present, then and there, made, or renewed with more vigor, a firm resolution to do his utmost to accomplish his part in the expansion program, and, says the News Letter Correspondent, "it is hoped that as the PAA Clipper set its course for the mainland General Arnold relaxed in his seat with the firm conviction that in the tremendous task before him he will have the loyalty from, and the whole hearted cooperation of, the Air Corps units in the Hawaiian Department.

Following General Arnold's speech, Major General Herron, Commanding General, Hawaiian Department, presented a few appropriate words of thanks and ap-

preciation to General Arnold for the latter's visit to the Hawaiian Department and assured him of the cooperation of all branches in the Air Corps expansion and training. Chaplain Bean then offered the benediction.

The personnel of the 6th and 19th Pursuit Squadrons, encamped at Bellows Field for gunnery practice, were very pleased in having distinguished guests for lunch on September 29th. Major General Henry H. Arnold and his aide, Captain Eugene Beebe, who arrived on the Honolulu Clipper the day before, were taken on an inspection tour of the installations of the Island of Oahu by Brigadier General Frank, Commanding the 18th Wing, and made a lengthy stop at the gunnery camp. Following lunch, the squadrons staged a demonstration of their mass gunnery tactics for the Generals and were commended very highly for their work.

On the morning of September 29th, Wheeler Field and the 18th Pursuit Group, both under the command of Lieut. Colonel William E. Lynd, were inspected by the Chief of the Air Corps. All installations at Wheeler Field came under the rapid but careful scrutiny of General Arnold's eyes. It was very gratifying to General Frank, Colonel Lynd and their staffs to hear the Chief of the Air Corps express himself as being very much pleased with the results of his inspection.

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EVACUATION OF LUKE FIELD, T. H.

With the suddenness of a tropical storm, orders from Washington gave the dead-line for the evacuation of Luke Field as October 31, 1939. While the order was expected for the last ten years, the Reconnaissance Squadrons (two) living at Luke Field were roused from their comparative complacency and are now in the process of moving airplanes, officers, barracks, etc., to Hickam Field. All buildings which are small enough to be moved by barge are being brought to Hickam Field to augment the "Tent City." Hangars and the Hawaiian Air Depot will remain at Luke Field until such time as buildings and installations are completed at Hickam Field. All available men were turned over to the 17th Air Base Squadron to assist in the move. By October 31, 1939, all Squadrons will be at Hickam Field, and the work for everyone will be simplified.

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During the month of September the Engineering Department of the San Antonio Air Depot, Texas, overhauled 7 airplanes and 126 engines, and repaired 35 planes and 21 engines.

RETIREMENT OF MASTER SERGEANT CAYWOOD

Supplementing the article on Sergeant Caywood's retirement, which appears elsewhere in this issue, The Kelly Field Correspondent states that this noncommissioned officer, while with the Air Corps, served with the 40th, 41st and 63rd School Squadrons, the 15th Observation Squadron and the 12th Air Base Squadron.

During the World War, Sergeant Caywood held a commission as 1st Lieutenant in The Adjutant General's Department, serving at Camp Sevier, S. C.; Camp Grant, Ill.; Fort Knox, Ky., and Camp McClellan, Ala., in the capacity of Assistant Paymaster.

This splendid noncommissioned officer has had a very colorful and varied career during this long service. He served with General Funston on the Vera Cruz Expedition in 1914, when he held the grade of Sergeant, 1st Class, in the Quartermaster Corps (Wagon Master); and with General Pershing for 11 months in 1916 in the Punitive Expedition into Mexico, when he held the grade of Master Sergeant in the same branch. He participated in several skirmishes in Mexico, and was a member of the party in the skirmish at Oho Frederico, when they found four resident Americans hung to a tree.

This veteran airman served a tour of duty in the Philippine Islands in 1925-27 as a member of the 28th Bombardment Squadron, Nichols Field, Rizal, P. I., where he was involved in an aircraft accident which nearly claimed his life. The Sergeant recounted that he was on a Southern Island flight with Major Paul L. Williams, Air Corps (then 1st Lieut.). Major Williams landed on a small field on the Island of Leyte, together with several other planes (amphibians) which landed in the bay.

In taking off from the field on Mother's Day, 1926, Sergeant Caywood's plane (a Douglas C-1), which was heavily loaded, lost flying speed, crashed and burned. According to Sergeant Caywood, he was knocked unconscious and Major Williams, who received minor injuries only - succeeded in pulling him out of the burning airplane to safety. Sergeant Caywood sustained cuts, bruises and severe body burns, and most of his hair was burned off. He emphatically opined that if Major Williams hadnot pulled him from the burning plane he would have perished as, according to witnesses to the crash, who were in the amphibians on the water, it would not have been possible for them to reach the wreckage in time to save him.

In reminiscing over the early days of aviation, Sergeant Caywood recalls that he made the acquaintance of Major General Benjamin D. Foulois (former Chief of the Air Corps) when he was a first

lieutenant in the Aviation Section of the Signal Corps and was conducting his pioneering flights in pusher type planes at Fort Sam Houston, Texas, in 1913. Later he had the pleasure of serving with General Foulis in 1931 in the mammoth Air Corps maneuvers held on the east coast.

The Sergeant recalls with humor, and some embarrassment, one of his experiences during his recruit days at Fort Riley, Kansas. He was driving a buckboard for the Quartermaster's Department at that station one day, from the railroad station to the post office. He had picked up the mail at the station and was on the verge of driving off when a dignified gentleman approached him and asked for a ride to the post. Recruit Caywood said: "O.K., Mister, hop in." Enroute to the post, Caywood's passenger made a number of inquiries, including the name of his organization commander and whether or not he and the rest of his buddies liked their commanding officer, to which he (Caywood) replied, "We don't think so much of him."

Upon reaching the Post Headquarters, the old gentleman requested Caywood to drive him to the commanding officer's quarters, to which Caywood replied, "Oh, no; not a chance. My orders call for my driving from the station to Headquarters only and my captain will raise the devil with me if I disobey. You go see him if you want me to take you to the Officers' Line."

The old gentleman replied, "That will be all right, sonny. You take me to the commanding officer's quarters, and if your captain says anything to you just tell him that I told you to take me there. I'm General Funston."

Sergeant Caywood said that with reddened complexion he lost no time in delivering General Funston to the commanding officer's quarters, probably breaking all known records in covering the distance by mule and buckboard transportation. The Sergeant later served under General Funston at Vera Cruz in 1914.

While serving at Fort Sam Houston, Sergeant Caywood frequented the landing field used by the pioneers of Army aviation in those days and was even then hoping to enter the flying branch of the Army. He witnessed the airplane crash on May 11, 1911, which claimed the life of 2nd Lieut. George E. M. Kelly, in whose memory Kelly Field was named, and at which station the Sergeant was to spend a good portion of his service.

Sergeant Caywood has had a diversified military education, and believes he holds the unusual distinction of having attended and graduated from all the enlisted service schools of the Army except the Air Corps Technical School. He graduated from the Horse-

shoers and Saddlers School at Fort Riley in 1907; from the School of Fire at Fort Sill, Okla., in 1909; the Mess Sergeants' Course at Fort Sam Houston in 1910; the Mechanics School at Camp Holabird, Md., in 1920, and the Chemical Warfare School in the Philippines in 1926. He has in his possession diplomas from each school.

This faithful old noncommissioned officer, who received his appointment as Master Sergeant in April, 1934, is the proud possessor of the Mexican Service Medal and the World War Victory Medal. He married in 1909 and owns his home at Heletes, Texas, where he plans to live after his retirement and leisurely make plans for his future. He declares that the most interesting and pleasant tours of his service have been spent at San Antonio, Texas, and Kelly Field in particular.

The entire Air Corps witnesses with reluctance the departure of this veteran from its ranks, and wishes him all the luck and happiness in the world in his well earned retirement.

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RETIREMENT OF WARRANT OFFICER DIAMOND

After more than forty years of service, Warrant Officer Robert H. Diamond was, upon his own application, retired from active service on October 31, 1939, and was advanced on the retired list to the rank of Captain under the provisions of the Act of Congress, approved May 7, 1932.

Captain Diamond enlisted in the Infantry on May 18, 1898, and served therein until August 14, 1917, at which time he was appointed a Second Lieutenant in the Cavalry. He was appointed First Lieutenant, August 15, 1917, and served as such until his discharge in October, 1919. He reenlisted in the Quartermaster Corps, December 16, 1919, and was transferred to the Air Corps on July 3, 1920. He was appointed a Warrant Officer on December 29, 1920, and is qualified in Supply.

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Upon the completion of their tour of duty in the Hawaiian Department, the following-named Air Corps officers are assigned to stations, as follows, for duty:

Captain John J. Keough to Middletown Air Depot, Pa.

1st Lieut. Frederick Bell to Kelly Field, Texas.

1st Lieut. Turner C. Rogers and 2nd Lieut. Frank H. Mears, Jr., to Selfridge Field, Mich.;

1st Lieut. John R. Sutherland to Maxwell Field, Ala.

1st Lieut. Frederick R. Terrell to March Field, Calif.

1st Lieut. Irving L. Branch to Mitchel Field, N.Y.

LANGLEY OFFICERS QUALIFY AS NAVIGATORS

Eleven Langley Field officers recently received certificates of qualification as celestial navigators, namely, 1st Lieut. James H. Rothrock, 2nd Lts. William H. Robertson and Charles J. Cochran, 49th Bombardment Squadron; 2nd Lieuts. Edgar Wittan and Joshua T. Winstead, 21st Reconnaissance Squadron; 2nd Lieuts. Arthur H. Rogers and Clarence K. Longacre, 20th Bombardment Squadron; 2nd Lieut. Robert A. Ping, 2nd Bombardment Group; 2nd Lieut. Chris H.W. Reuter, Hqrs. and Hqrs. Squadron, 2nd Bombardment Group; 2nd Lieut. Wm. P. Ragsdale, 96th Bombardment Squadron, and 2nd Lieut. Hiette S. Williams, 49th Bombardment Squadron.

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LEGISLATORS INSPECT N.A.C.A. LABORATORIES.

A delegation of four members of Congress arrived by air at Langley Field from Washington, D.C., on October 10th, and went on an inspection tour of the facilities of the laboratories of the National Advisory Committee for Aeronautics.

The visitors were Messrs. J.E. Van Zandt, of Pennsylvania; Francis Case, of South Dakota; C.F. Risk, of Rhode Island, and Henry Dworshak, of Idaho. Officials of the N.A.C.A. Laboratories who accompanied them on the inspection tour were Messrs. Henry J.E. Reid, Chief Engineer, and Edward Sharp, Administrative Officer.

The delegation arrived at the Langley Air Base in an N.A.C.A. Lockheed C-10, piloted by Mr. Melvin Gough. They were guests at luncheon at the N.A.C.A. and returned by plane to Washington the same afternoon.

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PURSUITERS STAGE DEMONSTRATION AT ABERDEEN.

The 33rd Pursuit Squadron, 8th Pursuit Group, Langley Field, Va., was selected to stage an aerial review at Aberdeen Proving Ground, Md., for the Ordnance Day Demonstration on October 12th. Under the leadership of Captain G. O. Barcus and 2nd Lieut. P.G. Cochran, a flight of six P-36A airplanes buzzed around the field for a week, performing various antics, etc., in preparation for the demonstration. On one day all flying on the field was held up for thirty minutes while the flight performed for the Langley Field personnel. The Pursuiters drew ooh's and ah's from the spectators and, in general, put on a very good show.

The varsity consisted of Captain G.O. Barcus (leader), Lieuts. J.R.

Allison, R.P. Fulcher, P.G. Cochran (deputy leader), E.H. Bewly and R.A. Ames.

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MITCHEL FIELD PISTOL TEAM ENJOYS SUCCESSFUL SEASON OF COMPETITION.

The U.S. Army Air Corps Pistol Team of Mitchel Field, L.I., New York, has just completed its most successful season of competition. The team has performed most of the matches against police department teams, other law enforcing agencies, together with various military organizations stationed in the vicinity of Mitchel Field. These agencies have made great strides in furthering competition and elevating team scores by scheduling military events in their matches and rewarding winners with substantial prizes.

During all their events, the Mitchel Field pistol team used the .45 automatic pistol and, despite the great difference in accuracy as compared with the .38 caliber revolver, they made a splendid showing in all the matches where other teams used the latter weapon.

Twenty-nine medals, two trophy statues, one silver cup and one large plaque were added to the team's collection of prizes for the season of 1939. The team won the awards mentioned in the following matches:

Freeport, Long Island.
Annual Police Match at Irvington, N.Y.
International Matches at Teaneck, N.J.
Roslyn, Long Island.
Spring Lake, N.J.
Patchogue, Long Island.
Frankfort Revolver Club of Philadelphia.

National Matches at Camp Perry.

Although various individuals of the Air Corps have fired in the National Matches, this is the first year the Air Corps has been represented by a team. Five of the seven members of this year's Camp Perry Team were from Mitchel Field. A surprising showing was made in all matches participated in by Mitchel Field shooters, considering the extemporaneous entries, equipment, and other difficulties.

Every effort is being made to improve the team average scores with the hope of establishing Air Corps team entries at the National Matches regularly.

The four-man team consists of 1st Lieut. M.L. Harding and Private 1st Cl. Boris M. Zubko, 99th Squadron; Private Henry Hawkins, 5th Squadron, and Corporal Henry Schmidt, 1st Squadron.

Other team members and alternates are Lieut. V.L. Phelps and Private E.J. Carroll, 18th Reconnaissance Squadron; Lieut. F.E. Schroeck, 97th Observation Squadron; Corporal Solomon Cutcher and Private S.L. Cross, 99th Squadron.

(Continued on Page 11)

V-8253, A.C.

MORE ON RESERVE OFFICERS' CONFERENCE

Further details on the annual conference of the Air Reserve officers in New York City during the early part of October were furnished by the News Letter Correspondent from Mitchel Field. This supplements the article on this conclave which appears elsewhere in this issue.

When the Reserve officers arrived at Mitchel Field, they were met by the reception committee of the 2nd Corps Area, and arrangements were made for the storage and handling of airplanes and equipment. Upon arrival at Mitchel Field, refreshments were served at the Officers' Club. They were registered at the Club and the Hotel New Yorker, upon completion of which the registered officers were given envelopes containing programs, tickets, etc. The officers were supplied with automobile transportation to the Hotel.

At 9:00 a.m., Monday, October 9th, the officers arrived at the Post Theater at Mitchel Field for their conference. A general discussion was held by the Reserve officers during the morning, and reports were given from each Corps Area. At 12:30 p.m., the officers recessed for luncheon at Mitchel Field and returned at 1:30 p.m. to complete open discussions. Colonel James E. Chaney, Commanding Officer of Mitchel Field, gave a short talk on the problems of teaching aviation and other matters to enlisted men. Open discussions were carried on for the remaining time and were completed at 4:00 p.m.

That evening the officers attended a dinner at the Columbia University in New York City and were entertained by the Aviators' Post of the American Legion.

On Tuesday, October 10th, at 9:00 a.m., the Air Reserve officers met in the conference room of Hotel New Yorker. Here they heard the reports of National Officers, standing committees on Membership, Legislation, etc. The meeting was adjourned at 11:00 a.m., at which time the officers departed for luncheon at Schaefer Center at the World's Fair. A specially arranged tour of outstanding attractions at the World's Fair was conducted from 1:30 to 5:00 p.m. Some of the main attractions were the exhibits displayed by the Bell System, General Motors, Goodrich and Aviation.

The latter part of the evening was spent at the Aquacade Show and the Fountain Lake at the World's Fair, where a section was reserved for the attending officers.

The final day of the conference was opened in the Conference Room of Hotel New Yorker at 9:00 a.m. Various committees reported on Resolutions, Nominations, etc., and the officers recessed for luncheon at 12:00 noon. Between

the hours of 1:00 and 4:00 p.m., the Association's business was completed and officers were elected.

At 4:00 p.m., the Reserve officers left Hotel New Yorker to attend the Hayden Planetarium, where a special performance was featured at 5:00 p.m. They returned to the hotel at 7:30 p.m., and later attended a banquet there and heard addresses by distinguished guests.

The main speaker was Major General Henry H. Arnold, Chief of the Air Corps, with Lowell Thomas, a well known news critic and commentator, as master of ceremonies. The Hon. F. Trubee Davison and Mr. Charles "Casey" Jones delivered short speeches.

The banquet was the final attraction and also the concluding session of the Air Reserve Officers' Conference for 1939.

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VETERAN NONCOMMISSIONED OFFICERS RETIRE

Two ~~grand~~ old men of the 63rd School Squadron, Kelly Field, Texas, are retiring this fall - Master Sergeant John Caywood on October 31st and Master Sergeant Patrick J. Hayes on November 30th.

The 63rd Squadron planned a big retirement party for Master Sergeant Caywood on October 28th, and one for Master Sergeant Hayes on November 25th.

Both of these veteran noncommissioned officers have a host of friends in the Army. They have given long, faithful and conscientious service. Every discharge received by both bore the notation "Character, Excellent."

Master Sergeant Caywood served in the 6th and 3rd Field Artillery, the Quartermaster Corps and in the Adjutant General's Department. He has served continuously in the Air Corps since 1920.

Master Sergeant Hayes has served in the 15th Infantry, Signal Corps and the 50th Signal Battalion. He has been in the Air Corps since 1922, and will be remembered as one of the most efficient and military first sergeants in the Army. He had a host of friends in the 1st Attack Group. Master Sergeant Hayes has been serving as line chief and Master Sergeant Caywood as chief inspector of the 63rd School Squadron.

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Mitchel Field Pistol Team (From page 10)

The team captain and manager to whom a great deal of credit is offered in leading their team through a fine season are Lieuts. M.L. Harding, the captain of the team, and C.K. Nelson, Jr., manager and executive officer.

"It is hoped," says the Mitchel Field Correspondent, "that all teams from stations in the vicinity of New York will communicate with Lt. Nelson with a view to arranging competitions for next year."

CONSTRUCTION WORK AT LOWRY FIELD

With the laying of concrete on the first runway at Lowry Field, Denver, Colo., about fifty percent complete at this time, the personnel at that field have hopes of being able to "home" back to their native field instead of landing at the Denver Municipal Airport. Everyone is looking forward to the move to Lowry Field with great interest, as the present crowded working conditions and housing of airplanes outside at the Denver Municipal Airport is decidedly an inconvenience.

A decided improvement was made in the facilities of the Post Exchange at Lowry Field by taking over the old theater space above the Post Exchange Restaurant. This has permitted the construction of an attractive Post Exchange sales room.

October 1st was a big moving day for ten officers and twenty noncommissioned officers when they moved into the permanent quarters at Lowry Field proper.

Rapid progress is being made on the foundations of the permanent barracks, which in time will house nearly 2,000 men. The completion date, however, is far in the future, but permanent personnel at Lowry Field still can look forward to the time when it will be their home as well as the home of the student enlisted personnel.

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LOWRY FIELD PERSONNEL ATTEND OPPORTUNITY SCHOOL.

The cooperation of the officials of the city of Denver, Colo., with Lowry Field has resulted in a splendid opportunity for the enlisted men of Lowry Field to attend the Opportunity School, which is one of the few schools conducted by a municipality in the United States. It is operated with a view to assisting anyone in bettering himself in almost any line of endeavor which would lead to increased earning power. The School is utilized by the enlisted men of Lowry Field who, due to lack of opportunity in the past, are unable to pass the required Alpha and Mathematics examinations for entrance to the various courses in the Technical Schools. The special course is conducted four evenings a week, and at present 65 soldiers are taking this course. They are enthusiastic about the opportunity given them, and the Commanding Officer of Lowry Field is very appreciative of the fine service rendered by the city officials.

Another very fine example of the service offered through the Opportunity School is the course in Pedagogy conducted at Lowry Field by Professor J.B. Yingling, who spends two evenings a week, from 7:00 p.m. to 9:00 p.m., at

Lowry Field in assisting the instructors at the Technical School in modern methods of pedagogy. This opportunity is made available to the Directors of various departments, and all the instructors, both commissioned and enlisted, who have shown their appreciation for the helpful instructions received by a one hundred percent attendance at lectures.

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TECHNICAL SCHOOL STUDENTS MOVE INTO NEW BARRACKS.

The 5th School Squadron, Chanute Field, Rantoul, Ill., has moved the following classes into the new temporary barracks:

Radio Classes	5, 6, and 7
Machinist Class	#3
Sheet Metal-Workers	#3
Welders	#3
Carburetor Specialists	#4

One of the buildings has been utilized for Squadron Headquarters and supply offices. Each of the new barracks accommodates 63 enlisted men, and all have separate heating plants, showers, wash-rooms and toilets. The next unit of temporary barracks, scheduled for occupancy by the 5th School Squadron, is due for completion before November 1st. This unit will consist of eight barracks.

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GRADUATIONS FROM TECHNICAL SCHOOL

A total of 32 enlisted students (25 Airplane Mechanics and 7 Aircraft Machinists) graduated on October 13th, last, from the Air Corps Technical School, Chanute Field, Rantoul, Ill.

Of the 25 graduated Airplane Mechanics, 5 were from Randolph Field, Texas; 4 from Kelly Field, Texas; 3 each from Barksdale, Langley and March Fields; 2 each from Hamilton, Mitchel and Selfridge Fields, and one from the Middletown, Pa., Air Depot.

The seven graduated Aircraft Machinists came from seven different Air Corps stations, viz: Chanute, Kelly, Lowry, Bolling, Langley and Selfridge Fields, and Fort Knox, Ky.

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New Bolling Field is slowly becoming occupied and, as buildings become available, activities are moving from the old field. Among the departments which recently moved to the new field are Post Headquarters, Air Corps Supply, Post Inspector's Office and the Parachute Department. The barracks, officers' and noncommissioned officers' quarters, Dispensary and Post Exchange have been occupied for quite a long time.

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ALAE SUPRA CANALEM

By Brigadier General Herbert A. Dargue, Air Corps,
Commanding General, 19th Wing, Panama Canal Department

Down the curving shoreline of the Caribbean, some two thousand miles south of the southernmost boundary of the United States as the wild pigeons fly, lies the Isthmus of Panama. Wild, rugged, savage country, this, blanketed with jungle, ridged with vast mountain ranges, much of it impenetrable and unknown, but struck through with a ten mile strip of land and water that is one of the chief treasures of the United States - the Canal Zone. The value of this territory to the people of the nation cannot be expressed in terms of money. To hold it and defend it we are prepared to pay any price, but here again terms of money are useless. The price of this defense is that of military strength, fundamentally reckoned in money, yes, but more definitely in men and strong weapons, - men with clear eyes and keen intelligence and an inborn love of adventure of this sort, with the determination to keep the Canal open, come what may.

To the Air Corps in the Canal Zone, the 19th Wing, falls the primary defense of this focal point of world commerce. Our mission here is, first, to protect the Canal against all enemies "whomsoever;" second, to put our airplanes to their finest usage - the cementing of bonds of friendship between the United States and all the Americas.

This secondary duty is a pleasant one, indeed. Nowhere in the world can be found more genuinely hospitable, friendly people than in Central and South America. Our motto, "Wings Over the Canal," tells but a part of the story, for our wings have spread throughout all of Central America, where the airplanes of the 19th Wing are a familiar and welcome sight. They are now being prepared for flights southward. We have made friends, hosts of them, and day after day, month after month, acquainting personnel with the terrain, our wings reach outward, farther and farther from home, visiting, making new friends and bringing with us the good will of the North American people for the people of South and Central America.

Guatemala City, cool, clean and delightfully hospitable, is a regular port of call. Government officials, airport employees, even hotel bell-boys, call us by name. Without a single exception they are glad to see us. We are neighbors. San Jose, Costa Rica, nestling on a green mountain slope, surrounded with beautiful, fertile farmland, coffee fincas, and wonderful scenery, knows us all. Managua, Nicaragua, on beautiful Lake Managua - San

Salvador, a white city in a green valley - Tegucigalpa - Bogota, Columbia, and many others - all friendly, familiar places where we are sure of welcome. On flights to Guatemala City and Bogota, which are located at altitudes of 4,600 and 8,600 feet, respectively, the cool exhilarating air is a delightful change; woolen clothes and the "OD" uniform are desirable and almost a necessity.

Our mission here is not to wait in surly, belligerent readiness for hostile nations to try our strength. Our defense, in fact as well as theory, is peace. The country was made for it. True enough, Panama has a stormy background - Spanish invasion, looting, burning, piracy and warfare - but the ruins of Old Panama lie peacefully enough now under balmy tropical skies, rich in memories alone, her olden treasures vanished - a place of legends.

We like it here. With the expansion of the Air Corps there are in the Canal Zone today more Air Corps personnel than ever before in its history. Our equipment is rapidly becoming modernized. New pilots and new airplanes are on the influx. Quarters, barracks, and hangars are going up. New bases are being laid out. About twenty-five millions have been allotted for construction at Albrook Field, France Field, and the new base at Bruja Point. We are growing rapidly. The Wings Over the Canal grow stronger.

Along with it all, however - this business of keeping our Air Corps team in fighting trim, and our powder dry - we find time to enjoy keenly the business of living here. Our quarters are cool and pleasant, opportunities for recreation are varied and limited only by our own desires. Golf, riding, tennis, squash, swimming, fishing, hunting, driving, with nights that were made for gay parties - everything that goes to make up a happy, healthy life is here. To the uninitiated, hot sweltering nights a la Washington or Scott Field are visualized for the Canal Zone. Albrook Field inhabitants were vastly amused when a visiting B-17 crew from Langley Field complained about the cool night and demanded blankets from their host.

If the need should ever arise for the defense of the Panama Canal with force of arms there will be anxious eyes on us here, but in our growing strength we have every confidence. We know our job, and we know every inch of that Canal and its surrounding terrain. We are, as our motto names us, "Alae Supra Canalem."

PERFORMANCE OF B-17B's PLEASES BOMBARDMENT PERSONNEL.

The three B-17B's now on hand in the 2nd Bombardment Group, Langley Field, Va., are proving their qualifications as worthy successors to the world-famous B-17's, the original twelve of which are still being flown by the Group. The first B-17B was secured at Seattle, Wash., by Lieut. Colonel Robert Olds and his regular crew. In order to comply with existing regulations prohibiting night flying on ferry flights of new airplanes, a full load of fuel was taken aboard at Hamilton Field in the evening immediately after arrival from Seattle, and the next morning at 6:30, Pacific Time, less than two-thirds of the runway was used on the take-off. A direct route to Langley Field was flown non-stop, which crossed some slightly uncultivated territory before Denver appeared under the nose. Shortly before 8:00 p.m., E.S.T., just as the sun dipped below the western horizon, the first B-17B taxied into its new home at Langley Field.

Less than a week later, the B-17B was on its way back to Hamilton Field, with Brigadier General Arnold N. Krogstad, Commanding General of the 2nd Wing, GHQ Air Force, as a passenger, in order to place him aboard the Pan-American Clipper for the maiden voyage to New Zealand. Enroute out and back, stops were made at Laramie, Wyoming, to drop off and pick up Major General Delos C. Emmons, Commanding General of the GHQ Air Force.

Laramie is over 7,200 feet above sea level and, with 1,950 gallons of fuel aboard, eight passengers, baggage and equipment, the landing and take-off there were accomplished at sea level performance. Although nearly an hour was spent on the ground at Laramie, Lieut. Colonel Olds landed his B-17B at Langley Field at 9:30 p.m., after an elapsed time from Hamilton Field of slightly over 11½ hours.

Nearly all B-17 Commanders have been checked off on the B-17B, and their enthusiasm for this turbo-supercharged job, with its navigator-bomber compartment superior to anything that has heretofore been produced, is unanimously high and gratifyingly spontaneous.

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GROUP NAVIGATION SCHOOL AGAIN FUNCTIONS

After several weeks' delay, due to an acute shortage of enlisted maintenance personnel, the 2nd Bomb. Group Navigation School is under way again with a new class of officers. Lieuts. Bell, Busse, Blozies, Tate, Peterson, Bailey, Montgomery, Thomas, Barksdale, Roberts, Watson, Manson, Kester and Barrett are now pursuing the course in Dead Reckoning and Celestial Navigation.

TRAINING FOR PUBLIC RELATIONS OFFICERS By 2nd Lieut. Robert N. Maupin, A. C.

An article, entitled "Public Relations Officers," which appeared in the September 15, 1939, issue, described in an exact and vivid manner Public Relations in the Army. That description wasn't very pretty. But what can be expected when it is realized that in the past years so much has been done to suppress the most powerful ally we have - Public Opinion?

Today, fortunately, that picture is being repainted in the Air Corps. Public Relations Officers are requested to cooperate with the press. No longer is the Public Relations job tacked on an uninterested individual's name, and no longer is he equipped with that stock phrase - "No information today." Instead, he is expected, in a final analysis, to give the Air Corps good, favorable publicity.

Unfortunately, this change becomes a difficult problem which is not easily solved. Trained and efficient Public Relations Officers are not available merely for the asking. Actually, it probably will be a difficult task to find officers with the necessary qualifications for this work.

However, the Randolph Field Correspondent has more ably pointed out these facts. He has also suggested a solution to the problem, which is either by a course of study or a series of lectures by experts on Public Relations. Either of these solutions are practicable and can be worked out with little difficulty.

It remains, therefore, for Public Relations Officers and other officers interested in this work to express their interest - now! Send in suggestions and ideas to the News Letter. Correspond and visit with other Public Relations Officers; in other words, start the "ball rolling" for a definite source of training for Public Relations, the science of "attitude control."

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PROGRESS OF TRAINING MECHANICS UNDER THE EXPANSION PROGRAM.

The first classes of the increased number of students attending the Air Corps Tactical School at Chamute Field, Rantoul, Ill., will be graduated during 1940. In the Department of Mechanics, 100 students will be graduated on March 1st. A week later, on March 8th, 54 students will be graduated from the Department of Communications. From then on, classes will graduate from each group on alternate Saturdays until the completion of the Air Corps Expansion Program.

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BROTHER OFFICERS AT WRIGHT FIELD

When Captain Franklin C. Wolfe reported for duty at Wright Field, he was greeted by his brother, Major Kenneth B. Wolfe, already established at the same post. It was the first instance in the history of the Materiel Division where brother officers have been stationed there simultaneously. Both are on active flying status, and the only previous occasion they served at the same station was when Captain Wolfe was a student at the Primary Flying School at Brooks Field in 1924 and his older brother was a flying instructor.

At the Materiel Division, Major K. B. Wolfe is Assistant Chief of the Production Engineering Section and Captain F.C. Wolfe has been assigned to the Experimental Engineering Section, Armament Laboratory. So far there has been no hint of the "entangling alliances" working to the detriment of family or Air Corps peace.

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CONGRESSMEN VISIT WRIGHT FIELD

The Hon. J. Buell Snyder, Member of Congress from Pennsylvania, and Chairman of the Subcommittee for Army Appropriations, and the Hon. Joe Starnes, Member of Congress from Alabama, and a member of the same Subcommittee, paid a brief visit to Wright Field, Dayton, Ohio, en route from Washington. Arriving at Wright Field by air before noon, they stopped long enough for luncheon and for the refueling of their airplane.

Major A.R. Wilson, of the War Department General Staff, accompanied them, and Captain G.W. McCoy, of Bolling Field, was the pilot of the airplane assigned for their use. Their tour, they explained, was for the purpose of observation of proposed air bases.

Colonel Echols greeted the Congressmen and acted as their host during the stopover.

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NEWLY COMMISSIONED PILOTS LIKE THE BIG SHIPS.

October 5, 1939, marked the completion of the first year of the revolutionary policy of sending Air Corps Training Center graduates directly to Bombardment units. In the past, it had been customary to send new "shavetails" to single-engine units for seasoning.

The Mitchel Field Correspondent remarks that it is particularly interesting to note the change which time has effected in the minds of these young co-pilots. For several months, after being assigned to the B-18's, there was an undercurrent of disgust among them that they were denied the right to "dive and zoom" for a few years. Now,

at the end of a year, however, we find that all but a few like the big ships. In fact, with the preeminent opportunity of becoming first pilots, the smiles are ever increasing amongst the "Golden Boys." After a winter at Mitchel Field, the advantages of the big ships under all conditions, plus their comfort on long trips, more than offset the chance to play. Recently, the Bombardment Squadrons were assigned a few P-12's, so at present "all is joy in Mudville!"

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GHQ AIR FORCE COMMANDER CONFERS WITH ORDNANCE OFFICERS.

Brigadier General Earl McFarland, Assistant to the Chief of Ordnance at Washington, and Colonel J.E. Crain, of the Ordnance Department, General Staff Corps, arrived early on October 2nd at Old Point Comfort, Va., from Washington for a conference with Major General Delos C. Emmons and staff officers of the General Headquarters Air Force at Langley Field, Va.

The visiting officers were met at Old Point Comfort by Lieut. Colonel Edison A. Lynn, Ordnance Officer of both the General Headquarters Air Force and the Second Wing.

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SOUTHERN ISLAND FLIGHT BY 2ND OBSERVATION SQUADRON.

The 2nd Observation Squadron, Nichols Field, Rizal, P.I., made its initial Southern Island flight this training year from September 20th to 23rd, employing six Observation planes. The route out and back was Nichols Field, San Jose, Capiz, Iloilo, Bacolod, Dumaguete, Cebu, Tagbilaran, Masbate, Legaspi, Paracale and Nichols Field. Overnight stops were made at Iloilo, Cebu and Legaspi.

For Lieut. Colonel William H. Crom this flight was his final one to the Southern Islands of the Archipelago of his present tour of foreign service, as he was scheduled to return to the States on the Transport GRANT on November 1st for service at March Field. Other pilots on the mission were Captain William A.R. Robertson, 1st Lieuts. Charles B. Harvin, Cecil E. Combs, 2nd Lieuts. Jack E. Caldwell, Air Corps, and 2nd Lieuts. Glen M. Alder, John R. Van de Lester and Perry L. Franks, Air Reserve. Enlisted men participating in the flight were Staff Sergeant Macy F. Brent, photographer; Sergeant Vernon W. Huffman and Corporal Cecil P. Goldizen, crew chiefs, and Private Wayne T. Doyle, radio operator. An uneventful trip was reported.

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G.H.Q. AIR FORCE TO PARTICIPATE IN BRAZIL CELEBRATION

The War Department recently announced that seven B-17 "Flying Fortresses" of the 2nd Bombardment Group, General Headquarters Air Force, Langley Field, Va., will comprise a flight of United States Army airplanes to Rio de Janeiro, Brazil, in order to participate in the celebration of the fiftieth anniversary of the founding of the Republic of Brazil. The ceremonies will take place on November 15, 1939.

The flight will be under the command of Major General Delos C. Emmons, Commanding General of the G.H.Q. Air Force, who will be accompanied by 28 officers and 28 enlisted men of the 2nd Bombardment Group.

The tentative itinerary of the flight which is scheduled to leave Langley Field on Armistice Day, November 11th, will include stops at the following cities:

Miami, Florida
Albrook Field, Panama Canal Zone
Lima, Peru
Asuncion, Paraguay
Rio de Janeiro, Brazil
Natal, Brazil
Paramaribo, Dutch Guiana
Caripito, Venezuela
Maracaibo, Venezuela
Langley Field, Va.

The following officers and enlisted men will participate in this flight:

Airplane No. 10

Flight Commander, Major General Delos C. Emmons;
Pilot, Lieut. Colonel Robert Olds;
Co-pilot, 2nd Lieut. Glenn C. Nye;
Navigator, 1st Lieut. Curtis E. LeMay;
Flight Weather Officer, 1st Lieut. Torgils G. Wold;
Engineer, Staff Sgt. Jacob McDonald;
Assistant Engineer, Pvt. Archie R. Jester;
Radio Operator, Corporal Joseph H. Walsh;
Assistant Radio Operator, Private Thaddeus Domzalski.

Airplane No. 81

Pilot, Captain Robert B. Williams;
Co-pilot, 2nd Lieut. Bela A. Harcos;
Navigator, 1st Lieut. James H. Rothrock;
Assistant Navigator, 2nd Lieut. Hiette S. Williams;
Engineer, Tech. Sergeant Walter W. Fry;
Assistant Engineer; Staff Sergeant John A. Piper;
Assistant Engineer, Staff Sergeant Ralph R. Illick;
Radio Operator, Private A.B. Lowney.

Airplane No. 53

Pilot, Captain Alva L. Harvey;
Co-pilot, 2nd Lieut. Alan D. Clark;
Navigator, Captain Irving R. Selby;
Assistant Navigator, 2nd Lieut. Clarence K. Longacre;

Engineer, Staff Sergeant August W. Keuhl;
Assistant Engineer, Staff Sergeant Clarence D. Green;
Assistant Engineer, Sergeant George C. Iknar;
Radio Operator, Private Paul F. Rochetti

Airplane No. 60

Pilot, Major Harold L. George;
Co-pilot, Captain Charles Caldwell;
Navigator, Captain Wm. A. Matheny;
Assistant Navigator, Captain Donald R. Lyon;
Engineer, Staff Sergeant John A. Mauro;
Assistant Engineer, Staff Sergeant Donald E. Hamilton;
Assistant Engineer, Staff Sergeant Eugene W. Latham, Jr.
Radio Operator, Private William A. Withers.

Airplane No. 70

Pilot, Captain Carl B. McDaniel;
Co-pilot, 1st Lieut. James N. Walsh;
Navigator, 2nd Lieut. Robert A. Ping;
Assistant Navigator, 2nd Lieut. Wilson H. Banks;
Engineer, Staff Sergeant William J. Duffy;
Assistant Engineer, Staff Sergeant Leonard A. Baker;
Assistant Engineer, Staff Sergeant L.L. Henry;
Radio Operator, Private N.D. Flynn.

Airplane No. 72

Pilot, Captain Thomas L. Mosley,
Co-pilot, 2nd Lieut. Joseph R. Ambrose;
Navigator, 2nd Lieut. William P. Ragsdale;
Assistant Navigator, 2nd Lieut. K.K. Compton;
Engineer, Technical Sergeant Dwight M. Capps;
Assistant Engineer, Staff Sergeant Lewis H. Burger;
Assistant Engineer, Sergeant Gib Bradley;
Radio Operator, Private George C. Snyder.

Airplane No. 90

Pilot, Captain W.D. Old;
Co-pilot, 1st Lieut. Henry A. Godman;
Navigator, 1st Lieut. C.J. Cochrane;
Assistant Navigator, 2nd Lieut. Charlie E. Bond;
Engineer, Technical Sergeant T.V. Martin;
Assistant Engineer, Staff Sergeant Henry P. Hansen;
Assistant Engineer, Sergeant A.C. Moore;
Radio Operator, Corporal R.E. Junior.

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Major Robert T. Cronau, Air Corps, has been relieved from duty at Kelly Field, Texas, and assigned to duty at March Field, Riverside, Calif.

20th PURSUIT GROUP MOVES TO MOFFETT FIELD.

A recent War Department announcement is to the effect that the 20th Pursuit Group of the Army Air Corps will be moved from its present station, Barksdale Field, Shreveport, La., to Moffett Field, Sunnyvale, California, for permanent station on or about November 15, 1939. The move will be made by air and rail.

Lieut. Colonel Ross G. Hoyt, Air Corps, commands the 20th Pursuit Group, which consists of Headquarters and Headquarters Squadron and the 55th, 77th and 79th Pursuit Squadrons. The strength of the Group is 66 officers and 335 enlisted men.

Moffett Field, formerly used primarily as a lighter-than-air base, now has as part of its permanent installation eight sets of officers' quarters, 36 bachelor officers' quarters, several noncommissioned officers' quarters, and one barracks capable of housing 426 men. It has, in addition, the customary hospital, shops and a weather and radio station.

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GET-TOGETHER OF ARMY, NAVY AND MARINE CORPS AVIATION PERSONNEL.

A group of Naval and Marine Corps Aviation Maintenance and Repair officers visited the San Antonio Air Depot, Duncan Field, Texas, recently, traveling by air in a Navy T1P airplane, on a tour of inspection of various Army, Navy and commercial aircraft overhaul establishments for the purpose of interchange of views on aeronautical engineering matters.

The group comprised Commander A.C. Miles, Lieut. Commander L.K. Rice, and Lieut. M.F. Leslie, U.S.N., and Major I. Miller, U.S. Marine Corps, of the San Diego Naval Station; Lieut. Commanders L.L. Hunt and S.C. McCarty, U.S.N., of the Pensacola Naval Air Station; Major T.J. Cushman and Captain R.H. Rhoads, U.S. Marine Corps, Quantico; also Messrs. A.E. Forrester and J.E. Sullivan of the Pensacola station, W.R. Wingett, A.M.M. 1st Class, and R.O. Blake, R.M. 2nd Class.

These visits are arranged annually between the Chief of the Bureau of Aeronautics, Navy Department, and the Chief of the Air Corps, and are always looked forward to by the personnel of the San Antonio Air Depot by reason of the immense enjoyment and benefit resulting from such a "get-together" of the three Aviation Branches of National Defense.

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Staff Sgt. James Allmon, 82nd Observation Squadron, was placed on the retired list at Moffett Field, Calif., on October 31, 1939.

C.A.A. OFFICIALS VISIT SAN ANTONIO AIR DEPOT.

Pursuant to arrangements made by the Chief of the Air Corps for the inclusion of all Air Corps activities in the periodic itineraries of the Airway Traffic Control Coordinators of the Civil Aeronautics Authority, to afford Air Corps personnel a more complete understanding of the functions and operations of the Airway Traffic Control Centers of the Authority, the San Antonio Air Depot, Duncan Field, Texas, was favored with a very interesting visit by Messrs. H.F. Cole and C.T. Tolpo, C.A.A. Coordinators, on October 14th. The assembled pilots and other personnel of the station greatly enjoyed and derived considerable benefit from the lecture and instructional discussion in connection therewith.

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THE COVER FOR THIS ISSUE

The News Letter extends sincere appreciation to Captain Clayton Knight, who designed the cover page featuring this issue.

Captain Knight, a native of Rochester, N.Y., where he was born March 30, 1891, enlisted in the Aviation Section, Signal Corps, in June, 1917; attended ground school at the School of Military Aeronautics, Austin, Texas, and was assigned to duty overseas in September, 1917. He received his flying training at several schools in England and subsequently went to France with the 206th Squadron, British Royal Air Force. He served with this unit throughout the summer of 1918 until he was wounded and taken prisoner on October 5, 1918, at Maarke, Belgium. He remained in various hospitals until October of the following year, and then returned to the United States.

Prior to his entry into the military service, Captain Knight attended the Art Institute, Chicago, 1910-1913. He resumed his occupation as illustrator upon his honorable discharge from the service and specialized in aviation illustrations. Numerous magazines availed themselves of Captain Knight's services, among them LIBERTY, COSMOPOLITAN, AMERICAN, RED BOOK, McCALLS, etc.

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Ten second lieutenants of the Air Corps were recently assigned to Maxwell Field, Ala., and directed to report to the Commandant of the Air Corps Tactical School for duty, viz: Willis E. Beightol, James O. Guthrie, Heman W. Randall, Jr., from Selfridge Field; Henry B. Darling, Jr., Joseph D. Lee, Jr., Sam W. Westbrook and Ansel J. Wheeler, from Langley Field, Va., and William D. Gilchrist and Samuel E. Lawrence, Jr., from Barksdale Field, La.

DEATH OF MAJOR WATSON

During a flight from Nashville, Tenn., to Memphis, Tenn., October 6th, Major Dayton D. Watson, Air Corps, flying a Basic Training type airplane, made a forced landing eight miles northeast of Hayti, Missouri, and apparently overturned while doing so. While the airplane was not badly damaged, Major Watson was fatally injured in the accident.

Born in Clarksville, Tenn., on August 11, 1896, Major Watson entered the Tennessee National Guard as a Private on April 28, 1917. He rose to the rank of Sergeant by July 11, 1918. On June 1st of that year he was appointed a second lieutenant of Field Artillery. On July 1, 1920, he was transferred to the Air Service, and he remained in that branch of the service ever since.

Major Watson was promoted to First Lieutenant on July 1, 1920; to Captain, January 1, 1934, and to Major (temporary) on August 26, 1936. He graduated from the Air Corps Tactical School, Maxwell Field, Ala., and from the Command and General Staff School, Fort Leavenworth, Kansas.

Surviving Major Watson are his widow, Mrs. Mildred Watson; his mother, Mrs. Jim Watson, of Paris, Tenn.; and his sister, Mrs. Vincent Murphy.

Funeral services were held in the Post Chapel, Randolph Field, Texas, on Thursday, October 12th.

Major Watson's death is mourned by the entire Air Corps and by the host of friends made by him at every post where he had been stationed.

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First Lieutenant Mell M. Stephenson, Jr., Air Corps, stationed at Albrook Field, Panama Canal Zone, while flying some five miles southeast of Chame, Republic of Panama, crashed and was killed. The accident occurred on November 1, 1939, and the cause thereof has not been determined at this writing.

A native of Athens, Ga., where he was born on May 23, 1907, Lieut. Stephenson graduated from the University of Georgia in 1929. He was a member of the ROTC Unit at that educational institution, and in May, 1929, was appointed a second lieutenant in the Cavalry Reserve. A year later he received an appointment as a Flying Cadet in the Army Air Corps and, following his graduation from the Primary Flying School, Brooks Field, Texas, February 27, 1931, and from the Advanced Flying School, Kelly Field, Texas, June 26, 1931, he was commissioned a second lieutenant in the Air Reserve, rated Airplane Pilot and Airplane Observer, and assigned to extended active duty with the 22nd Observation Squadron at Brooks Field, Texas. Upon the expiration of this period of

active duty, Lieut. Stephenson reverted to inactive status. Later, when an increase was authorized in the commissioned strength of the Air Corps, he enlisted as a Private in that branch of the service, and, successful in passing the examination for appointment as a second lieutenant in the Air Corps, Regular Army, he was commissioned as such on June 30, 1935.

Prior to his assignment to duty in the Panama Canal Department, Lieut. Stephenson graduated from the Air Corps Tactical School at Maxwell Field, Ala.

Lieut. Stephenson is survived by his widow and his mother, to whom the Air Corps extends its deep sympathy.

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EXTENDED ACTIVE DUTY FOR RES. OFFICERS

The following Air Reserve officers (2nd Lieutenants) were assigned to active duty at the stations and to the dates indicated:

To Randolph Field, Texas: Edward Burke Newkirk, Jr., Sumter, S.C., to October 26, 1940 - Leonard William Harris, El Cajon, Calif.; Edward Thomas Imparato and Julian Simon Schuster, San Diego, Calif., to November 1, 1940 - Frank Mansfield Taylor, La Jolla, Calif., to November 1, 1940 - Bert Robert Eckstein, Maywood, Calif., and Richmond Mapes, Oakland, Calif., to November 7, 1940 - William T. Duden and Merrill H. Carlton, Jr., San Diego, Calif.; Elwyn Grady Cooper, Milton, Calif., and Richard Belmont Dixon, Del Mar, Calif., to November 5, 1940.

To Hamilton Field, Calif.: Willis Griffith Carter, Port Lavaca, Texas, to November 16, 1940.

To Duncan Field, Texas: 1st Lieuts. Peter Joseph Prossen and Claire Barton Collier to December 6, 1940.

To Langley Field, Va.: William Stephenson Pocock, Flint, Mich., to October 26, 1940.

The following-named second lieutenants of the Air Corps were relieved from assignment with the 22nd Observation Squadron, Brooks Field, Texas, and to duty with a transport squadron at the stations indicated:

To Patterson Field, Fairfield, O.: Charles H. Stockdale.

To Middletown, Pa., Air Depot: Andre J. Dechaene and Albert V. Endress.

To Sacramento, Calif., Air Depot: Richard P. Carr, Donald J. French and Cedric E. Hudgens.

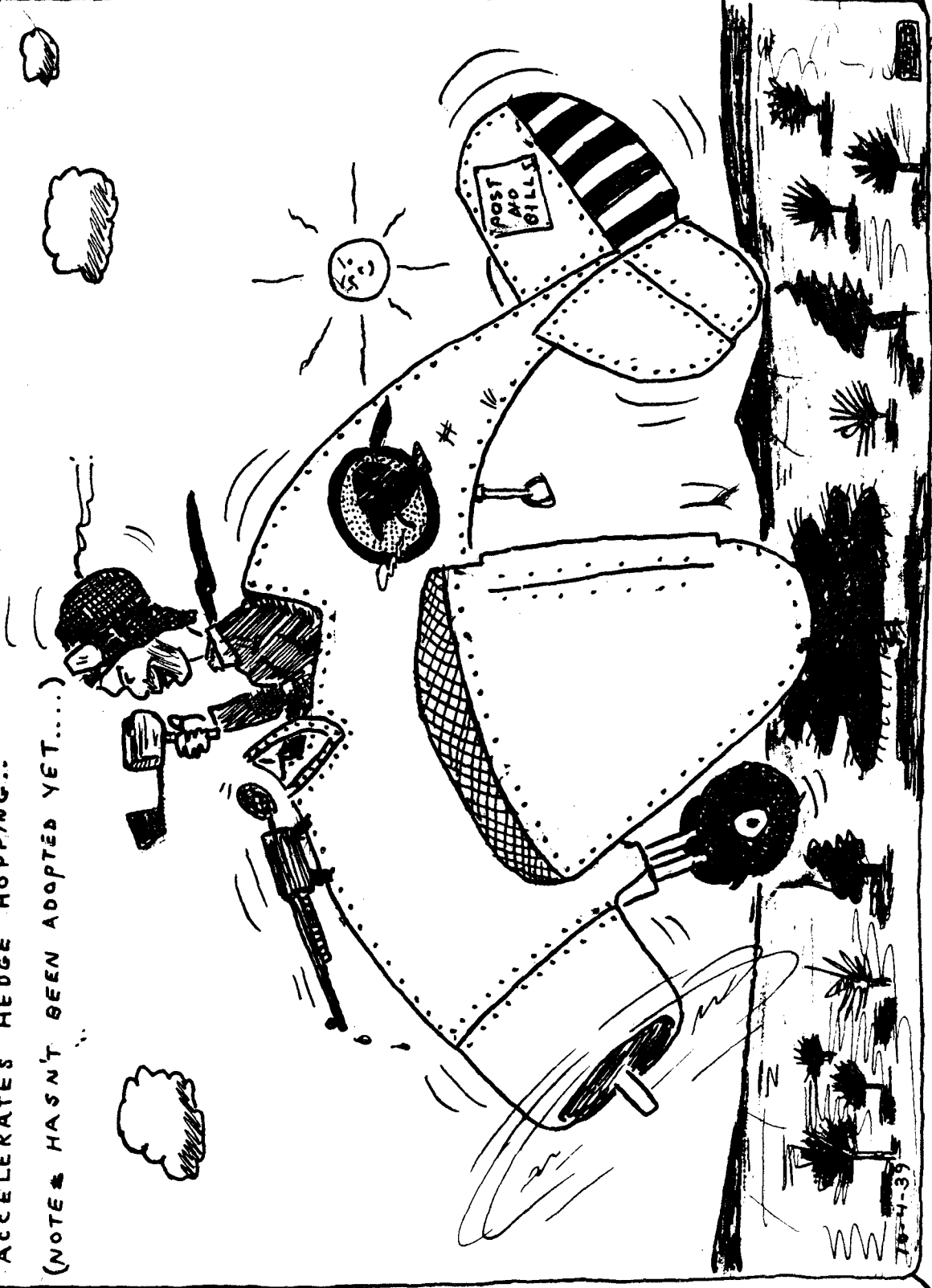
Second Lieut. Warren M. Miller, Jr., was relieved from duty at Randolph Field, Texas, and assigned to duty with the Transport Squadron at Patterson Field, Fairfield, Ohio.

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(((HIGH LIGHTS OF AVIATION)))

NEW ELASTIC FUSELAGE
ACCELERATES HEDGE HOPPING...

(NOTE HASN'T BEEN ADOPTED YET....)



W.W.
1944-39

WINGS OVER AMERICA

AIR
CORPS

U.S.
ARMY

NEWS LETTER

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

VOL. XXII

NOVEMBER 15, 1939

NO. 22

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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FATE UNKIND TO WRIGHT FIELD MOTION PICTURE MEN
By the Materiel Division Correspondent

October 11th was a flyer's day - sunny and clear. Observing the sky in the morning, Captain H.W. Bowman, Chief of the Motion Picture Unit, Wright Field, opined that it would be just the day to go up and get some moving picture shots of an airplane in acrobatic maneuvers that he needed to incorporate in a new Air Corps film under preparation. Being of the same opinion by the time he reached his desk, he made arrangements with a fellow officer to do the necessary flying of the other airplane.

The honor happened to fall upon Captain M.C. Woodbury, of the Field Service Section. At the appointed time they climbed into their respective planes, Captain Woodbury's being a new Primary Training type and Captain Bowman's the faithful B-10 assigned to him for aerial motion picture purposes. Mr. E.A. Andres, of the Motion Picture Unit, accompanied Captain Bowman to operate the camera. Both photographic experts in the B-10 had very definite ideas of the dramatic footage that they could obtain with as able a pilot as Captain Woodbury under such excellent weather conditions.

Carefully they prearranged their signals so that when the proper altitude had been reached and the camera was in a favorable position, Captain Woodbury would go off into the planned maneuvers. The climb to altitude was accomplished without incident, and both pilots were ready to start pictures. The designated signal was given. Unexpectedly, however, Captain Woodbury did not respond.

The two planes fell out of their ideal relative positions and maneuvered about until they could secure them again. Once more Captain Bowman gave the signal to Captain Woodbury. The latter responded with a gesture in which his forefinger seemed to point straight to earth. Unfortunately, the Primary Trainer was not equipped with radio and Captain Woodbury could speak only by sign language.

Again the B-10 chased the trainer for position and again, instead of going off into the agreed maneuver, Captain

Woodbury made queer gestures with his forefinger. Captain Bowman, interpreting the gesture as meaning that Captain Woodbury for some reason was not able to obtain the desired performance from his airplane and was coming down, came in and landed. Little did he dream that in doing so he was missing the motion picture scoop of the year.

Captain Woodbury did come down. It was far, however, from being his usual delightful glide and three-point landing. Left high and dry by Captain Bowman, Woodbury had a special job to do. He had made the initial climb to 6,000 feet, only to find that the controls were jammed. Set for forward flight, he could get some directional response and that was all. With his gesture he had tried to indicate that he was coming down via parachute.

Although he continued to wrestle with his problem, he "got nowhere fast" with the controls and, finally, gasoline getting low, he decided that he really must quit the ship. With the rudder he guided the plane to the edge of Patterson Field, well away from buildings. The motor, he decided, he would not shut off as, if he did so, the plane being somewhat nose-heavy with him in the front seat, would go into a dive, making it more difficult for him to get away.

Now Captain Woodbury had often wondered just what it would be like to leave an airplane in that fashion at 6,000 feet. One of the things that he was pretty sure he would do would be to let himself get well clear before pulling his rip cord. The other thing that he thoroughly decided upon was that, come what may, he would never open his hand and let the treasured rip cord ring fall to earth. The less important of these two determinations he carried out. When he landed he was clutching the rip cord ring and he says from now on it will be his souvenir of souvenirs.

The more important decision he promptly forgot; or rather it seemed such an interminable time those first seconds after jumping that he must have made his count very quickly and pulled the rip cord soon after leaving the airplane. As

a result the airplane, tilted by his weight on the wing, flirted with him dangerously on the way down, thrice circling about him. These circles, although they must have been about a mile and a half in diameter, curiously, and it seemed with malicious intent, just escaped including Captain Woodbury in their orbits. On one of these excursions, the airplane struck the parachute, inflicting three rips in the canopy and breaking five shroud lines. The parachute then became flirtatious and touched Captain Woodbury on the cheek with a riser. It was not a deep cut, so it must have been a light stroke, but as flirtatious touches can be, this one was thoroughly terrifying.

The parachute breakage accelerated Captain Woodbury's downward course and he landed breathless but uninjured.

Over in the Motion Picture Unit, however, there was weeping and gnashing of teeth. How easily and effectively could they have photographed for all time this jump made under actual emergency conditions, the first, perhaps, ever so obtained! And how much more effective it would have been for educational film purposes than any pre-designed maneuvers that the imagination of man could invent. The whole Motion Picture Unit, in fact, was so keenly conscious of the disappointment of their Chief and his assistant's bad luck that they decided to give them each a present for consolation. The gifts they decided upon were two of the largest, juiciest lemons the market afforded.

Captain Woodbury, however, considered that for him it was a lucky Day. He not only escaped with his life, but is eligible for membership in the exclusive Caterpillar Club.

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OIL SERVICING TRUCK

The Air Corps Materiel Division, Wright Field, Ohio, reports that the design of an oil servicing truck, Type L-1, has been completed, and procurement data are being prepared. The oil servicing truck consists of a 660-gallon, 3-compartment tank, mounted upon a 2½-ton, 4-wheel, 4-wheel drive, cab-over-engine chassis. The wheel base of the chassis compares with that of a heavy passenger car and will insure greater maneuverability of the truck. Maximum vision for operation is provided by the cab-over-engine design.

The oil servicing truck is provided with a gasoline engine driven pumping unit, two meters, two hose reels, electric power plant, and provisions will be made for the installation of an electric external energizer in a side compartment.

The center compartment is insulated and equipped with electric immersion

heaters. The electrical energy from an outside source or from the electric power plant on the truck is utilized for the immersion heaters. The outer compartments are manifolded with the center compartment.

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FUEL SERVICING TRUCK

A new design fuel servicing truck, Type F-2, has been completed, according to advice from the Air Corps Materiel Division, Wright Field, Ohio. This type truck is similar to the Type F-1, 4000-gallon capacity, which has been placed in service during the past year. The truck is of the semi-trailer type, consisting of a 2½-ton, 4-wheel, 4-wheel-drive, cab-over-engine tractor truck and a 2,000-gallon tank semi-trailer. The short wheelbase of the tractor insures greater maneuverability and the cab-over-engine design provides increased visibility. Light-weight construction of the semi-trailer permits the carrying of greater pay loads over adverse terrain. The truck, fully loaded, is capable of speeds in excess of 45 miles per hour over average level roads.

The semi-trailer is a self-contained refueling unit and is provided with two pumps, each having a capacity of 80 gallons per minute, gasoline engine power unit, air compressor, 4 air motor powered hose reels for fuel dispensing hose, 2 suction stubs and 2 lengths of suction hose, 2 fluid segregators, 4 meters, complete with counters and strainers, a built-in automatic CO2 fire extinguishing system and necessary safety and regulating devices.

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LECTURES BY WRIGHT FIELD OFFICERS

It is once more open season for organization meetings, and Wright Field is being constantly called upon to supply lecturers on aviation subjects for clubs, churches and schools.

Captain J.L. Jackson, of the Field Service Section, flew to Buffalo, New York, on October 20th, to lecture before the Buffalo Aero Club. Captain H.F. Gregory, of the Experimental Engineering Section, gave a lecture at the Masonic Temple, Dayton, Ohio, on October 19th. Both spoke to large audiences which expressed great interest in the information which was given them upon the Army expansion program.

Lieut. Mark E. Bradley addressed the Southern Ohio Society of Professional Engineers at Wilmington, his subject being flight testing of U.S. Army airplanes.

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Captains James M. Bevans and Paul H. Kemmer, Air Corps, were promoted to Major (temp.), effective October 7 and November 7, 1939, respectively.

ACTIVITIES OF THE 2ND BOMBARDMENT GROUP

The Air Corps Expansion Program has made itself felt in the 2nd Bombardment Group, Langley Field, Va. As of October 15th, a total of 93 men was attending school at Chanute Field, Rantoul, Ill.; Lowry Field, Denver, Colo.; Scott Field, Belleville, Ill., and the Casey Jones School of Aeronautics, Newark, New Jersey.

The Expansion Program has provided this Group with 85 recruits during the first fifteen days of October. Their arrival is providing much needed relief to the organization, since they can perform many non-technical tasks which, during the shortage of enlisted personnel, were performed by trained mechanics. Consequently, the organization is able to put airplanes in the air now where previously they were kept grounded due to the shortage of maintenance personnel.

Headquarters and Headquarters Squadron

The first half of the month of October has been of great significance to this Squadron, two officers and many enlisted men being lost by transfers.

Lieuts. Theo. R. Clinkscales and John W. Ford hardly had time to take over their assignments on the Group Staff when they were transferred to the 96th Bombardment Squadron to replace officers transferred to the 27th Reconnaissance Squadron.

The formation of the 27th Reconnaissance Squadron necessitated the transfer from this organization of Technical Sergeant Horace W. Cobb, Privates 1st Class William J. Spahn, Donald E. Conway and Gray W. Tolar.

20th Bombardment Squadron

Major Theodore J. Koenig, Captain Irving R. Selby, Technical Sergeant Henry L. West, Staff Sergeant Willie D. Norris and Private, 1st Class, Charles A. Bennett departed October 7th by train for Seattle, Washington, to ferry to this station the Squadron's first B-17B's.

Enlisted men of this Squadron tentatively assigned to the 27th Reconnaissance Squadron, which is being formed for service in Puerto Rico, were Staff Sergeant Edward Ingle, Sergeants Homer J. Gnagey, William F. Casey, Corporal John Bettinger, Privates, 1st Class, Charles D. Algren, L.L. Crofcheck, Privates Elwood H. Boyce, Floyd Reese, Jr. and Joseph W. Richards.

49th Bombardment Squadron

The 49th Squadron welcomed 29 new recruits who arrived during the first two weeks of October. These new men are of fine character, and most of them are high school graduates. With all the

new B-17B "Flying Fortresses" arriving in the Squadron, these new men will find quite a lot of interesting and responsible duties to perform.

Major C.V. Haynes, Captain W.D. Old, Technical Sergeant Cattarius, Corporal Sands and Private 1st Class Gustav Zamorsky departed on October 10th to secure a new B-17B "Flying Fortress" at Seattle, Wash., and to ferry it to Langley Field. Major Haynes, the Squadron Commander, was standing by to fly the B-15 on a long cross-country trip and, as a result, Captain R.B. Williams brought the first B-17B to this Squadron on October 5th.

96th Bombardment Squadron

Personnel of this organization transferred to the newly organized 27th Reconnaissance Squadron for service in Puerto Rico were Captain I.M. Palmer, 2nd Lieuts. C.M. Eisenhart, W.A. Sullivan, Staff Sergeant Roy C. Cook, Corporals Frank J. Poisker, Charles L. Horstkamp, Privates 1st Class Stephen A. Androkovich, Paul E. Engle, Charles Warner, Jr., Wayne P. Sage and Private Gordon E. O'Hara.

First Lieut. Jack Roberts, 2nd Lieuts. H.G. Barrett, E.E. Kester, H.E. Watson and H.B. Manson, of this Squadron, were assigned to the 2nd Bombardment Group Navigation School as of October 1st.

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ADDITIONAL PERSONNEL FOR HICKAM FIELD

Hickam Field, T.H., is receiving its share of the recent increase of enlisted personnel in the Air Corps authorized by Congress. On October 9th, a total of 176 recruits arrived at the field from the recruit training center at Wheeler Field.

Due to the lack of accommodations, these recruits were quartered temporarily in one of the hangars, but shortly afterwards were moved to temporary tents pending the completion of permanent barracks. It was anticipated that on October 31st, 100 more recruits were to be released from Wheeler Field.

Due to the high standard of qualifications required of the Air Corps personnel, high school graduates and many college men are among the newcomers, and various vocations of life are represented by them, such as aeronautical engineers, commercial pilots, draftsmen, airplane mechanics, radio engineers, clerks, stenographers and typists, and many other branches.

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The 11th Bombardment Squadron moved into the new barracks which were recently constructed at Hamilton Field, Calif. It will now operate its own mess which formerly was shared with the 9th Bombardment Squadron.

TRAINING ACTIVITIES AT RANDOLPH FIELD

Jeepers Creepers Club Gets Under Way

Twenty-six officers and an equal number of enlisted mechanics from Air Corps fields throughout the country have reported at Randolph Field, Texas, the "West Point of the Air," for a 3-months' training course in the operation and maintenance of Link Trainers.

Already the officers and men have been dubbed the "Jeepers Creepers," for the training devices have long been known as "Jeeps." Twelve "Jeeps" shipped to Randolph Field from the Link factory at Binghamton, N.Y., and Air Corps stations have been set up in formation, occupying one entire end of hangar "U."

Five factory representatives, headed by G.W. Emerson, are on hand to instruct the pilots in the use of the Link Trainer, and the enlisted men in how to keep them in operation.

The title "Jeepers Creepers" is a slight misnomer, for any forward movement, even as slow as creeping, is not among the "Jeep's" accomplishments. Every action of an airplane in full flight is simulated by the device, which is utilized to teach blind flying. But, although each pilot will spend about 50 hours' "flying time" in the machines, he will never move from the same spot.

"Blind landings," icing conditions, rough air, all can be simulated by the "Jeepers Creepers," but actual practice will be conducted in 12 instrument flying planes which are also on hand.

Selection of Cadet Officers

The class of 40-A has been looking forward to November 10th, the date of publication of the list of promotions of commissioned and noncommissioned Flying Cadet officers. Up to that date, there have been no Flying Cadet officers appointed. Each company has a First Sergeant, one guide and two platoon sergeants who have been only acting under temporary appointments. Each company has been conducting "rating drill," under the supervision of two tactical officers, who grade each Flying Cadet on his military bearing, voice, and execution of commands. Before the final selection of officers is made, the best in each company are again graded in the same manner as before, but under the observation of the Commandant and all tactical officers. This final grade decides the selection of the Flying Cadet Battalion Staff and Company Officers.

Flying Cadet Progress

Students of the present class at Ran-

dolph Field have completed the transition and familiarization phase of the basic work. Most of them have had instruction in some accuracy work and are beginning work on basic maneuvers, such as chandelles and lazy eights. The first week in November also marks the beginning of training in night flying. The average flying time of the class is now 14:15 hours' dual instruction and 11 hours' solo.

Due to the protracted lack of rain, the main airdrome and the outlying practice fields are becoming quite dusty. An effort is being made to save the grass on the main airdrome by using the sprinkler system which was installed in 1931. Even at the expense of some flying time, good rains would be worth while and would improve conditions considerably.

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THE RANDOLPH FIELD WEATHER OFFICE

Any Weather Office is interesting to the layman. The uninitiated are always interested in the swift reception of data on the teletype, the accurate predictions of experienced forecasters, and the clear presentation of disturbances on the weather map. The Randolph Field Weather Office has its visitors, as do all stations, and their comments on the inner workings of the office are many and varied, but the visitor who comes twice is a rarity. "If you've seen it once, you've seen it," seems to be the motto of the sightseeing public. The normal attitude seems to be that, although airplanes change rapidly, the weather is the same old story.

And so it is, more or less; however, the method of forecasting weather conditions has shown as much change in the past few years as the airplanes. This was brought to the attention of the weather staff recently, when a casual visitor drifted into the office and stopped in amazement.

Sensing something a little different, the forecaster on duty asked a few questions. It developed that the visitor had seen the office in 1936, not so long ago at that. The change, however, was so marked that he thought he had entered the wrong office.

Almost all personnel in the Army can remember as far back as 1936, but sometimes it is doubtful whether they recall the old system of disseminating weather information. Now that the Randolph Field Office has had a "Facelifting," the change is more apparent.

In 1936, the Weather Office consisted of two operations clerks and one Signal

(Continued on Page 5).

V-8267, A.C.

LOST AIRMEN SUBJECT FORT LEWIS PERSONNEL TO MUCH WORRY.

Second Lieut. Edward G. Saxon, of the Washington National Guard, and Private William E. Shane, who was transferred to Gray Field, Fort Lewis, Wash., were recently the object of a widespread search over the mountainous regions of western Washington. Lieut. Saxon, piloting an O-38E airplane, had departed from Spokane, Wash., at 9:30 a.m., October 9th, for Gray Field. Nothing was heard from him until 12:50 p.m., when the C.A.A. at Boeing Field contacted him and gave him the bearing of the southeast leg of the Seattle beam.

Saxon reported that he was flying over the top of an overcast and getting low on gasoline, and if he found no breaks would bail out soon. It was evident from later radio communication that Saxon was confused as to his exact position and was having difficulty with radio reception.

Two ships were sent up through the overcast to try to locate Lieut. Saxon and guide him down. Major John D. Corkille, from Seattle, in a B-17, and Lieuts. A.L. Erickson and J.P. Stewart, from Fort Lewis, in an O-46A, endeavored to locate the lost ship, but returned to their respective bases when it was certain the gas supply of the O-38E had been definitely exhausted. Neither ship had caught sight of the airplane.

Reports of lost airplanes began coming in around midnight of October 9-10, but searching operations were held up until noon of October 10th, due to heavy fog blanketing Fort Lewis. Shortly after noon, however, an intensive aerial search was begun by the 91st Observation Squadron and the Washington National Guard from Spokane. Efforts were concentrated around Lester, Wash., as it was from this mountainous section that most of the reports and the most logical ones came. No reports could be overlooked, however, so later in the afternoon of the 10th, after nothing had been sighted around Lester, the search moved northward toward the Mt. Baker area. Darkness halted the search and all planes returned to Fort Lewis to await daylight before continuing the hunt.

When the pilots returned the next morning to the operations office, however, it was learned that Saxon had reported by telegraph from Keefers, British Columbia. No word had yet been received from Private Shane, so steps were taken to make a flight over Canadian territory to locate him. At about one o'clock permission was received for the proposed flight, and in less than one hour three ships departed from Gray Field with emergency rations and extra shoes, which were to be dropped to the lost flyer. The flight never reached

its destination, being called back by radio when the Associated Press reported that Private Shane had been found safe, also near Keefers. Knowing the country over which these men were flying and over which they abandoned their ship, most everyone at Gray Field gave a sigh of relief and remarked - "Pretty doggone lucky."

October 20th marked the second mishap to come to the attention of Fort Lewis personnel when 2nd Lieut. J.O. Reed, of Lowry Field, Denver, Colo., left his A-17A about 30 miles east of Eugene, Oregon, due to motor failure. Preparations for a search were cut short when Lieut. Reed reported in safely less than one and one-half hours after he "bailed out." His ship crashed on the McKenzie River, after barely missing the parachuting man, and was almost completely demolished.

"They say accidents come in threes," concludes the News Letter Correspondent, "so Gray Field pilots are keeping their fingers crossed."

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The Randolph Field Weather Office
(Continued from Page 4)

Corps man, who copied weather over the radio. These reports were copied, once daily, on a blackboard, by drawing isobars; usually these were as cryptic to the clerks as to the few pilots who gandered in idle curiosity. It was a feat, this getting rid of the blackboard, for the pilots seemed to prefer their weather well spaced rather than narrowly encompassed on the familiar map now used.

The present system is a far cry, indeed, from those days we have so recently passed. The hourly weather is now recorded, and the pilots study it faithfully, before departing on a trip. The map is an open book to the experienced, and to the younger officers it is quickly interpreted by the forecaster on duty. Many days of delay are now saved by the pilot who changes his route before departure.

The new partition in the Randolph Field office has been completed, and the office has assumed an even more orderly arrangement. Forecasts for any trip are made with dispatch.

Ten men were assigned to the 3rd Weather Squadron from Randolph Field on October 23rd - five who have been attached for over six months and five who are recruits. Those men who have been attached for over six months have been faithfully and hopefully learning and performing the complicated tasks of weather work. The recruits all show great interest and promise.

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PROMOTIONS TO MASTER SERGEANT

Effective November 10, 1939, the following-named Technical and First Sergeants of the Air Corps were promoted to the grade of Master Sergeant, Air Corps, to fill new vacancies allotted to this branch of the service, viz:

Frederick J. Gordon
 Donald P. Herb
 Nels E. Swanson
 Lee Robinson
 Walter S. Hopper
 Olin C. Hames
 James G. Blais
 George E. Schmidt
 James W. Hill*
 William B. Moorhead
 Peter O'Meara
 Stanley K. Gibbins
 Wallace H. Williams
 William H. Smith*
 John B. Van Euw
 Lonnie M. Johnson
 George H. Fisher
 Loyd H. McGhee
 James J. Horan
 Benjamin A. Cheska
 Nye P. Justice
 Hans G.C. Haffner
 Victor A. Innes
 Lee Earl Brown
 Daniel A. Mathews
 William V. Apple
 Dan L. Brian
 William H. Turner
 Karl T. Wiedekamp
 Claude C. Hudson
 Charles W. Draper
 Russell C. Peckham
 Clyde W. Doyell
 Charles H. Leffler
 Fred P. Miller
 Richard C. Boward
 Elmer L. Dreier
 August A. Merian
 John Graham
 William H. Van Matre
 Wilbur J. Simons
 Jacob Stein
 George E. Harrison*
 Hobson Tupper
 Hurley D. Jones
 Allen G. Myers
 John Domes
 Emmett F. Hohensee
 William L. Jones*
 Clyde J. Hobart
 Robert L. Goad
 Benton T. Thompson
 Ernest H. Hartley
 John R. Chambliss
 Leamon V. Ward
 Henry Krecklau
 Luther Warren*
 Patrick T. Casey*
 Walter Christen
 Firman S. Adams
 Walter G. Ashby
 Sidney E. Locmis

Joseph S. Drobin
 Arthur Stolte
 George W. Mitchell
 Douglas M. Swisher
 Alfred N. Smith
 John E. Fitzgerald
 Roy W. Hoce
 Henry H. Gray
 Frank A. Peters
 Paul H. Haynes
 Clarence A. Palmer
 William T. Harmon*
 Jewel G. Logsdon
 William M. Brees
 Adolph Cattarius
 Samuel T. Bush
 John J. Burroughs, Jr.
 Elliott Scott
 Clyde R. Casto
 Frank D. Neff
 Benton D. Glasscock
 Artie L. Revert
 Claude G. Waters
 William B. Townsend
 Ervin W. Ritenour
 Irvin L. Clark
 Walter Grabsky*
 William B. Fox
 John C. Rosser
 Raymond C. Parrett
 Robert H. Thomas
 Edward L. Winans
 Earl B. Redifer
 Michael P. Henneck
 William E. Pope
 Albert E. Freathy
 Glenn E. Freshwater
 Leon O. Williford
 Vernon Mick
 Carl C. Roberts
 William Desmarais
 Walter A. Waddell
 Harold D. Leroy
 Gilbert W. Olson
 Edwin C. Foster
 George D. Tomberlin
 Thornton Akers
 Harry E. Lawrence*
 James H. Wentzell*
 Robert E. Hamilton
 Howard H. Dryer
 Harvey J. Downing
 Douglass Symington
 Karl L.M. Hans
 Raymond J. Hughes
 Joseph J. Miller*
 Rudy J. Baros
 Charles C. Bell
 George Callaghan
 Albert G. Junkert
 Hugh J. Marth
 Edward J. Bishop *

William D. Croy
 Peter Jensen
 Ralph E. Quinn
 Thomas L. Willison
 Emil Reist
 Gregory A. Mitchell
 Arthur H. Harris
 Adam M. Auer
 Adam Bogdanski
 William J. Lofley
 Lambert C. Walsh
 Charles Hluchan
 Henry Gossett
 Carl Hoffman
 Virgin Moore
 Robert R. Lorimer
 Bruce R. Ferrell
 Charles O. Thacker
 George C. Kilmetz*
 George D. Brown
 Leo I. Herman
 Wallace W. Crawford
 John Dozier
 Adam Lee Wheeler
 Russell L. Philipy
 Arthur Randles
 Tennyson M. Craft
 Frank J. Siebenaler
 Hobson D. Sage
 James A. Ferrest
 Edwin D. Thomas
 Louis B. Albin
 Jewel A. Holt*
 John J. Maroul
 Robert J. Kelly
 Richard W. Hahn*
 Herman Hart
 William H. Blackden
 John G. Ballon
 Harold V. Johnson
 Albert G. Hewitt
 Harry W. Alexander
 Joseph R. Grey

Horace W. Cobb
 Carl G. Lantz
 John R.D. Wallace
 Jacob S. Dombeck
 Everett M. Tilton
 Thomas J. Baldwin
 Stephen B. Young
 Edgar J. Raymond
 Carl M. Faust
 Linus F. McKenna
 Harry F. Crist*
 Harold F. Sempson
 Don J. Craig
 Grover B. Scott
 Lloyd N. Johnson*
 Victor M. Waytulonis
 Jasper E. Lindsey
 Paul Grossman
 Leo W. Axford
 Kalman Asherowsky
 Vernon G. Leary
 Theodore C. Totman
 James Reading
 Halstead J. Rowen
 Arthur H. Cayhue
 James R. Adams
 Leland Post
 Lee Silvers
 Benjamin F. Fulkrod*
 Martin D. Mannion*
 William E. Gerton*
 Leonard G. Johnson*
 Charles B. Field
 Oscar H. Schooler
 Lee R. Wright
 Francis M. Greager*
 Ferdinand E. Hartman*
 Carmon E. Crone
 Harry M. Burke*
 Littleton J. Hudson*
 Syle W. Housen
 Frank S. Edwards

Note: Asterisk following name denotes grade of First Sergeant; all others are Technical Sergeants.

These newly appointed Master Sergeants will remain at their present stations, unless otherwise ordered, attached by station commanders to suitable organizations pending the sub-allotment of additional grades to units or stations.

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Major John B. Hart, Air Corps, was recently designated as Commanding Officer of the 22nd Bombardment Squadron, Hamilton Field, Calif., this organization being a redesignation of the 22nd Observation Squadron, not previously a GHQ Air Force unit. The Squadron has not yet received its complement of enlisted men or airplanes, but is organizing as rapidly as possible, and it is expected it will have planes in the air before the end of the year. The 22nd Bombardment Squadron is to constitute part of the 7th Bombardment Group.

PURSUITERS MAKE FRIENDS WITH SCHOOL CHILDREN
By the News Letter Correspondent

Whenever one really wants to become acquainted with the "Goin's on" of the Squadron away from the home station, all that is necessary is to climb to the loft of the 94th Hangar, Selfridge Field, and go into a huddle with Corporal Bonham and his assistants, Syrjala and Gordon, of the Radio Section. It seems that recently, when the 94th Pursuit Squadron was using Pontiac as a base from which to practice interception missions against "deadly bombers" - newspaper description of the C-40's - operating against the Detroit Industrial Area, much good work was accomplished not only in the tactical field but also in making friends for the First Pursuit Group in that area.

During the sojourn of the Selfridge Field personnel in Pontiac, the residents thereof took every opportunity to become acquainted with modern Pursuit Aviation. One day, during the field exercises, the grade school children were given a holiday to be present at the airdrome. The turn of the high school pupils came the next day. Of course, grown-ups were always present, their number varying from 300 to 500 during the entire course of the tactical problem.

Although every precaution was taken to keep spectators away from the plotting grid, it was next to impossible to stop the boys and girls from getting a glimpse of same - they wanted to play "War Games" too. Their curiosity was unlimited when they saw strange names for the different areas and, of course, wanted a very definite explanation of all the symbols.

Among those present was Master Sergeant Williamson, assistant instructor of the local National Guard Signal Corps Company, who said that while he had similar equipment he had never been able to obtain proper results. The men did everything possible to assist him and, as a result, he admitted that he had learned more in fifteen minutes with them than he ever knew before, and stated that he intended to spend several days at the field in the future to discuss Army Radio and Communications in general.

That the Communications Section gained much from these missions in a practical way was evidenced by the fact that on the first morning it took them an hour to load their equipment on trucks, get it on location, and check in to the net control station at Selfridge Field. In four days they had reduced this time to twenty minutes flat. This increase in speed was due not only to the sincere efforts of the men, but also to the sound advice and constructive criticism received from the cri-

tique held each afternoon by the Group Commander, Major Hickey, during which time all problems were discussed and solutions evolved.

These missions had their humorous side as well. One day Major Harold H. George took off from the Pontiac Airdrome and was forced to return in 15 minutes because of the fact that a rocker box stud had blown out and the Major and his ship were drenched and dripping with oil. The Major nonchalantly climbed out and virtually wrung out his flying jacket. To add to the confusion, all the school children started to follow him around, as if he were the Pied Piper of Hamelin, anxious to learn what and how it happened. There was nothing for the Major to do but hold class and explain but, as the old saw goes, "it's an ill wind that blows no good." In his inimitable way, Major George soon had all the kiddies happy. The good will gained from this incident far exceeded the loss of the oil and the wear and tear on the C.O.'s constitution.

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PROMOTION OF AIR CORPS OFFICERS

The following-named Air Corps officers, holding the grade of Major (temporary), were given permanent promotions in that grade, with date of rank as indicated, viz:

With rank from August 15, 1939
Carl W. Pyle
With rank from August 24, 1939
John M. McCulloch
With rank from September 1, 1939
Charles W. Sullivan Peter E. Skanse
Melvin B. Asp Malcolm N. Stewart
George C. McDonald Arthur G. Liggett
With rank from September 5, 1939
Westside T. Larson
With rank from October 1, 1939
Newton Longfellow James B. Carroll
Lloyd Barnett Thomas L. Gilbert
John A. Laird, Jr. James D. Givens
Charles W. Steinmetz William C. Farnum
John M. Davies Chas. M. Cummings
Walter T. Meyer William Turnbull
Wendell B. McCoy Joseph W. Benson
James E. Duke, Jr. Frederick D. Lynch
Martinus Stenseth James A. Woodruff
Rex K. Stoner
With rank from October 9, 1939
Lester J. Maitland
With rank from October 29, 1939
William W. Welsh
With rank from November 1, 1939
Arthur I. Ennis
Caleb V. Haynes

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RECRUITING TOUR BY 9TH SQDN. PERSONNEL

Captain W.J. Paul and Lieut. M.W. Crowder, accompanied by Privates R.A. Cantwell and F.W. Summers, of the 9th Bombardment Squadron, GHQ Air Force, Hamilton Field, Calif., departed in a B-18A on October 30th on a 14-day recruiting tour of the Northwestern States. Cities scheduled to be visited were Reno, Nevada; Butte, Billings, Miles City, Great Falls and Helena, Montana; Walla Walla, Wanatchee, and Yakima, Washington; Pendleton, Portland, Eugene, Medford and Klamath Falls, Oregon.

The activities planned in these cities were radio talks, newspaper interviews and lectures in an attempt to stimulate interest among young men eligible for enlistment in the Army, particularly in the Air Corps. The actual recruiting of the men was to be accomplished on the trip by an enlisted representative of the Recruiting Service from the Presidio of San Francisco, working in conjunction with recruiting sergeants stationed in the various cities visited.

Information pamphlets and data pertinent to applications for training as Flying Cadets were carried on the trip for distribution.

Another project intended to be accomplished on this trip was the completion of Airport Facility Data Sheets, Form No. AF410 and the making of aerial photographs of each airport visited. From this data information can be obtained as to location of future Army airdromes for peace time maneuvers, field exercises, camps, billets and distribution point installations, and other facilities required for active operation, such as the nature of the surrounding vicinity, roads, shops, supplies, railroads, etc.

Shortly after the return of the above-named personnel from this two weeks' trip, they will carry on daily operations from Hamilton Field and visit many of the cities in the Northwestern part of California in an effort further to accomplish the same end as stated previously in regard to the two weeks' trip. The cities to be visited will include Red Bluff, Redding, Stockton, Modesto, Fresno, Visalia, Salina, San Francisco, Oakland and Chico.

A great deal of time and effort were spent by Captain Paul and Lieut. Crowder in preparation for the tour to assure that proper connections will be made and that all phases of enlistment and questions arising in conjunction therewith can be properly handled. The News Letter Correspondent anticipates that the tour will be most successful.

ADDITIONAL PERSONNEL FOR 88TH SQUADRON

In line with the Air Corps Expansion Program, the 88th Reconnaissance Squadron has been receiving its share of new recruits. During two weeks in October, 35 of these enlisted men were assigned to this Squadron from the Air Base. Before their assignment they were part of a larger group trained by the Air Base in a thorough "School of the Soldier" which included everything from the new Infantry Drill Regulations to slinging a gas mask. "They are a welcome addition to the Squadron," says the Hamilton Field Correspondent, "and will fill in the many gaps existing in Squadron departments. It is interesting to note the various parts of the country they come from. For the most part they are from northern sections of the 9th Corps Area, with others coming from such mid-western States, such as Iowa, Kansas, Missouri and Illinois. Most of them are receiving their first taste of Army life."

Also, in line with the Air Corps' Expansion Program, the News Letter Correspondent reports that the 88th Reconnaissance Squadron has 31 enlisted men on detached service, attending various service schools. These men represent a very high percent of the total organization strength. Among them, many are key-men in their respective departments, and their temporary loss is keenly felt. In addition, there is the necessity of breaking in new men to fill the shoes of such men as will remain at the schools as instructors.

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AIR CORPS ENLIVEN LAST DAYS OF FAIR

In a beautifully planned and executed maneuver, the 7th Bombardment Group, First Wing, GHQ Air Force, Hamilton Field, Calif., conducted a demonstration of Bombardment flying tactics over the Golden Gate International Exposition on the afternoon of October 23rd.

Under the command of Lieut. Colonel Ralph Royce, the three Squadrons of B-18's, two Squadrons of the 7th Group plus the 88th Reconnaissance Squadron, 27 airplanes in all, approached Treasure Island at 1500 feet in Javelin Formation, followed later by a series of tactical maneuvers directly over the Island and within sound and sight of nearly 200,000 people. Air-ground radio communication was established between Colonel Royce and Major Elmer E. Adler on the Island, and a loud speaker carried their voices to every part of the audience.

This demonstration, a week before the closing of the Fair, was probably viewed with much interest by more people than any similar demonstration in the history of the Air Corps.

TAKE-OFF OF ARMY "FLYING FORTRESSES" FOR BRAZIL

Just prior to the departure from Langley Field, Va., on the morning of November 10, 1939, of the seven B-17 "Flying Fortresses" on a good will flight to Rio de Janeiro, Brazil, General George C. Marshall, Chief of Staff, United States Army, in a radio address, stated:

"Ladies and Gentlemen of the Radio Audience:

I flew to Langley Field this morning from Washington to witness the departure of a fleet of Army Flying Fortresses, which will take off in a few minutes for Rio de Janeiro in Brazil.

This flight is important to our Government and to our people from two points of view: It is an aerial good will mission to our great sister republic of Brazil, since General Emmons and his officers and men are to represent us in the ceremonies commemorating the 50th Anniversary of the Proclamation of the Brazilian Republic. Also, this flight will demonstrate again the high state of development of air vessels, the performance and reliability of American aircraft, and the excellence of the training of our airmen. These are military planes, but they have or will soon have comparable civil counterparts. Such flights as the undertaking we are launching this morning demonstrate clearly the great advances in the realm of aeronautics, and show the rapid and peaceful intercourse between nations through the air lanes by means of long transcontinental and transoceanic flights are perfectly practicable today.

For me personally it is a particular pleasure to have our Government dispatching these messengers of good will to Brazil, since it was my own good fortune to visit that remarkable country but a few months ago. I know, therefore, with what bountiful hospitality and warmth of friendship and kindness these fliers of ours will be greeted upon their landing in the capital of the great republic to the south.

It will be remembered by many of my listeners this morning that General Montiero, Chief of Staff of the Brazilian Army, but recently spent several weeks in the United States and that he made exhaustive flights from coast to coast, exhibiting the keenest interest not only in our cities and people, our geographical wonders and national shrines, but in observing first-hand our military organizations and institutions. He expressed to me great admiration for our planes and for our fliers and, as a matter of fact, for our whole aeronautical organization. It is particularly fitting, therefore, that our flying envoys to Brazil should represent our best in flying machines and in

flying men.

General Emmons, please say to your officers and men that I wish for them a fine voyage on their 10,000-mile flight, and complete success in carrying out their mission of peace and good will. Bon Voyage to you. Good luck and good weather."

----- General Arnold's address

"General Marshall, General Emmons, and members of the Army Air Corps Flight to Brazil:

The Army Air Corps is honored and gratified that its members have been selected for this important mission to bear this message from our President to the President and people of Brazil. I shall make no effort to conceal the intense pride which fills me and every member of the Corps on this occasion. Your selection for this undertaking is a triumph for aviation and an expression of confidence in you.

Last week I witnessed here a ceremony wherein the Secretary of War, the Hon. Harry H. Woodring, conferred upon the Second Bombardment Group, of which you of the present flight are members, the highly prized Mackay Trophy, emblematic of the outstanding annual achievement in Army aviation, for your flight last year to South America. So, this undertaking in which you are about to engage is not new to many of you. You know that your planes and equipment are fully capable of these long overwater and transcontinental flights because they and you have executed these missions before. At the beginning, however, of aerial expeditions such as these, there must always be the thrill which comes from the anticipation of unusual achievement and high venture. Long transoceanic and transcontinental flights always present varying experiences - the weather, the winds, the visibility, all flying conditions change from day to day and from time to time. I am fully convinced, however, that no matter what conditions prevail for you on your flight to the south, these planes you man and you, their crews, are fully competent and capable of meeting them. This mission you will perform according to the high standard and tradition which you have established here in the General Headquarters Air Force.

As you wing southward this afternoon and tonight, enroute to Panama, and tomorrow as you fly along the western coast of Colombia, Ecuador and Peru, in the shadow of the Andes, and the day after as you swing across South America for your landing in Rio de Janeiro, remember that the rest of us in the Army
(Continued on Page 10)

MACKAY TROPHY FOR 1938 PRESENTED TO 2ND BOMBARDMENT GROUP

As the result of the successful completion of the flight of six Boeing B-17 Flying Fortresses from Langley Field, Va., to Buenos Aires, Argentina, and return, during February, 1938, the presentation of the Mackay Trophy for the most outstanding Army Air Corps flight during that year was made to the 2nd Bombardment Group of Langley Field, Va., the ceremony taking place at that field on Tuesday afternoon, November 7, 1939.

Among those present at the presentation ceremony were the Hon. Harry H. Woodring, Secretary of War; his aide, Captain Townsend Griffis, Air Corps; Major General Henry H. Arnold, Chief of the Air Corps; his aide, Captain Eugene H. Beebe, Air Corps; Mr. Charles F. Horner, President of the National Aeronautic Association; Major General Delos C. Emmons, Commanding General of the GHQ Air Force; Brigadier General Arnold N. Krogstad, Commanding General of the Second Wing, GHQ Air Force; Colonel Jacob W. S. Wuest, Commanding Officer of Langley Field, Va.; Lieut. Colonels Clinton W. Russell and Walter Bender, of Langley Field.

The Second Bombardment Group was formed on the warming up apron, and after this organization was presented to the Secretary of War, the latter, accompanied by Mr. Horner, advanced several paces to meet Lieut. Colonel Robert Olds, Commanding Officer of the 2nd Bombardment Group, who, standing in front of his command, had been directed by Colonel Wuest to advance and receive the Trophy. Two enlisted men accompanied Colonel Olds in order to carry the Trophy.

The citation accompanying the award of the Mackay Trophy to the 2nd Bombardment Group was read by the Secretary of War over the public address system, and was as follows:

"1. In accordance with the recommendation of a Board of Officers, the Mackay Army Trophy for 1938 was awarded to:

The Second Bombardment Group, Air Corps, for the flight of six B-17 airplanes of this Group from Langley Field, Virginia, to Buenos Aires, Argentina, and return, during the period February 15-17, 1938. This flight of over 10,000 miles was accomplished with a high degree of skill in pilotage, navigation, and maintenance proficiency on the part of the officers and men participating, and reflected a superior standard of performance on the part of the entire Second Bombardment Group in the field of normal training and maintenance and in the preparation for and execution of this flight."

The Trophy and citation were then accepted by Colonel Olds for the Second

Bombardment Group, after which the Secretary of War and his party returned by air to Washington and the Second Bombardment Group was dismissed.

The personnel of the flight to Buenos Aires comprised 25 officers and 24 enlisted men. Lieut. Colonel Robert Olds was in command. The flight left Langley Field on the morning of February 15, 1938, landing at Miami, Fla., 5 hours and 45 minutes later, and departed from Miami at 1:00 a.m., February 16th, and landed at Lima, Peru, at 4:35 p.m. that day. Departing from Lima at 11:05 p.m., the flight landed at Buenos Aires 13 hours later and subsequently participated in the ceremonies incident to the inauguration of President Roberto M. Ortiz.

Departing from Buenos Aires early on the morning of February 22nd, the planes landed at Santiago, Chile, at noon, and left there the following morning for Lima, Peru, where a landing was effected that afternoon. On February 25th, the flight left Lima and arrived at Albrook Field, Panama Canal Zone, about nine hours later. A non-stop flight from Panama to the home field at Langley was made in 10 hours and 50 minutes. On the return flight the distance covered was 5116 miles out-bound and 5916 miles return. An average of 134 miles per hour was maintained on the return flight.

The flight proved of great value in testing the navigational proficiency of the personnel involved, due to the fact that the planes proceeded individually over the route to rendezvous at each day's objective, at which places the planes engaged in the only formation flying during the trip.

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Flight of B-17's to Brazil (From Page 9)

Air Corps who remain behind will be watching your progress and following that six thousand mile flight with the keenest of interest and with every confidence that you will successfully accomplish your mission.

Your return journey will complete a flight of more than ten thousand miles, and the record of your achievement will add to that long list which Army Air Corps fliers have written in the chapter history will label "The Great Expeditions of the First Generation of Human Flight."

Five of the B-17 Bombardment planes reached Rio de Janeiro on November 15th. In taking off from Asuncion, Paraguay, one of the planes bogged down on the soft field, damaging a propeller. Another B-17 was forced to land at Porto Alegre and reached Rio on the 17th.

V-8267, A.C.

DE-ICING TRAINING SCHOOL ORIGINATED AT WRIGHT FIELD

The Materiel Division, Wright Field, Ohio, has recently inaugurated a new type of training school dealing with de-icing equipment and ice hazards. Its purpose is to disseminate the latest authentic information in a field which has not been without a peculiar group of contradictory legends and hair-raising history. The course goes more into detail than does the Technical Order on the subject prepared for the information of the Service.

Perhaps the Wright Brothers held a moistened finger aloft at Kitty Hawk as an index of icing conditions before a flight. The ice hazard, whether encountered then or not, now has ramifications brought on by a high range of cruising speeds and altitudes.

In a brief time an airplane can fly through measurable atmospheric temperature changes on occasion, encountering moisture in several forms (mist, rain, snow) within a few seconds, so an infinite variety of temperature-moisture combinations may be experienced.

As will be seen later, some of these temperature-moisture combinations cause formation of ice on an airplane in flight.

In the earlier days of flying, trouble due to ice formation was uncommon because winter flying was greatly restricted. Instruments which would make long flights through clouds a matter of routine had not yet been developed.

All weather flying and, by implication, instrument flying, have intensified the need for de-icing equipment. Airlines must have it to maintain the need for de-icing equipment. Airlines must have it to maintain scheduled flights. The Air Corps operates more effectively with it.

So the decision to hold the first known school for instruction on the theory, care, maintenance and inspection of de-icing equipment in the Equipment Branch of the Materiel Division at Wright Field was exceedingly timely.

Attending the three-day school were Captain Signa A. Gilkey and Mr. Peter Glover, of the Fairfield Air Depot; Captain Thomas B. McDonald and Mr. Martin Fuller, of the San Antonio Air Depot; Lieut. Franklin K. Paul and Mr. Cooper Dagen, of the Middletown Air Depot; and Mr. Bert Zerbe, of the Sacramento Air Depot.

The courses, based on original notes of Wright Field personnel and a factory representative, are to serve as a basis for Air Depot personnel training in preparation for the larger number of de-icing installations which will form part of the expansion program. They included:

Lectures on the theory of the func-

tioning of de-icing equipment.

Lectures on the arrangement of de-icing equipment necessary to accomplish de-icing.

A description of the several items of equipment used in connection with de-icing systems.

Laboratory work during which time the mechanical equipment was disassembled and examined, rubber parts tested for electrical conductivity and recoated to increase their conductivity, and the rubber parts patched and repaired.

Lectures on the deteriorating action of engine oil and intense sunlight on the rubber parts and the importance of the proper care of these parts.

A demonstration of the procedure used to install the rubber parts.

An inspection tour of the de-icing equipment installed on airplanes at Wright Field, during which time inspection procedure was illustrated.

Much remains to be learned about the weather conditions leading to formation of ice on airplanes. Weather bureaus report icing conditions just as the Atlantic ice patrol warns shipping of icebergs, but each winter there are crashes due to icing.

Weather bureaus on air routes exchange comprehensive weather conditions by radio and teletype. Each makes from three to six complete maps daily. Sudden changes observed or reported by flights are cleared by bulletins. Usually these stations are 100 miles or more apart. Consequently, weather conditions at some points between stations must be estimated, leading to greater possibilities of error than in direct observations.

The types of ice, in order of danger, are:

1. Clear or glaze ice, which has a definite tendency to mushroom or to enlarge its frontal area on leading edges.

2. Rime ice, which is pure white, opaque and granular. It usually follows the leading edge contour of the airfoil, but mushrooms under certain conditions.

3. Frost.

Of the two sources of hazard, the additional weight to be carried is the lesser; the loss in lift and the increase in drag can be serious. Flying in soupy weather on instruments, a pilot is handicapped with logy controls at precisely the time every advantage is needed.

Ice can progressively reduce lift until altitude cannot be maintained even with full power. At the same time, propeller output falls off and parasitic drag increases. The following four reports (from "Training Guide Meteorology," Office of the Chief of

the Air Corps, Volume I) illustrate what happens when ice is encountered in flight:

"Clear ice, $\frac{1}{2}$ inch thick, formed on all leading edges in seven minutes at 2640 meters altitude, -30° F. Forced to descend."

"Clear ice, $\frac{1}{2}$ inch thick, leading edges and propellers, formed in 15 minutes, -50° F., 1270 meters. Airplane vibrated and flight had to be abandoned."

"Rime ice, $\frac{3}{4}$ inch thick on leading edge of wing, formed in 28 minutes, -50° C., 3680 meters. Airplane suddenly stopped climbing due to ice, very rough and white."

"Clear ice, $\frac{1}{4}$ inch thick on leading edges and all exposed parts, formed in 4 minutes, -120° F. 4140 meters altitude. Airplane became so heavy with ice that it began to lose altitude and further climb impossible."

These are not extreme cases. Ice has been observed to form on an airplane at the rate of 2 inches per minute. It has been known to cover the wings completely in less than 10 seconds.

Two conditions must be present simultaneously before ice can form on an airplane. The temperature of either air or airplane must be below 36° F., and visible moisture be present in the form of clouds, fog, mist or rain. The added presence of wet snow or sleet accelerates the formation of ice.

Dangerous icing conditions are not so common in Arctic regions, where extremely low temperatures with low moisture content in the air prevail, as in the temperate zones where free moisture is frequently encountered at temperatures of 20° to 36° F.

The key to understanding how ice in the sky attacks an airplane is illustrated by a well-known laboratory experiment using a test tube partially filled with water, a stand to hold it motionless, and the necessary cooling equipment.

As long as it is motionless, the water can be lowered to a temperature far below freezing and remain water, that is, in liquid state. But tap the tube and the water will immediately turn to ice. The fact to bear in mind is that the super-cooled or under-cooled water remained liquid until the motion set up by tapping the tube caused it to turn to ice.

Under-cooled particles of water have been encountered in the sky with temperatures as low as -50° F. Sometimes these particles are in the form of clouds, at other times they are suspended in the form of fog or mist. On colliding with an airplane flying through them, the impact causes the under-cooled water particles to turn to ice where they strike the airplane - the leading edges and exposed parts. If the de-icer protects these parts, it

should protect the whole airplane, not unlike the slogan of paint - "Save the Surface and You Save All." (Providing movable controls, particularly ailerons, follow the latest designs which give protection against formation of ice. These designs were developed in tests in a refrigerated wind tunnel and are now in standard use.) Without the de-icer effectively breaking up or preventing initial deposits of ice, it would be necessary to study the theory of evaporative cooling to understand subsequent formation of ice aft of the leading edges on airplanes not equipped with de-icers.

(A second article regarding different types of de-icers, description of the preferred type, recent improvements, and cautions to pilots, will be covered in a future issue.)

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CONTRACTS FOR AIRPLANE ENGINES

Under date of November 10, 1939, the Assistant Secretary of War, the Hon. Louis Johnson, announced that contracts for airplane engines not heretofore announced have been entered into with the following firms:

Allison Engineering Company, Indianapolis, Indiana:

For purchase of Model V-1710-35 engines of 1150 horsepower each, intended for installation in Bell P-39C single-engine Pursuit planes at a total cost of \$1,851,631.65.

Continental Motors Corporation, Detroit, Mich.:

For purchase of Model R-670-5 engines of 220 horsepower, intended for installation in Stearman PT-17 airplanes at a total cost of \$294,200.85.

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HOW CAN FLYING CADETS "BLOW OFF STEAM?"

Flying Cadets at the Training Detachment at the Grand Central Flying School, Glendale, Calif., will welcome suggestions that will help them solve a pressing problem.

Since the establishment of the base, it has been a tradition that when a Flying Cadet completes his first solo flight he is tossed in the big tile swimming pool, adjoining the headquarters building, to cool off, flying attire and all.

The pool, however, has now been drained, and the Cadets are now seeking a substitute ceremony. The News Letter Correspondent says: "If anyone has any suggestions, they will be welcome."

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Major Albert W. Stevens, Air Corps, was relieved from duty at Hqrs. 2d Corps Area, Governors Island, N.Y., and assigned to duty at Lowry Field, Colo. V-8267, A.C.

PURSUIT ACTIVITIES AT BARKSDALE FIELD

The officers and men of the 77th Pursuit Squadron, Barksdale Field, La., have been working hard, and as a result remarkable progress has been made in their training program. Plans for the move to Moffett Field, Calif., were made, each section beginning its preparations. The Squadron is proud to have made its home at Barksdale Field since October 31, 1932, so it is not altogether with joy and happiness that they are bidding the place adieu to seek a new "place in the sun." "Consequently," says the News Letter Correspondent, "we are singing the new Air Corps Song and using 'California Here I Come' as an encore."

The 55th Pursuit Squadron, GHQ Air Force, Supply Section has recently completed a supply room, which is considered by all who have seen it to be a model arrangement. All equipment is completely removed from the floor to facilitate cleaning of the room, and individual field equipment is stored in open bins so that it is available at a moment's notice. Other equipment is stored in cabinets with hinged doors that will stay open in any position. This makes for convenience during inspections, etc., when all doors should be opened the same amount. The issuing counter is built in the form of a semi-circle, and articles of constant use are stored in shelves under counter. The semi-circular arrangement allows a greater number of men to be served at one time and cuts down congestion at the entrance to the supply room. The present system of storing supplies makes it appear that there is only about half as much equipment in the room as there was in the former supply room, but actually there are more articles in the room.

All woodwork is made of natural pine finished with a high gloss varnish. While the first cost of this finish is slightly higher than a paint finish, it is believed that over a period of time it will result in a saving, due to the fact that it will not have to be refinished for a number of years. Another advantage of the gloss finish is the saving in electricity required to illuminate the room. The gloss woodwork, together with the white painted walls and ceiling gives an impression of added height to the room and causes the entire department to be better lighted.

The Commanding Officer of the 55th Pursuit Squadron, Captain Homer L. Sanders, has commended Lieut. A.P. Tacon, Jr., Supply Officer, and Staff Sergeant Alfred Parkinson, Supply Sergeant, for their initiative and diligence in completing the work, despite

the fact that the Squadron will not be able to make use of the room due to the transfer of the organization to Moffett Field, Calif.

In addition to Lieut. Tacon and Staff Sergeant Parkinson, the Supply Section is composed of Lieut. C.A. Gayle, Assistant Supply Officer; Privates 1st Cl. A. Prestridge, J.M. Starling, Jr., Privates C.J. Edmonson and J.C. Ashby. Construction work was under the direct supervision of Private 1st Cl. Prest-ridge, who is a carpenter of no mean ability.

Due to business and excitement incident to the move of the 20th Pursuit Group to Moffett Field, Calif., the 55th Pursuit Squadron was forced to quit ground gunnery. Several of the pilots finished all phases.

The formation of a squadron at Maxwell Field, Ala., cost the Squadron two newly assigned officers - 2nd Lts. W.P. Exum and G.B. McMillan, Air Reserve.

Well, well; it really wasn't a rumor. The 20th Pursuit Group was really ordered to move to Moffett Field, and the work of packing, preparing and planning started in earnest. Sixteen officers, ten wives and approximately 85 enlisted men and 18 wives, 77th Pursuit Squadron, were scheduled to make the transfer to their "new place in the sun" (Courtesy of "Frisco" C. of C.). Two weeks ago, the count was 19, but three officers were lost to the Composite Squadron at Maxwell Field, namely, Lieuts. S.E. Lawrence, W.D. Gilchrist and S.J. McKee.

For over seven years Barksdale Field has been the home of the 77th Pursuit Squadron, so it is with regret that the personnel bid the place adieu, or perhaps, considering the new Air Corps expansion, a more appropriate word would be au revoir.

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GENERAL ARNOLD BESTOWS DECORATIONS ON ENLISTED MEN.

Three soldiers stationed at Wheeler Field, T.H., were decorated with medals by Major General Henry H. Arnold, Chief of the Air Corps, preceding an impressive aerial review held in his honor on October 2nd, while on an inspection tour of Air Corps units in Hawaii.

General Arnold bestowed the Purple Heart on Staff Sergeant Norvelle Chaudron, of the 18th Air Base Squadron, for having been wounded in action in France during the World War.

Soldier's Medals were presented to 1st Sergeant Donald S. Williams and Corporal Stephen Polansky, of the same Squadron, for having staged a heroic
(Continued on Page 14).

A SUCCESSFUL INTERCEPTION MISSION

If a day starts out just like any other day at Albrook Field, everybody starts wondering what it holds in store, now that Captain Russell E. Randall, Air Corps, is the new Base Operations Officer.

For instance, October 12th started out just like another day for everyone concerned, but by 9:00 a.m., Captain Randall decided to change the course of events. He had been wondering if the "In Readiness" crews of the 44th Reconnaissance Squadron really could take off in an hour, as they are supposed to do. At the hour above mentioned, Captain Randall received a position report on the U.S. Army Transport REPUBLIC, steaming from San Francisco to Panama. At 9:15, he issued orders to the 44th Reconnaissance Squadron to take off at 10:15 a.m. with three B-18's and to conduct an interception mission on the REPUBLIC.

It was exactly 10:15 when the three planes roared off - Captain Randall leading. Every 30 minutes they radioed position reports to plotters, who plotted every position on a large scale map, figuring all the time with a frenzy at just what time the interception would take place. As the REPUBLIC and the three Albrook Field planes converged on the map, the tension in the plotting room increased. The corps of plotters and radio operators waited with bated breath until, at 12:30 p.m., a message flashed in: "Circling REPUBLIC." A roar went up from the assembled ground staff as they gave vent to suppressed excitement and realized that another successful reconnaissance mission had been completed for the 16th Pursuit Group.

The interception had taken place more than 300 miles from Albrook Field, off the coast of Costa Rica. The next day, at 2:00 p.m., the REPUBLIC docked at Balboa, more than 24 hours after she had been intercepted.

Pilots and co-pilots on the mission, in addition to Captain Randall, were: Forrest G. Allen, Captain, A.C., commanding the 44th Reconnaissance Squadron; 1st Lieuts. W.W. Jones, Robert D. Gopen, 2nd Lieuts. L.W. Greenback and John P. Breckenridge, (Air Reserve).

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OPENING OF NEW THEATER AT ALBROOK FIELD

With all the pomp and splendor of a Hollywood premier, the new \$70,000.00 ultra-modern picture theater at Albrook Field, Panama Canal Zone, was opened on the night of October 23rd.

Ranking officers of the Pacific Sector of the Panama Canal Zone were guests at the opening, which featured the picture - "Mr. Smith Goes to Washington."

Included among those attending, with their ladies, were Major General David L. Stone, Panama Canal Department Commander; Brigadier General Herbert A. Dargue, commanding the 19th Wing; Brigadier General S. Jarman, commanding the 1st Provisional Anti-Aircraft Brigade; and Brigadier General Ben Lear, commanding the Pacific Sector of the Panama Canal Department.

High ranking representatives from every post in the Pacific Sector and a number of high ranking Naval officers attended.

The new theater, finest on the Isthmus, was recently completed after five months of work. The architecture is described as tropical and Panamanian.

New projection and sound equipment of the latest type available was installed at a cost of more than \$8,000. The new theater, which has a seating capacity of 991 persons, was filled to capacity for the first show.

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Decorations Awarded Enlisted Men (Continued from Page 13)

rescue of the wife and two children of Major Horace Harding, 11th Field Artillery, from drowning in the swirling waters of Waimea Canyon on the north shore of Oahu on May 5, 1939. Without a thought of personal danger, the two soldiers plunged into the turbulent stream and, swimming through the swift current, effected a triple rescue.

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GENERAL EMMONS SEES OWN PLANE BY TELEVISION.

Major General Delos C. Emmons, Commanding General of the GHQ Air Force, recently had the unique experience of sitting in an airplane and getting the same view of its landing that the ground crew enjoyed during a television broadcast conducted from New York City.

The demonstration was put on by the Radio Corporation of America and the United Airlines in celebration of the Radio Company's twentieth anniversary. Eighteen passengers, including General Emmons, television technicians and newspapermen, were passengers on a United mainliner which left New York on a trip to Washington and return to the new airport at North Beach, N.Y.

When about 21,000 feet over the Nation's Capital, the plane picked up a program being telecast from New York. On the return trip to North Beach, the passengers received a program showing them the field and hangars at the New York airport. Just as they arrived, the announcer said that he would "pick up" a plane in the air, and as the image of the ship appeared on the screen the passengers realized they were watching their own plane come down to a landing.

V-8267, A.C.

RECRUIT TRAINING AT WHEELER FIELD

September 14th proved to be an eventful day for many soldiers, especially through the eyes and ears of the recruit. A sizeable detachment of the latter, augmented by a number of veterans, constituted the new detachment of Air Corps men to arrive at Wheeler Field on that date.

The commissioned officers conducting the training of the new body of men comprised Captain Grebe, of the Medical Corps; Chaplain William L. Cooper, and Lieuts. Terrell, Teats, Allan, Dahlberg, Tokarz, Hindson and McClure.

On the day following debarkation, the entire group was marched to the Schofield Area Quartermaster Corps, where tryons were made for clothing issue. Similarly, the men were given bedding equipment and deployed themselves in the various barracks.

The average day in the life of the Wheeler Field soldier is routinized in somewhat this manner: Upon arising at 6:00 a.m., bunks are arranged and barracks are carefully cleaned. Men are then marched to suitable nearby locations where mass calisthenics are held. After exercises are completed, the companies return to quarters for a brief period. At this moment it is 7:15 a.m., and the rush for food is on. "How these rookies do eat!" utters the Mess Sergeant. Another brief rest occurs upon completion of breakfast, and then the activities commence in earnest. The drill field is the site. There, under the direction of Lieut. Terrell and his aides, the School of the Soldier swings into action.

A large share of the time is devoted to this School of the Soldier. Sergeant Mills deserves much commendation for his unusually efficient handling of the group. His sonorous voice and precise instructions have won instant cooperation.

There is some comment as to whether the old drill is more difficult to absorb than its successor. The emphasis now seems to be on the platoon rather than the individual. Flank movements, when executed correctly, are examples of military pomp at its best. The various instructors are held responsible for the results of the group as well as the pivot men, and their efforts are showing to advantage. The chief difficulty at present appears to be in keeping the lengthy flanks in alignment. Experience should bring about excellency in this respect.

Nicely sandwiched in between drill hours are the lectures delivered by the commissioned officers. During the first week, all platoons received their share of oral instruction. Among the first of these discussions was that given by Lieut. Dahlberg on Wheeler Field Regulations. The soldiers welcome

these treatises, contrary to popular belief, for usually they occur after the first hour of drill, when the especially torrid sun seems to be "pouring it on." It also offers an opportunity to relax in the shade. Following the oration there is a question and answer period which clarifies doubtful points in the minds of the soldiers.

During the first week, another discourse of importance was conducted by 1st Lieut. Terrell, this being on the subject of Military Courtesy. The subject was covered thoroughly, and its gravity is now well appreciated. One distinct lesson derived was the rule, viz: "When in doubt, salute."

On September 19th, Lieut. Tokarz conversed with the assemblage on the Articles of War. Although this subject had been propounded on several occasions previously, at numerous processing stations, the repetition always serves to impress clearly the importance of its observance.

Meanwhile, throughout these several weeks, other instructions of particular note were absorbed. On September 25th, in one of the hangars, Lieut. Allan imparted valuable information relevant to Schofield Area Regulations. Following this came an unusually informative talk on Military Hygiene by Captain Grebe. Lectures of this nature always convey useful knowledge, and in this instance more so, as the control of health in this climate is a more serious problem than in the States. Captain Grebe's points of information were imparted in plain language and, consequently, made clear.

Early morning calisthenics are conducted by Sergeant Crawford and Corporal Schultz. These two militarists, through their extreme adherence to discipline and their observance of details, merit due consideration for the success of this training period. Sergeant Glover is likewise to be commended for his genial manner, and his accomplishments on the drill field are due to the cooperation he stimulates in the men.

A feature of the morning drill is the instruction in gas mask proficiency. Corporal Wales has been conducting this important function of defense in a thorough and proficient manner.

Part of the morning routine has been devoted to physical examination. These were held in the dispensary. Of all the troubles that occur to men living in large groups, not a minor ailment was unnoticed.

The highlight of the program up to this writing has been the pistol drill. On September 26th, after preliminary instructions on the drill field, the group was marched to Waikelo Gulch, where the baptism of firing occurred. At this point an observer could discern the signs of solemnity, for the big majority of these boys had never before

handled firearms. Through the steady influence of Lieuts. Terrell and Dahlberg they exhibited a most satisfactory performance. Final instructions in manipulation of the pistol, as imparted by Lieut. Terrell, tended to ease the strain visible among the recruits. Such commands as "Load and lock - raise pistol - commence firing - return pistols," are now additional backgrounds of experience. Each man fired ten rounds of .45 caliber ammunition, and the average scores were creditable. The firing drill functioned without mishap; the time passed quite rapidly, and the group marched to the barracks with visible mannerism of the real soldier.

Afternoons throughout this training period are being devoted to sports. With the exception of the vigor manifested at pistol firing, there is no other occasion when the youthful militarists exhibit such complete zeal. Individuals are given their choice in a number of athletic endeavors. At present, these functions are small in number. Although lacking representatives in the heavier classes, it is expected, however, that a portion of these Wheeler Field prospects will blossom to commanding positions.

Softball and volleyball entice most of the men. Inter-barracks contests, especially in volleyball, are waxing furious. Volleyball fields appear to possess large numbers of experienced players. Volleyball is a diversion which offers the individual the maximum of sport and exercise. Close upon it, however, is that ever growing recreation - softball. Requiring merely a minimum of equipment, it presents the amateur as well as the more experienced players a splendid chance to exemplify individual as well as team powers. The afternoon period ends at 3:00 p.m., when our youthful soldier has had his share of exertion.

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MISSOURI NATIONAL GUARD AIRMEN ACCUMULATE CONSIDERABLE TIME ON O-47'S

The activities of the 110th Observation Squadron, Missouri National Guard, have increased to a considerable extent during the past year due to the new O-47 airplanes, additional funds for caretakers, and the receipt of equipment necessary for the operation and maintenance of modern airplanes. This new equipment has also brought about renewed interest, which in turn has brought new blood into the organization - new pilots and observers.

"We are rather proud of the fact," says the News Letter Correspondent, "that our pilots, a large majority of whom had never before operated airplanes with constant speed propellers, retract-

able landing gear, flaps, and many other gadgets, were able to go through the transition period and pile up a considerable amount of time on the O-47 airplanes without mishap. We feel that the boys are about over the hump now, if they can just remember to keep ice out of the carburetors during the coming winter."

The Commanding Officer of the 110th Observation Squadron, Major E.H. Lauth, has arranged for the field training thereof during the next few weeks, to be scheduled at intervals to coincide with that of other ground units of the National Guard, in order that the organization may work cooperative missions with as many different units as possible while they are in the field.

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A WARNING TO PILOTS

"Are you familiar with our lovely grain elevator here at Lambert Field?" queries the News Letter Correspondent of the 110th Observation Squadron, Missouri National Guard, Robertson, Mo. "If not," he continues, "keep tuned in with the control tower! On several occasions within recent months the operators have done a swell job by calling to pilots, who are not familiar with the field, to pull up when making night approaches, in order to clear same. Needless to say, the pilots concerned have been loud in their thanks on such occasions."

The News Letter Correspondent also propounds this query:

When are we in this country going to adopt some uniform system for numbering runways?

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HIKES POPULAR DIVERSION FOR RECRUITS

Under the direction of the E. & R. Officer, Lieut. Charles L. Hamilton, Air Corps Reserve, recently arrived recruits at Hamilton Field, Calif., are being taken on hikes en masse on Sundays as part of their recreation.

Since California abounds in places of great western historical interest, these hikes are becoming more and more popular not only with the new recruits but with many other enlisted men.

On Sunday, October 15th, a trip was made into the Muir Woods, famous for one of the most beautiful bits of standing Redwood trees in Northern California and named for the western naturalist, John Muir. On Sunday, October 29th, 90 men departed by truck for the Valley of the Moon in the Sonoma Mission country. As part of this trip, they visited Jack London's famous ranch and were informally greeted by Mrs. Jack London, who makes her home there. This proved a

(Continued on Page 17).

TOW TARGET OPERATOR WHISKED OUT OF PLANE

Coming out of a dive at about 1200 feet at 9:35 one morning recently, 2nd Lieut. Roy E. Warren, of the 18th Air Base Squadron, Wheeler Field, T.H., was a very much surprised pilot when, turning to speak to his target operator, Private John M. Heller, 26th Attack Squadron, also of Wheeler Field, he found the seat was empty!

Looking around, Lieut. Warren saw his passenger about 200 feet below him riding his parachute slowly towards earth. When asked for an explanation of his passenger's abrupt departure from the plane, it developed that Lieut. Warren and Private Heller, in an A-12 plane, had been towing targets for land batteries on the north shore of Oahu. Just as they completed their work, Private Heller noticed that the target cable, which ran underneath the belly of the plane, had become entangled in the tail wheel. Attracting the pilot's attention, he suggested that a sudden dive might disentangle the cable. Shortly thereafter, Lieut. Warren put the plane into a sudden dive, and when he turned around again his target operator had disappeared.

Reaching Wheeler Field wet but safe, Private Heller, when interrogated, had not quite gotten over his surprise at finding himself so unceremoniously precipitated into the void. Asked how it happened, he said he had just unfastened his safety belt so that he could turn around and watch the fouled tow rope, when the sudden dive of the plane caught him unawares. After his first sudden shock of surprise, he pulled the rip cord on his parachute, which opened a short distance below the plane. When he saw that he was going to land in the waters off the north shore near Haleiwa landing field, he said he waited until just before he hit the water, and then unfastened his chute.

When asked how far from shore he landed, Private Heller replied: "It seemed like a half a mile. I was pretty tired when I reached shore."

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Lieut. Colonel Carl Spaatz, Air Corps, was promoted to the grade of Colonel (temporary), with rank from November 7, 1939.

Lieut. Colonel Charles T. Phillips, Air Corps, who has been holding a temporary commission as such, was given a permanent appointment in that grade, with rank from November 5, 1939.

Major Clyde V. Finter, Air Corps, was promoted to Lieutenant Colonel (temporary), with rank from September 30, 1939.

The following-named Captains of the Air Corps were promoted to the grade of Major (temporary): Don W. Mayhew and Edmund C. Langmead, October 1, 1939; David W. Goodrich, October 4, 1939.

PROMOTION OF AIR CORPS 2ND LIEUTENANTS

The following-named second lieutenants of the Air Corps were promoted to the grade of first lieutenant, with rank from October 1, 1939:

Charles B. Root	Tom J. Cunningham
William M. Brown	William H. Gist, Jr.
Herman A. Schmid	Potter B. Paige
Lloyd P. Hopwood	Wm. R. Robertson, Jr.
James A. DeMarco	Joseph S. Holtner
Joseph D. Lee, Jr.	James C. Selser, Jr.
Leslie Raybold	Douglas E. Williams
Wilbur W. Aring	Lewis L. Mundell
James O. Guthrie	Brooke E. Allen
Charles P. Hollstein	Oliver E. Ford, Jr.
Jack L. Randolph	John B. Cornett
Homer A. Boushey, Jr.	John H. Jeffus
Don O. Darrow	Boyd Hubbard, Jr.
Harold A. Gunn	L. W. Greenbank
Francis L. Rivard	Norman L. Peterson
Frederic H. Miller, Jr.	Victor R. Haugen
Donald R. Hutchinson	Hilmer C. Nelson
John A. Hilger	William P. Fisher
L. C. Coddington	Robert W. Hall
Frank R. Cook	Paul H. Dane
George E. Pierce	Graves H. Snyder
Paul E. Todd	Chester W. Cecil, Jr.
Louis W. Proper	John M. Reynolds
Ralph C. Rockwood	Ralph MacK. Kellogg

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Hikes for Air Corps Recruits (Continued from Page 16)

highlight of the trip since the name, Jack London, has always meant a great deal in American literature, and actually to stand on the ground and talk to the people who figured so strongly in the writer's life was inspiring, indeed, to these boys, most of whom come from the East and Middle West.

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RECRUITS AT MAXWELL FIELD

From August 15th up to November 1st, about 400 recruits were enlisted at Maxwell Field, Ala. The initial training of these recruits has been in charge of Captain Samuel W. Van Meter, who started them off right for their duties as soldiers in the Air Corps.

Mornings are devoted to thirty minutes of setting-up exercises and to lectures on such subjects as military courtesy; discipline; the American flag; patriotism; first-aid and hygiene; instruction in interior guard duty;

gas masks and the effects of gases on personnel and equipment; nomenclature and mechanism of the pistol; and drill. In the afternoons, athletic games, such as football, volley ball and softball, are engaged in.

After three weeks of this training, the recruits are turned over to the various organizations for duty.

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TECHNICAL SCHOOL TRADE TEST DEPARTMENT
By the Chanute Field Correspondent

Upon the shoulders of the Trade Test Department of the Air Corps Technical School falls the task of assigning enlisted men to the school for which they are best adapted. To the uninitiated this may seem to be a comparatively simple task.

Men appearing before the Trade Test Department for tests may be divided into two classes - the recruits, and men who have previous service in other branches of the Army. The recruit may, or may not, have definite ideas as to which course holds his interests. Practical experience has proven that the previous-service men have more definite and sounder ideas regarding their courses.

Contrary to popular belief, experience is not necessarily a true indication that a man will succeed in a certain course. Mr. Rachel Faubion, head of the Trade Test Department, said: "Oftentimes a man has followed a certain trade because of necessity. In that case, there is no substantial reason to believe that this man would best be suited to follow the same line of activity in his Army career. Careful studies of case histories have revealed that industrial activities of his home community have a direct influence on the man's selection of a course that he wishes to pursue. Thus, those from the oil fields of Texas show a marked preference for the Welders' course, - not because it interests him the most but since it is the livelihood of his community.

"Naturally," Mr. Faubion continued, "this Department does not wish to force a man into a field that is entirely to his unliking. If a man has a hobby of, let us say, Radio, and evidences intense interest in the same, it is inevitable that this Department arrives at the conclusion that his best course would be Radio. Hobbies play an important part in the final selection of courses."

The test that the applicant takes are to determine three things:

1. Can he? (This is determined through the Alpha test, which finds his degree of mental alertness. It is a direct indication of his ability to absorb knowledge.)

2. Aptitude. (In which course should his talents be directed.)

3. Will he? (Here a study of his past school records is vital. Did he pursue studies in his high school curriculum that indicates his taking the path of least resistance? In extreme cases, when the staff is in doubt, the applicant is subjected to a personal interview.)

His participation in outside school activities is considered important, in

that it shows whether or not he would work in harmony with a group. If the applicant is the type that cannot get along with others, then, for example, a course of Airplane Mechanics would be a poor choice for his case.

All in all, Mr. Faubion and his staff have no small job. During September, 550 men were given trade tests, and their courses determined. In the future, there will be even larger numbers to place properly in the Air Corps Technical School.

The Trade Test Department of the Air Corps Technical School, Chanute Field Branch, has the following personnel on duty:

Mr. Rachel Faubion, Head of the Department;
Private Frank C. Stecklein, Chief Clerk;
Miss Jean Schlesinger, Stenographer;
Private Robert E. Armstrong, Scorer;
Private Corbet Ballard, "
Private Simon P. Bartazak, "
Private Eugene Cunningham, "
Private Wayne J. Hanks, "
Private Frank A. Hill, "
Private William Holder, "
Private Albert N. Hurdle, "
Private Theodore Manganello, "
Private John Minesci, "
Private Martin A. Residori, "
Private Orville E. Robinson, "
Private James W. Fryor, "

The Trade Test Department reports that there has been increasing interest shown in the Armament Course during recent months, mainly since this subject has caught the fancy of recruits as a result of the warfare existing in the world today, and resultant publicity of the striking power of the airplane as a military weapon.

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ADDITIONAL HANGAR SPACE PROVIDED AT
GRAND CENTRAL FLYING SCHOOL.

To provide added facilities for training Flying Cadets and mechanics at the training detachment at the Grand Central Flying School, Glendale, Calif., 35,000 square feet of hangar space has been added to the quarters devoted to the training work.

The space, formerly occupied by American Airlines, who were asked to move to another airport because of space pressure at Grand Central, will be devoted to three flight offices, added shops and space for the repair and maintenance of the 20 PT-13A training planes, and additional ground school classrooms.

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There was recently authorized an increase from 35 to 45 Flying Cadets in each future class received at the training detachment at the Grand Central Flying School, Glendale, Calif. The first class of 45 Cadets is the one that was due to arrive on November 15th.

MUCH VIEWED BOMBER RESUMES NORMAL ROLE

Like all good soldiers, the now famous airplane, the B-17 Flying Fortress, which stood exposed to sun, wind and rain for the better part of a year at the Golden Gate International Exposition, is now "polishing up its brass" and being prepared for a new duty.

The big Bomber, which stood silently looking out over the waters of San Francisco Bay, its engines stilled since February, 1939, has been removed from Treasure Island and is being put through a routine check at the Sacramento Air Depot before being transferred to a Bombardment squadron.

Many airplanes have been more famous than this one, but never in aviation history has any other airplane been so closely inspected by so many people. By actual count, over 1,600,000 persons walked through the big ship from stern to stem. By conservative estimate, five million persons have stood in the shadow of her wings or touched her gleaming silvery sides. She will appear in a million photo albums, and news reels and pictorials have carried her picture to every corner of the globe. Her "place in the sun" is gone, and she has become simply one of a large number of airplanes, part of America's aerial defense. Because of her, however, millions of people have a clearer view of things aeronautical and a more intimate knowledge of their country's air power.

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CHIEF SIGNAL OFFICER VISITS WRIGHT FIELD

Major General J.O. Mauborgne, Chief Signal Officer, U.S. Army, arrived at Wright Field, Dayton, Ohio, on Thursday, October 25th, and remained until the following day. The purpose of his visit was to hold a conference on the research and development program of the Aircraft Radio Laboratory at the Materiel Division, and to inspect radio installations at Wright and Patterson Fields. General Mauborgne, then a Colonel, served as Chief of the Aircraft Radio Laboratory from June 15, 1936, until September 15, 1937, when his promotion to the rank of Major General and to the position of Chief Signal Officer necessitated his transfer to Washington.

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OPPORTUNITIES TO YOUNG MEN IN AIR CORPS

Major Edmund P. Gaines, Air Corps, stationed at the Materiel Division, Wright Field, Dayton, Ohio, was an afternoon speaker to more than one hundred high school principals and instructors of manual arts of the Central Ohio Teachers Association, who held their

annual meeting at Wright Field. Major Gaines pointed out the opportunities offered by the Air Corps to high school graduates as enlisted men and, to those who attain higher education, as flying cadets. At the close of his talk he had numerous requests for literature concerning service in the Air Corps in these capacities.

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NEW BUILDINGS AT WRIGHT AND PATTERSON FIELDS.

As is true of many other Air Corps centers, Wright Field is engrossed with a building program.

An award was made on October 24th to Stewart O. Strandberg, Chicago, for the construction of a Radio Transmitter Building for Patterson Field at a cost of \$11,750. This bid was the lowest of nine entered in competition, the highest one amounting to \$16,150.00. Work will begin within five days after receipt of notice of award, and be completed within 90 days.

On October 20th, award was made to George W. Timmons, Inc., Columbus, Ohio, for the construction of an addition to the Power Plant Dynamometer Laboratory at Wright Field at a cost of \$27,829.00. The Timmons Company was the lowest of four bids entered in competition. Work was scheduled to begin ten days after receipt of notice of award and be completed within 150 days.

Invitation for bids has been issued for an additional Torque Stand for the Power Plant Laboratory. Opening date was set for November 7th.

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COW PUNCHERS WITH LARGE PEDAL EXTREMITIES ADD GRAYING HAIRS TO SUPPLY SGTS.

Five tall, slim, Wyoming, range-riding cowboys from the Powder River country turned up recently at Hamilton Field, Calif., all being new recruits. They came in civilian clothes, not having been issued any military clothing at the point of their enlistment.

Sergeant Patten, of the 5th Air Base Squadron, got along very well in fitting them out until he came to the feet. Three of the men wore size 13, one 13aaa, another 13b and another 13d.

"If any more wandering cowboys report to this Base," declares the News Letter Correspondent, "Sergeant Patten has threatened (and not very mildly) to go over the well-known hill."

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Major Douglas Johnston, Air Corps, was promoted to the grade of lieutenant colonel (temporary) with rank from November 7, 1939.

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EXPANSION IN THE 17TH BOMBARDMENT GROUP

Though a mere infant in history and tradition as compared with other units of the Army, the Headquarters and Headquarters Squadron, 17th Bombardment Group (Medium), March Field, Calif., has grown into quite a lusty youngster. Taking the expansion program of the Air Corps in stride, this Squadron, under the capable hands of its Commanding Officer, Major Lotha A. Smith, has been expanded to more than twice its original size in the past few months.

Training, however, has progressed in proportion to the increased strength of the organization and, at the present time, thirteen enlisted students are pursuing courses at various schools, civilian and military. Flying has not been curtailed, as some of the members of the organization can well attest. One staff sergeant, flying as aerial engineer on one of the B-18A Bombers, with which the Squadron is now equipped, rolled up a total of some 70 hours in the air during the month of October.

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CORPORAL McATEE EMERGES VICTORIOUS IN SET-TO WITH BOB CAT.

"Muroc Dry Lake," declares the March Field Correspondent, "has long well earned a place in the hearts of First Wing pilots and enlisted men as a jumping-off point, and the woolliest and most forsaken place in the GHQ. Now comes word from Muroc that should cinch that reputation.

Corporal McAtee, of the 32nd Bombardment Squadron, currently engaged in qualifying six of its enlisted personnel in the fine art of bombing, put the 'cinch' on the Lake's reputation.

While out reconnoitering recently, Corporal McAtee met a not-so-friendly bob cat perched in one of the local Joshua trees. In the events that followed, the bob cat came out second best, and the Corporal brought his trophy back to camp as a convincer for his unbelievers.

As bob cats go, the beast was a killer-diller weighing 15 pounds and, judging from its fang and claw equipment, must have been loaded for bear about the time McAtee came along."

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CHANGE OF STATUS FOR 34th SQUADRON

For the second time in a period of five years, the 34th Squadron has had a change of status. With the general revision of Air Corps activities, due to expansion and progress in military aviation, the 34th has now been officially designated as a Medium Bombardment Squadron. This organization was changed in 1935 from Pursuit to Attack and, as such, made an enviable record in

that particular type of Military Aviation. Now, under the new program, the "Thunderbird Squadron" is advancing rapidly and already has received some very fine comments concerning their splendid progress.

A school for enlisted bombardiers was started several weeks ago, under the able instruction of Lieuts. J. Smith and C. Nisbett. The first class has already advanced to air work, and a new class from the 73rd Squadron has started on the ground trainers. Considerable interest has been shown in this work, and a fine group of bombardiers is expected to develop.

Sergeant Lund and Corporal Dominiack are training a group of the new recruits in preparation for their examination for a journeyman's rating. Some of these men have shown exceptional interest and mechanical ability and are expected to prove invaluable to the Squadron as they become better acquainted with the work.

The advent of B-18A airplanes into the organization brought on a necessity for the quick transition of several eligible Attack pilots to multi-motor pilots. The work has gone along so smoothly and quickly that there are now fourteen rated first pilots and several others about ready to be checked off. The ineligible pilots, who must remain co-pilots for a time yet, have also been getting training in handling these big airplanes, so that when their time comes they may be checked off in as short a time as possible.

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HAMILTON FIELD OFFICERS IN DEMAND AS PUBLIC SPEAKERS.

During the month of October, the following-listed addresses were made by officers of Hamilton Field, Calif.:

"The Air Corps as a Career," by 1st Lt. Gene H. Tibbetts, before the Santa Rosa Masonic Club.

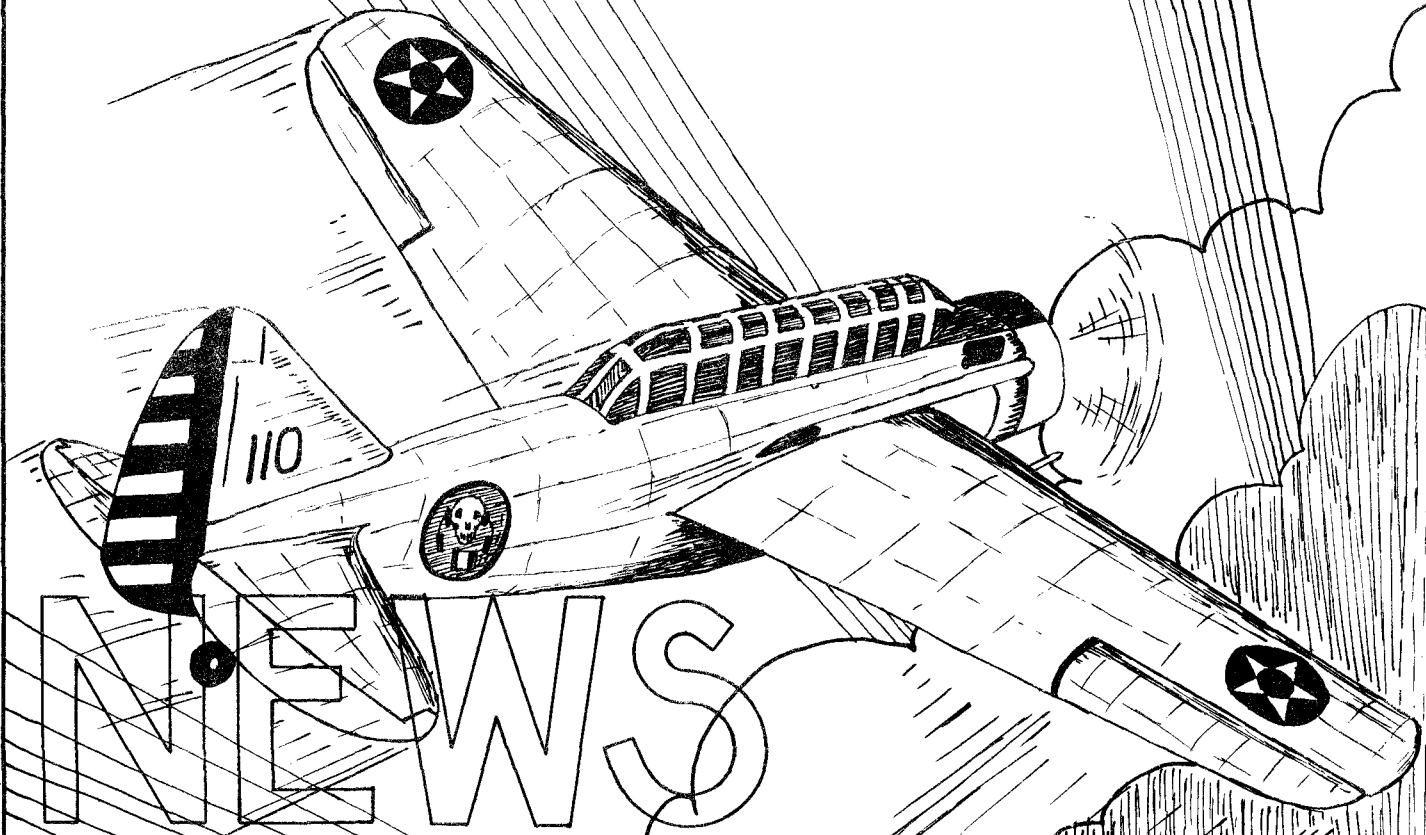
"Hamilton Field and its Place in the Defense of the Bay Area," by Captain Leslie O. Peterson before the Rotary Luncheon Club at San Rafael, Calif.

"The Air Corps as a Career for Young Men," by 2d Lt. Robert Taylor, 3rd, before the Elks Club in San Francisco. On this occasion there was a display of aerial photographs and photographic equipment by the 88th Reconnaissance Squadron Photographic Section, and a parachute demonstration by the Base Parachute Section.

"Recruits and Recruit Training," by Captain George W. Hansen, before the Mill Valley Rotary Club, on October 31st. Captain Hansen also touched briefly on the subject of Flying Cadets.

The talk by Lieut. Tibbetts was made on October 5th, by Captain Peterson on October 9th, and by Lieut. Taylor on October 20th.

AIR CORPS



NEWS LETTER

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DOWNEY '40

Information Division
Air Corps

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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MANUFACTURERS' REPRESENTATIVES AT WRIGHT FIELD

By the Materiel Division Correspondent

Among the hundreds of civilians who congregate at Wright Field each day for their various tasks appear certain faces which are almost as familiar as those of the regular Materiel Division employees. We refer to the many manufacturers' representatives, more than a hundred of whom come to the field each day on business for their firms. The majority of these firms hold important contracts with the Air Corps for the manufacture and delivery of airplanes, engines, or equipment under the expansion program.

These representatives are service men, acting in liaison between the Materiel Division and the manufacturer. They are trouble shooters and time-savers. As one put it, "I'm here to see that the Air Corps gets from my company what it wants when it wants it."

In the course of their duties they relay requests, troubles, and suggestions for improvements. They frequently witness tests of their equipment, reporting failure or dissatisfaction immediately. Tact, a willingness to cooperate, and sound knowledge in their special engineering fields are attributes of representatives holding such jobs.

There are certain aircraft, engine and equipment manufacturers whose work for the Air Corps is of such volume that they maintain representatives at the Materiel Division for long continuous periods of time. These engineers often establish permanent residences in Dayton. Examples at present are: W.F. Chappell, Hamilton Standard Propellers; E.L. Noonan, Curtiss Airplane Division (dean of the representatives by period of service); G.P. Thorn, Wright Aeronautical Corporation, James Thomson, Curtiss Propellers; Thomas McCray, Allison Engineering Company; and E.M. Lester, Pratt & Whitney Aircraft Corporation.

As with all persons coming to Wright Field on official business, the representative operates under definite and well-defined regulations. Each day upon arrival he presents himself at the Information Desk, where he fills out a registration card and receives a badge which he wears on his coat lapel. The color of the badge designates the area in which he is to conduct business.

Guards can check these colors at some distance and it is their duty to question the wrong color in any area. Civilian deputies supplement the guards in such observations and duties.

At the Information Desk, when he receives his badge, appointments are made with the officers or engineers with whom he particularly desires to consult. This care in controlling the whereabouts of a representative is for the mutual protection of his company and that of competitor manufacturers as well as of the Government. No representative is permitted admission to a laboratory where a competitor's product is under test or, if it has not been publicly displayed, where it may be examined. Under this system each manufacturer is assured of the safety of his designs from prying eyes while his product is at the Materiel Division.

Not that such strict surveillance is usually necessary. An unwritten honor code keeps one manufacturer from prying into the secrets of another and likewise restrains officers and engineers from discussing with a representative the products of another manufacturer. This policy extends to test reports also which are released only to officials and engineers of the Air Corps, and to the manufacturer of the article tested. Others may examine them only with the knowledge and consent of said manufacturer.

Only one flagrant case of "peeking" by a manufacturer is cited by contemporary engineers. In the pre-chaperone period there was one designer whose best work seemed to be done at nose-length from completed articles of his competitors. When guards stopped this gentleman's laboratory work in the hangars, the fervor of his alibis for his presence in the forbidden area was equalled only by the increased intensity of his study over his shoulders as he was led away.

Factory mechanics come and go with deliveries of airplanes or equipment, and are also sometimes stationed here for long periods. They, too, work under definite regulations.

Announcement of specifications for a competition starts a race which, in the case of a major competition, continues

six months to a year when bids are opened and the award made to the winner. Or the competition might require delivery of the physical planes for flight testing in the evaluation procedure.

In any case, the Materiel Division prescribes a guidance for bidders or authorized representatives which applies to all sections, branches, and units after bids have been opened. When a representative desires to contact any officer or civilian employee with reference to the airplane or engine on which a bid has been submitted, he must apply in writing to the Contracting Officer, naming the person to be consulted and the specific subject matter. Nor may officers and civilians contact the representative without the same procedure. Every reasonable precaution is taken by the Materiel Division to assist one manufacturer in keeping his product secret from another during a competition, and there is also considerable respect on the manufacturers' part for the sizable engineering investment at stake for all companies concerned.

Representation of bidders before Evaluation Boards and Engineering Committees convened at Wright Field for study and evaluation is not essential to the interest of the bidder and is rarely permitted unless the Board requests it to obtain information additional to that submitted with the bids or for the purpose of clearing up a moot point.

While a representative remains at Wright Field, the information Desk is at his service. Telegrams or phone calls are forwarded to the office and building in which the representative is consulting. Air and train reservations are arranged for his convenience, and other minor services consistent with the policies of the Materiel Division are offered. There are consulting rooms where he may read his mail or confer with other members of his company.

Robert Maher, "Bob" to many representatives of long acquaintance, is in charge of the Information Desk, assisted by James Curran and George DeBra.

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FLYING CADETS ORGANIZE GLEE CLUB

A Flying Cadet Glee Club is being organized at the Training Detachment, Grand Central Flying School, Glendale, Calif., by Captain Edwin M. Day, the Commanding Officer.

Following offers of radio stations to donate time and publicity to the training program if interesting programs could be arranged, Captain Day enlisted the aid of musicians in Southern California, and the Glee Club is well on its way.

First appearance of the organization is expected to be in connection with the visit of the Traveling Flying Cadet Examining Board to the area in January.

WRIGHT FIELD ENGINEERS FLY By the Materiel Division Correspondent

Word that several Wright Field civilian engineers had recently soloed in an airplane, which they had clubbed together and bought, led the Air Corps News Letter Correspondent into an interesting investigation. It was discovered that many civilian employees of the Materiel Division were, unofficially and on their own time, either taking flying training or held CAA pilots' ratings.

Four engineers, F.G. Nesbitt, of the Equipment Branch; R.K. Stout, Equipment Branch; Carl Mueller, Field Service Section, and John Weatherford, Equipment Branch, in order to reduce the expenses of their flight training, bought a neat Aeronca Model K. The training was taken at the Dayton Municipal Airport under Russ Moore. This airport is among those on the approved list for CAA training and will soon begin the flight instruction of 30 University of Dayton students.

The four Wright Field men who started their course on October 20th reached the solo stage in short order, as all had served many hours in the air as test observers of equipment in their special fields. They hope to receive CAA ratings when they have met the necessary requirements. Their names are well known at Wright Field. All are connected with Air Corps developments; Stout with the automatic landing, Nesbitt with flight instruments, Mueller with the Link Trainer, and Weatherford with the automatic pilot.

Many other civilian engineers, of course, fly frequently as test observers in connection with their work, but not as pilots. Among civilian non-military pilots or students are J.A. Roché, of the Aircraft Branch, original designer of the Aeronca airplane, whose pilot experience dates from the World War; Leo Weiss, of the Equipment Branch, who took his training at the University of Michigan last year, holds a CAA pilot rating, and in partnership with a friend is purchasing his own airplane; Harold Case, of the Aircraft Branch, and Richard Connor, Propeller Laboratory, who hold private pilot's licenses, the latter having 160 hours to his credit; Harold Pope, Aircraft Branch; Karl Wein, Power Plant; Bob Schneibling, Aircraft Branch; Jack Adrian, Propeller Laboratory; Charles Aultz, Flying Branch; Joseph Hanauer, Flying Branch; and Earl Brandon, Flying Branch. One woman should be included in this list. She is Margaret Watkins, of Central Files, also a student of Russ Moore at the Dayton Municipal Airport.

When questioned as to their purpose in taking up flying, the invariable answer was, first, that they were in-

(Continued on Page 7)

FAREWELL DINNER TO GENERAL KILNER

On the eve of the retirement from active service of Brigadier General Walter G. Kilner, Assistant to the Chief of the Air Corps, 131 Army officers gathered on Tuesday night, November 28th, at the Officers' Club at Bolling Field, D.C., to bid him a fond farewell.

While an air of gayety prevailed at this banquet and the various remarks which were uttered were mostly in a humorous vein, including those by the guest of honor, there was a touch of pathos now and then, and it was very evident that all the gayety and humor was merely on the surface and that beneath it all there was a feeling of genuine regret over the separation from active service of such an outstanding officer as General Kilner has proved himself throughout his military career.

The principal speaker of the evening was Major General Henry H. Arnold, Chief of the Air Corps, who has been more closely associated with General Kilner than any officer in the Army. General Arnold's address is given hereinafter.

Present at the banquet were Air Corps officers from stations as far distant as Lowry Field, Denver, Colo., and Kelly Field, Texas. The first-named station was represented by 1st Lieut. R.J. Reeves, and Kelly Field by Major Charles D. McAllister and Lieut. Milton W. Arnold.

Brigadier General Barton K. Yount, Assistant to the Chief of the Air Corps, was Master of Ceremonies and, after this affair was over, it was the consensus of opinion among those present that as a toastmaster the General was second to none.

In his opening remarks, General Yount stated that the meeting was both a pleasant and sad occasion, because it is always a pleasure to get together and sad because one of the finest officers the Air Corps has ever had is placed on the retired list. The number present at the dinner, General Yount continued, is a testimonial to what the Air Corps officers, who could come, think of General Kilner, for it was made very clear that attendance at the dinner was entirely voluntary.

General Yount's remarks were made subsequent to the toast to the President of the United States - the Commander-in-Chief.

Among the many letters and messages of greetings was one from General George C. Marshall, Chief of Staff, who expressed his regret over his inability to be present to indicate the very high regard in which everybody in the War Department holds General Kilner, and, further, "our most genuine regret and distress that he must leave the active list. It is too bad that an officer of

his high standing, who commands the respectful attention of the entire General Staff, should leave the active list at this particular time."

Other messages, all of them expressing regret over General Kilner's retirement, especially at a time when his energy, experience, and fine all-around ability mean so much to the Air Corps, and wishing him the best of luck and good health, were from Major General J.O. Mauborgne, Chief Signal Officer of the Army; Major General Delos C. Emmons, Commanding General of the HQ Air Force; Brigadier General Arnold H. Krogstad, Commanding the 2nd Wing, HQ Air Force; Brigadier General Jacob E. Fickel, Commanding General of the 1st Wing, HQ Air Force; Brigadier General George P. Tyner, Assistant Chief of Staff, G-4; Brigadier General Walter H. Frank, Commanding the 18th Wing in the Hawaiian Department; Colonels A.W. Robins, commanding the Air Corps Training Center; Walter R. Weaver, commanding Maxwell Field, Ala.; Lewis H. Brereton, Barksdale Field, La.; John F. Curry, commanding Hamilton Field, Calif.; E.A. Lohman, commanding Brooks Field, Texas; John B. Brooks, commanding Randolph Field, Texas, and Henry J.F. Miller, commanding the San Antonio Air Depot, Duncan Field, Texas. The above is only a partial list.

A considerable number of officers of the General Staff were present at this function, those seated at the speakers' table being Brigadier General Lorenzo D. Gasser, Deputy Chief of Staff; Brigadier General Frank M. Andrews, Assistant Chief of Staff, G-3; Brigadier General George V. Strong, Assistant Chief of Staff, War Plans Division, and Colonel E.R. Warner McCabe, Assistant Chief of Staff, G-2. The Office of the Assistant Secretary of War was represented by Colonel James H. Burns.

Also seated at the speakers' table were the following-named high ranking Air Corps officers: Brigadier General George H. Brett, Chief of the Materiel Division; Colonel Gerald C. Brant, Commandant of the Air Corps Technical Schools; Colonel Arthur G. Fisher, Commanding Officer, Scott Field, Ill.; Colonel Davenport Johnson, Commanding Officer, Chanute Field, Ill.; Colonel Junius W. Jones (Air Corps) Inspector General's Department; Colonel George E. Lovell, Jr., Scott Field, Ill.; Colonel Carl Snaetz, Chief of Plans Division, O.C.A.C.; Lieut. Colonels Robert C. Candee, Chief of the Information Division, O.C.A.C.; George E. Stratemeyer, Training and Operations Division, O.C.A.C.; Oliver P. Echols,

Assistant Chief of the Materiel Division, and Edmund W. Hill, Commanding Officer of Bolling Field, D.C.

One of General Kilner's close associates who was present to do him honor was Colonel John H. Jouett, Air Reserve, now head of the Aeronautical Chamber of Commerce, who was a plebe at West Point when General Kilner was a yearling. The Toastmaster made some humorous reference to this when he called upon the various guests present to rise and take a bow. Another humorous incident was the introduction to the assemblage of Lieut. Wilkie A. Rambo, Air Corps, of Bolling Field, D.C., the only second lieutenant present. He was accorded a generous round of applause when he arose.

At the rear of the speakers' table was a large American flag, and when General Arnold started his speech the Toastmaster pulled the flag over to one side, revealing an enlarged portrait, in one of those old style gold frames, of General Kilner, taken when he was six years of age. Also occupying the spot light in this portrait was a ferocious looking bulldog, standing near a chair beside the future Air Corps General.

After the assemblage arose and drank a toast to the retiring Assistant to the Chief of the Air Corps, General Kilner was called upon for some remarks. Pointing to the portrait above mentioned, General Kilner brought down the house by his remark: "I don't know where you got this picture, but I am surprised that I have changed so little." He ended up his brief speech by saying that he will make his home in Washington and that, despite his separation from active service, he will be just as much of a comrade to his brother officers as he has always been before.

General Kilner was the recipient, as a memento of this occasion, of a very attractive sterling silver cigarette box, with a suitable inscription engraved thereon.

General Arnold's address was as follows:

MR. TOASTMASTER, GENERAL KILNER, DISTINGUISHED GUESTS, FELLOW OFFICERS:

Here is an interesting extract from a letter written 25 years ago in 1914. It is from a company commander in the Infantry to General Scriven, then Chief Signal Officer. It reads as follows:

"Dear General Scriven:

One of our promising young officers, Lieutenant Walter G. Kilner, has submitted his application for the Aviation Corps. I have known him since I joined my regiment in January, 1913, that is, for nearly two years. He is attentive and conscientious and painstaking, and in addition is a non smoker and non drinker - in short he is a fine youngster.

He seems anxious to make the corps and if he does I would be very sorry to

see our branch lose him. But I feel what is our loss is your gain.-----
Lutz Wahl."

Many of you will remember the signer of that letter; he later became Adjutant General of the Army, Major General Lutz Wahl.

So, with that recommendation, Lieutenant Kilner came to the Aviation Section, Signal Corps. Within a year he had been rated a Junior Military Aviator. He soon joined the 1st Aero Squadron and went with it as General Pershing's Air Force into Mexico in 1916.

Soon after our entry into the Great War, he was made a flying school commanding officer; he was sent early to France, however, where he was promoted every few months, reaching the grade of full Colonel before his thirtieth birthday. In France he at one time commanded the largest pilot training school where he had more than ten thousand men under his command. Before the war closed he was in full charge of all flying training in the A.E.F.

In recommending Colonel Kilner for the Distinguished Service Medal, which he received soon after, the Chief of Air Service, A.E.F., said of him:

"Colonel Kilner has been in charge of all flying training in the American Expeditionary Force. He was assigned to this duty some months ago when conditions were by no means satisfactory, and he has shown a thorough grasp of the situation, working intelligently and untiringly until the training which is now being given is well systematized and is being carried out efficiently. His example and influence has been most salutary and the results which have been accomplished by him are worthy of the highest praise."

In addition to the Distinguished Service Medal, awarded him for the exceptional performance of his duties with the A.E.F. in France, General Kilner was made an Officer of the Legion of Honor by the French Government and was decorated with the Order of St. Michael and St. George by the British Government, the latter being conferred upon him by the then Prince of Wales, now the Duke of Windsor.

Returning home, General Kilner held in succession many of the most responsible offices in the Air Corps: Executive, O.C.A.C.; Air Officer, Philippine Department; Executive to the Assistant Secretary of War for Aviation; G-3, GHQ Air Force; Chief of Staff, GHQ Air Force; and Assistant Chief of Air Corps.

Kilner did outstanding work in each of these tasks; he is one of the few officers who has been officially commended by every Chief of Air Corps.

You know what I thought of Mike Kilner and his work, for you remember that he was the first officer raised to the rank of Brigadier General after I became

Chief of Air Corps.

That is a brief resume of military success - a summation of twenty-five years of hard work. Who will say that he is not now entitled to a well earned rest?

As an Air Corps officer, General Kilner is well and widely known here and abroad - none is better known - but as a human being many of his characteristics and qualities he has hidden from general knowledge by an air of reticence or shyness. Not everyone knows of his love for music and that he plays the violin not badly. At one time he, Toohey Spaatz, and a few other troubadors had a minstrel which became quite famous in a discordant way.

Mike Kilner has never been the effusive, back-slapping type who makes friends and enemies quickly and in great numbers. But here, to me, is a remarkable thing: I have never heard a disparaging remark about him; I know of no officer who has ever spoken of him in terms other than of highest praise; he has not a single enemy of my knowledge. That can be due to but one thing - sterling qualities of character, absolute honesty and fair dealing with every individual in every situation.

The other night I was looking through some old records. One of them was the application blank Lieutenant Kilner signed when he applied for the Aviation Section, Signal Corps. One part of the form was called 'Qualifications for Aviation.' Under that heading the candidate was supposed to tell why he would make a good flying officer. Under that Kilner wrote: 'Good nerves.' That was all. He was right. He had then and has maintained through all the years 'good nerves' - the nerve to live by his own lights and ideals, the nerve to hew to the line and let the chips fall where they may; the nerve to do the right, ~~not~~ the politic thing. Those good nerves have seen him through to a well earned reward, not only as a famous officer, but as an exemplary human being.

Let there be no mistake about this dinner. Although it is in honor of General Kilner, it is not a farewell party. Although he retires from active service the day after tomorrow, he will live in Washington, where we shall see him often, where he will be available for advice and counsel, and where we can on occasion take a little of his money at golf.

Off the record, I have heard on good authority that he has been offered many important and high salaried civil jobs, and that he will probably take the one which will pay him least, because in that job he can do more for the general

good of aviation. That is typical of the man. His first love is military aviation and I feel that he will be working just as hard and intelligently for the Air Corps in the coming years as he has through the twenty-five years which have passed.

So I say, General Wahl was right, what was the Infantry's loss has been our gain. And I say to you, Mike Kilner, no man ever left our Corps who took with him a larger portion of our thanks, our praise, and our well wishes than yourself.

Now, I propose a toast to our guest of honor, Brigadier General W.G. Kilner, Assistant Chief of Air Corps, whose military career is a distinguished example to the thousands of young Army flyers in the years to come."

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HEAVY RAIN FLOODS ALBROOK FIELD

Albrook Field, Panama Canal Zone, reverted to its original status - that of a swamp - for a short time as the result of unusually heavy rainfall during the afternoon of October 25th.

The airdrome, which originally was swamp land and which has been built up during recent years, was partially covered with water as the result of the rain. The water cannot affect flying as far as the airdrome is concerned, because the water will not reach the long runways of the field.

The area around the four squadron barracks buildings, the post's new \$70,000.00 theater, and headquarters building were surrounded by water of a sufficient depth to permit the use of small boats. At least one group of men was using a boat in front of one of the barracks buildings shortly after the rain.

In order to facilitate drainage, doors in both wings of hangar #1 at the north end of the field, used jointly by the 74th Attack Squadron and the 44th Reconnaissance Squadron, were opened and the water permitted to sweep through the hangars and be cared for by drains on the ramps in front of the hangar buildings.

In that manner it was possible to care for the flood waters in the space of slightly more than an hour.

Oldtimers at the field said the water reached the highest stage in five years, although it did not enter barracks buildings which are built several feet above the ground.

It was explained that such floods occur only when unusual rainfall comes at the same time as does an incoming tide.

FIRST PURSUIT GROUP ACTIVITIES

Fifteen planes from the 94th and six from the 17th Pursuit Squadrons, under the command of Major Harold H. George, forming a composite Pursuit Squadron, recently spent a week at Mitchel Field, New York. The purpose of the flight to the East Coast was to gain first hand knowledge and actual combat training in fighting off a squadron of Bombers attempting to "destroy" Long Island proper. It is reported that the results and experience gained were most satisfactory. At first it was planned to devote five days to the work. Only four, however, were necessary for the Pursuiters from Selfridge Field to complete their assignments. Incidentally, they brought back some very fine gun-camera shots of the B-18A's to prove their prowess.

Prior to their return, the Squadron flew in single line formation, diving on the Seversky plant, and were later entertained by officials of that aircraft concern. This included an inspection trip through the factory, and proved a novel as well as an educational treat which was particularly appreciated by the newer members of the Squadron.

On November 8th, the 27th Sqd. completed its 1,000-mile cross-country training flight. One flight of five P-35's, under the command of Major W.R. Taylor, left Selfridge Field on the 6th for Maxwell Field, Ala. On the same date, another flight of five ships, under the direction of Lieut. J.S. Chennault, left for Barksdale Field. In spite of bad visibility through the South, the trip was a success, and all pilots commented on a highly enjoyable cross-country.

Three Technical Sergeants of the Headquarters and Headquarters Squadron were, effective November 10, 1939, promoted to the grade of Master Sergeant, viz: Paul Crossman, Emil Reist and Harold F. Sampson.

Corporal Victor G. Whitten left for Randolph Field, Texas, to begin a period of instruction in the Link Trainer course.

Seven officers of the 17th Pursuit Squadron, including three recent graduates of the Training Center, completed a 1,000-mile cross-country navigation flight in the P-35 airplanes. Stops were made at Langley and Mitchel Fields,

Boston and Pittsburgh. Perfect flying weather was encountered, except for the usual Pittsburgh "clear and unlimited, visibility two miles."

Since their arrival at Selfridge Field, the C-40's have been flown night and day. The second year pilots are being checked off as quickly as possible in order that they may act as check pilots for instrument flying.

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AERIAL REVIEW AT FRANCE FIELD

France Field, Panama Canal Zone, held on November 4th the first inspection and aerial review since the 16th Air Base and the 6th Bombardment Group were provided with sufficient officers to stage such an event.

Major Edwin J. House, Commanding Officer of the 16th Air Base and the 6th Bombardment Group, accompanied by Major Harry Weddington, Group Executive and Group Operations Officer, made the inspection and took the review. The 25th Bombardment Squadron, the 7th Reconnaissance Squadron and the Base Flight of the Air Base and 16th Air Base Squadron participated.

After the inspection, Captain Guy B. Henderson took off, leading six B-18's of the 25th Squadron. Captain Guy F. Hix and six B-18's of the 7th Reconnaissance Squadron followed. The two Squadrons rendezvoused over Darien at 3,000 feet and then swooped back and down over France Field to pass in review at 800 feet.

No serious faults were discovered during the inspection, and Major House was pleased with the progress that has been made by the command during the past month.

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EXTREME TEMPERATURE CHANGES IN BOGOTA

"Glad to be back," were Staff Sergeant John Kane's words on returning to Albroom Field, Panama Canal Zone, on October 26th, after an absence of nearly five months on detached service with the U.S. Military Mission at Bogota, Colombia.

Commenting on the Colombian country, Sergeant Kane stated that a 30-minute ride on the narrow gauge railway brings a change in temperature from 120 degrees at 600 feet above sea level to 40 degrees or lower at Bogota at 9,000 feet. From woolen overcoats to mosquito netting in thirty minutes!

According to Sergeant Kane, one of the differences between the Colombian Air Corps and the U.S. Army Air Corps is the status of the mechanics. While the pilots are commissioned officers, the mechanics are on a civilian basis.

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SEARCH MISSIONS BY FRANCE FIELD PILOTS

During the latter part of October and the early part of November, the 6th Bombardment Group at France Field, Panama Canal Zone, conducted two searches well out to sea. The first search was made by three B-18's of the 25th Bombardment Squadron for the two Peruvian flyers who were unreported for over 24 hours on their flight from the States to Lima, Peru, and who were later reported safe and sound, after a forced landing in Ecuador.

The second search was put on by three B-18's of the 7th Reconnaissance Squadron for the schooner "Resolute" bound for the San Andres islands from Cartagena. The "Resolute" had damaged her rudder and was at the mercy of the current. Although not located during the search, she turned up later at Cartagena.

The search for the Peruvian flyers was along the 80th meridian to a distance of 250 nautical miles to sea. The shortage of trained navigators required the three planes to stay within sight of one another, since only one navigator was along. Nevertheless, it was possible to cover a very wide path to the limit of the search except in thick thunderhead areas where it was necessary to close on the leader.

Radio communications worked perfectly, and the radio compass gave true and accurate headings on the new radio range erected at Fort Davis, even at the maximum distance to sea, which was about 300 statute miles. Interplane communication was excellent.

The mission lasted five hours, but due to the comfort of the B-18's no one was very tired. All airplanes worked perfectly, and it was comforting to think that, though far out to sea, if one engine failed the other one would get you back to the coast.

The "Resolute" was last reported 70 miles out to sea 27 hours before the search by the 7th Reconnaissance Squadron started.

Limited by darkness the three B-18's still covered about 10,000 square miles of sea east to a distance of about one hundred miles along the coast of Central America, and about one hundred miles out to sea.

Radio communications were maintained with France Field every half hour. Each plane carried complete radio equipment and gas for about eleven hours' flying, although the flight lasted only four hours,

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Wright Field Engineers Fly
Continued from Page 2

terested and liked it and, second, that it would lead to better understanding of their work at Wright Field.

LANGLEY FIELD ACTIVITIES

First Lieut. W.W. Bowman, Commanding Officer of the 2nd Communications Squadron, Langley Field, Va., departed on November 7th in an A-17 plane for a 14-day tour of Army Airways Communications Systems throughout the Second Communications Region.

Stops were made at the Atlanta Municipal Airport; Nashville Municipal Airport; Scott Field, Ill.; Chanute Field, Ill.; Patterson Field, Ohio; Selfridge Field, Mich.; Allegheny County Airport, Pittsburgh, Pa.; Middletown, Pa., Air Depot; Mitchel Field, N.Y., and Bolling Field, D.C.

During Lieut. Bowman's absence, 1st Lieut. L.L. Kunish, Adjutant of Base Hqrs. and 1st Air Base Squadron, assumed temporary command of the 2nd Communications Squadron.

Captain Edwin L. Tucker was recently appointed as president of the Flying Cadet Board for the 4th Corps Area, succeeding Major Cornelius R. O'Connor, of the 20th Bombardment Squadron, who was relieved from further assignment and duty with that Board.

The Board is conducting a tour of colleges and universities throughout the South in connection with a campaign to secure candidates for flying instruction in the Army Air Corps.

96th Bombardment Squadron: Captain D.H. Alkire departed for Seattle to ferry a new B-17B to Langley Field. With the addition of this new "Flying Fortress," the Squadron will have a total of six four-engined airplanes.

A second section of the Radio Operators' School, composed of 14 new men assigned to the organization, was begun recently. A Clerical Squadron School, to which only new men were assigned, was begun on November 14th. Meanwhile, the 96th continues to devote efforts to the qualification of enlisted bombardiers, a large number of which have qualified.

33rd Pursuit Squadron: "This month," says the News Letter Correspondent, "finds Lieut. Meng at Randolph Field taking the Link Trainer course. Instead of developing into a hot-pursuiter he is turning into a 'Jeep Pilot.' Staff Sergeant Harry Turner went along to learn how to operate and maintain the Link Trainer."

36th Pursuit Squadron: The Squadron was assigned the first YP-37 to be delivered at Langley Field. Major Ned Schramm, Squadron Commander, made the ferry flight from Buffalo and was enthusiastic over the ship's performance. Several pilots from the other squadrons have since checked off on the YP-37 in preparation for ferry trips. "This ship," says the News Letter Correspondent, "is to be loaned to the Demonstration Group at Maxwell Field."

MISADVENTURES OF A RESERVE OFFICER
By 2nd Lieut. H. Von Tungeln

Around Albrook Field, Canal Zone, they're beginning to call John A.H. Miller, 2nd Lieut., Air Reserve, "Old Salt," because of his "mariner habits."

Lieut. Miller recently accompanied Corporal W.K. Ford and Private John Tart on a little fishing excursion to Taboga Island, about seven miles from Albrook Field, and that fishing trip caused them all no end of trouble.

The boat they were using had a couple of outboard motors, and everything went well for a long time. The fish were biting, and all three were beginning to think themselves Isaak Waltons of the first class until they started home.

The outboard motors were no help because the gasoline had been used up, and their oars weren't of much help because they had no oarlocks. After rigging up some home-made oar locks the three started rowing in shifts. By that time, however, it was dark.

They rowed and rowed, but Taboga Island didn't seem to get much closer. Finally, they gave it up for the night, dropped anchor and turned in for some much needed rest. When they awoke the next morning, they discovered that they had drifted out about ten miles farther than they were when they quit rowing.

Their water supply was meager, and it became necessary to catch rain water for drinking purposes. Finally, after hours more of rowing, they came to a fishing boat which towed them into the Balboa harbor.

Shortly after this episode, Lieut. Miller went to Rio Hato, about 70 miles from Albrook Field. A few days after his arrival at this gunnery camp, he was attempting to launch a motor boat and it finally capsized, ruining the motor.

Now Lieut. Miller limits his fishing excursions to short jaunts with natives, and members of the 24th Pursuit Squadron, to which he is assigned, say that even at that there are two planes always in readiness while he fishes, for they know something else is bound to happen.

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INMATES OF PENAL COLONY HELP AIR CORPS FLYERS.

If three members of the Albrook Field command break out at regular intervals with a few strains from "The Prisoners' Song," no one at that field will be alarmed. They will remember that these men were prisoners for a night at the Republic of Panama Penal Colony on Coiba Island, some 200 miles west of Albrook Field - and they were plenty glad to be prisoners for that night too.

To be very literal about the matter,

the trio, composed of Captain Arthur L. Bump, Jr.; 2nd Lieut. H.A. Von Tungeln, Air Reserve, and Private W.D. McLaughlin were not the prisoners of the Penal Colony, but of a tropical storm which forced them to land there. They were accompanied by Captains D.C. Hill, 11th Engineers, and L.J. Tatum, Signal Corps.

The flight took off from Albrook Field and proceeded to Almirante Bay, some 200 miles from Albrook Field on the Atlantic Coast. There, Captain Hill was picked up and, after a bit of generator trouble, the flight continued to Port Armuelles, 60 miles across the Isthmus from Almirante Bay.

After a stop there of about three hours, while Captains Hill and Tatum inspected a detachment of men, the return trip to Albrook Field was started. It was late in the evening, and a tropical storm had the Isthmus blanketed. Every effort to get around it was met with the possibility of the Grumman Amphibian being driven out to sea. With darkness about to close in, Captain Bump decided to land in a small bay at Coiba Island, where the Penal Colony is located.

The landing was negotiated and the plane was taxied up on a sand bar as far as possible. Officials of the colony then placed some 150 convicts at the disposal of the flyers in order that the Amphibian could be beached in such a manner as to escape the high tide. With that completed, the members of the flight were provided with dinner and lodging with a hospitality which could be found in few other places.

After spending the night, the prisoners were again used to get the plane in the water. Gas was obtained at David, Republic of Panama, and the flight was continued to Albrook Field. All members were thankful that there was a Coiba Island and that generous hospitality and aid could be received there.

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IMPROVEMENTS AT RIO HATO AIRDROME

First Lieut. Jack M. Malone, Air Corps, and 2nd Lieut. John B. Henry, Air Reserve, have been placed in charge of a detachment of men working on barracks at the new airdrome at Rio Hato, about 70 miles west of Albrook Field, Panama Canal Zone.

Albrook Field has sent more than 100 men to the site, and work is being done on long new runways and barracks. The runways are expected to be used in the near future.

The site of the new airdrome is near that of the present Rio Hato Gunnery Camp, which has been in use for some time.

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TRAINING PROGRAM ON ENLISTED MEN

During the seven-month period from December 1, 1939, to June 30, 1940, it is anticipated that a total of 9292 enlisted men will graduate from the various courses of instruction given at Army technical schools and civilian mechanics schools. The above figure, however, is not adjusted for men who may be relieved from instruction prior to completion of same.

The expected number of graduates from the courses of instruction at the different schools is indicated by the tabulation given below, viz:

<u>Courses</u>	<u>No.</u>
<u>Scott Field</u>	
Basic	4147
Weather Observers	70
<u>Chanute Field</u>	
Airplane Mechanics	1025
Aircraft Machinists	66
Aircraft Welders	70
Aircraft Metal Workers	160
Radio Repairers and Operators	568
Parachute Riggers	144
Carburetor Specialists	80
Electrical Specialists	178
Instrument Specialists	198
Propeller Specialists	117
Link Trainer	30
Teletype Maintenance	18
<u>Lowry Field</u>	
Aircraft Armorers	462
Photography	175
Bomb sight Maintenance	84
A.C. Supply & Technical Clerks	700
<u>Civil Mechanics Schools</u> (Airplane Engine and Mechanics Course)	
Casey Jones School of Aeronautics	200
Curtiss-Wright Technical Institute	272
New England Aircraft School	80
Parks Air College	48
Roosevelt Field	200
Spartan School of Aeronautics	80
The Aeronautical University	120
<u>Recapitulation</u>	
Scott Field	4,217
Chanute Field	2,654
Lowry Field	1,421
Civil Mechanics Schools	1,000
Total	9,292

Of the 4,147 enlisted men undergoing or slated to undergo the Basic Course at Scott Field, Ill., 392 are scheduled to graduate in December, 1939; 446 in January, 1940; 534 in February; 832 in March; 676 in April; 876 in May and 391 in June.

Of the 70 enlisted men ultimately to graduate from the Weather Observers course at Scott Field, Ill., ten each are expected to complete this course in successive months, viz: December 22, 1939; January 19, 1940; February 9; March 22; April 19; May 24 and June 21.

At the Chanute Field Branch of the Air Corps Technical School, the expected number of 1025 graduates are scheduled to complete the Airplane Mechanics course in classes of 25 each

on December 8 and December 22, 1939; January 19, February 2 and 16, 1940; and in classes of 100 each on the following dates: March 1, 15 and 29; April 12 and 26; May 10 and 24; June 7 and 21.

As to the men pursuing the Airplane Machinists course, 10 are slated to graduate on January 12, 1940; 12 each on February 23, April 5 and May 17, and 20 on June 28, 1940.

With respect to Aircraft Welders, ten each are expected to graduate from Chanute Field on December 22, 1939, February 2, 1940; March 1 and 29, April 26, May 24, and June 21.

The graduation of men from the Aircraft Metal Workers course at Chanute Field is scheduled as follows: 20 each on December 22, 1939, February 2, 1940 and March 1, and 25 each on March 29, April 26, May 24 and June 21, total 160.

The anticipated graduation of 568 enlisted men from the Radio Repairers and Operators course at Chanute Field, Ill., is spread over 15 classes, with graduation dates as follows: 22 men each on December 1 and 15, 1939; January 12 and 26, 1940; February 9 and 23; and 54 men each on March 8 and 22; April 5 and 19; May 3, 17 and 31; June 14 and 28.

Of the 144 men slated to graduate as Parachute Riggers from Chanute Field, the graduation dates (classes of 18 men each) are December 1, 1939; January 12, 1940; February 9, March 8, April 5, May 3 and 31, and June 28.

With respect to the Carburetor Specialists course at Chanute Field, the graduation dates of the eight classes of ten men each are as follows: December 1, 1939; January 12, 1940; February 9; March 8; April 5; May 3 and 31; and June 28.

The Electrical Specialists course at Chanute Field, spread over eight classes of 22 men each, has the identical graduation dates as the course for Carburetor Specialists.

The Instrument Specialist course at Chanute Field is spread over eight classes, with 20 men each graduating on December 1, 1939; January 12, 1940; February 9 and March 8; and 30 men each on April 5, May 3 and 31 and June 28, total graduates 198.

The same graduation dates are set with respect to the Propeller Specialist course as with the Instrument Specialist course, 15 men each being scheduled to graduate from the first five classes and 14 each from the last three classes, total graduates 117.

Five classes will cover the Link Trainer course, six men each graduating on January 12, February 23, April 5, May 17 and June 28, 1940.

The Teletype Maintenance course at Chanute Field, with its anticipated 18 graduates, is spread over three classes of six men each, the graduation dates being April 19, May 17, and June 14, 1940.

Lowry Field

Between December 1, 1939, and May 31, 1940, seven classes will be conducted at the Lowry Field Branch of the Air Corps Technical School, it being anticipated that 1421 enlisted men will graduate from the four courses of instruction given thereat. The graduation dates for the seven classes in these four

courses will be the same, namely, December 1, 1931; January 12, February 9, March 8, April 5, May 3 and May 31, 1940.

The anticipated 462 graduates from the Aircraft Armorers course will complete this course in seven successive increments of 66; the 175 graduates of the Photographic course in seven successive increments of 25; the 84 Bomb Sight Maintenance course graduates in seven successive increments of 12, and the graduates from the Air Corps Supply and Technical Clerks course in seven successive increments of 100.

Civil Mechanics Schools

The anticipated graduation of 1,000 enlisted men from the six civilian schools is arranged to take place, as follows:

Casey Jones School of Aeronautics, 200 men, to be graduated in increments of 50 on February 16, March 1, March 15 and March 29, 1940;

Curtiss-Wright Technical Institute, total of 272 men, to be graduated in six successive increments of 40 men on February 16, March 1, March 15, March 29, April 12 and 26, and one increment of 32 men on May 10, 1940;

New England Aircraft School, total of 80 men, to be graduated in four successive increments of 20 men on February 16, March 15, April 12 and May 10, 1940;

Parks Air College, total of 48 men, to be graduated in two increments of 24 men on February 16 and March 29, 1940.

Spartan School of Aeronautics, total of 80 men, to be graduated in four successive increments of 20 men on February 16, March 15, April 12 and May 10, 1940;

The Aeronautical University, total of 120 men, to be graduated in four successive increments of 25 men on February 16, March 1, 15 and 29, and one increment of 20 on April 12, 1940.

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TRAINING FILM ON AIRCRAFT ENGINES

Picture plans are under way in the Signal Corps Training Film Field Unit of Wright Field for production of a sound training film on "Aircraft Engines." The scope of this film includes the elements of ignition, carburetion and the mechanism of aircraft engines. It is estimated that the subject will be approximately nine reels in length and provide material for showing in three sections, each of approximately twenty to thirty minutes screen time. The treatment of the subject will be primarily such as to provide basic instruction.

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WRIGHT FIELD REPRESENTATIVES ATTEND SAE MEETING

Lieut. R.P. Swofford, Assistant Commandant of the Air Corps Engineering School, and Mr. R.V. Kerley, of the Power Plant Branch, Wright Field, Ohio, attended the meeting of the Fuel and Lubricants Division of the Society of Automotive Engineers, held at Tulsa, Oklahoma, on November 2nd and 3rd.

These Materiel Division representatives flew to Tulsa to assist in the discussion following the presentation of a paper, entitled "The

Trend in Design and Size of Military Equipment" by Brigadier General Barton K. Yount.

The two Wright Field representatives reported that the meeting was a most successful one, and that the fuel and lubricant discussions were attended by approximately one hundred engineers from all parts of the United States.

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GRADUATION OF CADETS FROM GRAND CENTRAL FLYING SCHOOL

Twenty-one Flying Cadets, survivors of an original class of 35, graduated from the training detachment at Grand Central Flying School, Glendale, Calif., on November 10th, and left for Randolph Field, Texas, to start basic training.

A new class of 45 Cadets reported at the Elementary Flying School at Glendale on November 18th to start primary training.

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RADIO BROADCAST FROM GRAND CENTRAL FLYING SCHOOL.

The Air Corps training program received nation wide radio publicity from 91 stations of the National Broadcasting Company's Red and Blue networks on November 14th, when a special broadcast was staged by remote control from the training detachment base at Grand Central Flying School and Curtiss-Wright Technical Institute, Glendale, Calif.

Announcer Buddy Twiss, noted N.B.C. commentator, carrying a portable microphone, invaded all parts of the base, interviewing officers and students and carrying to his audience an intimate description of just how the work is being carried on.

Heard on the program were Captain Edwin M. Day, Commanding Officer of the Detachment; Captain William B. Offutt, Lieut. Charles J. Daly, Chief Civilian Instructor Harry C. Claiborne, two Flying Cadets, and two enlisted men who are taking the course as mechanics.

An introductory statement of the purpose of the training program was made by Major C.C. Moseley, operator of the schools.

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HAMILTON FIELD RESERVE OFFICERS TRY FOR REGULAR COMMISSIONS.

A board of examining officers, headed by Major Dale V. Gaffney, Air Corps, with Captain Nuel Pazdral, Medical Corps; Captains Joseph J. Ladd, Reuben C. Hood and 1st Lieut. Robert L. Ayers, Medical Reserve Corps, as members, met 27 Reserve officers at Hamilton Field who are competing for the recently announced Regular Army commissions.

Of these 27 Reserve officers, eight come under the provisions of War Department Circular No. 76, which permits men over 30 years of age to take the examination. Also appearing before the board at Hamilton Field are five officers from the Sacramento Air Depot.

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Lieut. Col. Hubert V. Hopkins, A.C., was promoted to permanent rank as such, Nov. 18, 1939.

"BLACK-OUT" IN PANAMA

A successful joint "black-out" of territories under the jurisdiction of the Panama Canal Zone and the Republic of Panama was carried out from 10:45 to 11:00 p.m., November 9th, with planes from the 44th Reconnaissance Squadron, Albrook Field, observing the practice.

In the Pacific Sector, the outskirts of Panama City participating in the "black-out" included Pueblo Nuevo, Juan Diaz, Rio Abajo, and San Francisco de la Caleta.

Observing the "black-out" in the 44th Reconnaissance B-18's were Brigadier General Herbert A. Dargue, commanding the 19th Wing, command pilot; Lieut. Colonel F.M. Brady, pilot, and Major W.S. Graveley, co-pilot, of one of the observing planes; and Captain Arthur L. Bump, Jr., and 2nd Lieut. John P. Breckenridge, co-pilot, of the second observing plane. Captain T.J. Randolph, from Pacific Sector Headquarters, was another observer with the flight.

The entire city of Panama and its outskirts, as well as the Canal Zone, were thrown into darkness almost immediately after the siren atop Sosan Hill had sounded three long blasts, which was the signal for starting the practice. Observers on Ancon Hill observed that it seemed almost like one switch had thrown the area into darkness. Even ships in outer Panama Bay extinguished their lights. Highest officials of the Panama Canal Zone and the Republic of Panama observed the "black-out" from Ancon Hill.

Included among the military observers were Major General David L. Stone, Commanding General of the Panama Canal Department; Brigadier General Sanderford Jarman, commanding the recently organized Panama Provisional Coast Artillery Brigade; Rear Admiral Frank H. Sadler, commandant of the 15th Naval District; Colonel Jacob L. Devers, Chief of Staff of the Panama Canal Department; Colonel Glen E. Edgerton, Acting Governor of the Panama Canal Zone; Captain Thomas Symington, Marine Superintendent of the Panama Canal.

Participating in the "black-out" besides the Canal Zone and suburbs of Panama City were Taboga, on the Island of Taboga; Chilibre, Arraijan, Chorrera.

Reports from the Atlantic Sector were to the effect that the "black-out" had been a complete success. The lights at Colon and Cristobal, on "the Gold Coast" and of the neighboring towns were out. Observers were supplied by France Field.

- 2nd Lieut. H. Von Tungeln.

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Captain Herbert W. Anderson, Air Corps, was placed on the retired list, effective November 30, 1939, on account of disability incident to the service.

GOOD WILL FLYERS LAND IN PANAMA

Aided by favorable weather conditions, the seven B-17B's of the General Headquarters Air Force Good-Will Mission to Brazil completed the middle leg of the 6,000-mile flight from Langley Field, Va., to Rio de Janeiro, in 7 hours and 15 minutes, taking off from Albrook Field, Canal Zone, at 6:00 a.m., November 12th and landing at Lima, Peru, at 1:15 p.m.

From Lima, the flight proceeded by way of Asuncion, Paraguay, to Rio de Janeiro, where the personnel and planes of the mission participated in the ceremonies in conjunction with the celebration of the 50th anniversary of the establishment of the Republic of Brazil. This was one of the main purposes of the Good-Will flight.

The huge Army Bombers were commanded by Major General Delos C. Emmons, Commanding the U.S. Army General Headquarters Air Force. The flagship was piloted by Colonel Robert Olds, Commanding Officer of the 2nd Bombardment Group, Langley Field, Va.

Welcoming General Emmons was Major General David L. Stone, Commanding General of the Panama Canal Department, and Brigadier General Herbert A. Dargue, in command of the Panama Department air forces. First among the high ranking Departmental command to greet General Emmons were Major General Ben Lear, Commanding General of the Pacific Sector; Major General J.C. Cummins, Commanding General of the Atlantic Sector; Brigadier General Sanderford Jarman, Commanding General of the anti-aircraft defenses of the Canal Department, and Brigadier General Richard C. Moore, commanding the 18th Brigade.

Following his welcome by General Stone and American Ambassador William Dawson, General Emmons received a salute of 13 guns and reviewed the military police guard of honor. Music was furnished by the 11th Engineer Band.

General Emmons, accompanied by General Stone and Ambassador Dawson, then proceeded on a brief inspection of the array of fighting planes at Albrook Field. The party then went to Quarry Heights, where General Emmons broadcast his description of the flight from Army Radio Station WVJ at Pacific Sector Headquarters. The broadcast was extended by W.B.C. Station WQD at Riverhead, Long Island, throughout the United States. The General then completed his inspection of the Zone Air Force with a tour of France Field.

The report of Colonel Olds on the performance of the planes on the flight from Miami to the Isthmus indicated that the new B-17B's are far more satisfactory than the YB-17 Bombers. The average speed for the flight was 204 miles per hour, altitude between five

(Continued on Page 12).

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CENSUS ON AIRCRAFT

Actual figures on the number of military aircraft of all types and classes produced by plants in the United States during 1939 will be available following completion of the 1940 Sixteenth Decennial Census, in which, under the Manufactures and Business divisions, a comprehensive survey will be made of the entire aircraft industry.

This will be the first time that military and non-military production have been separated for Census purposes. The first aviation Census was made in 1914 - nearly in the "Early Bird" days - but in that and subsequent aero enumerations all classes of craft have been grouped with only minor separations as to size and general type.

Whether or not the actual figures as to military production will be released under present world conditions is for the future to decide. However, even if these are suppressed, the remaining figures should give an accurate interpretation of civil aircraft manufactures to a much finer degree than has been possible in the past.

The aviation census will be comprehensive. The only exceptions will be military and other federal activities, airlines and bases operated by airlines for their exclusive use, and municipal airports. All other aircraft production, distribution, and operation enterprises will be covered.

General questions will be on establishment, proprietorship, employment and payroll, volume of business, etc. Manufacturers will be asked for statements on costs of raw materials, purchased power, and fuel; expenditures for plant machinery and equipment.

Engine manufacturers and makers of parts and supplies will detail their products and give information similar to that required of plane plants. Wholesale and retail distributors of aircraft and equipment will be supplied with appropriate questionnaires. Airports and flying fields, privately operated, will be asked for figures on operating receipts from "service" activities - admission charges, space rental, landing fees, etc. Restaurants, sales branches, service and repair stations operated independently on any field, as concessions or the like, will be enumerated separately.

Beginning in January, concurrent with the aircraft enumeration, similar exhaustive inquiries will be made under the 1940 Census into all other industrial and business establishments in the United States, its territories and possessions. The net result will be a complete composite picture of the nation's human and economic resources, a picture of immense value in charting the future of America.

Reporting will be mandatory, but the same act of Congress ordering the

Census gives full protection to every person and concern whose individual census statements are strictly confidential. They can be released only in broad statistical form that cannot be traced to any specific source. Schedules cannot be seen nor can their information be transmitted to any other agency, Federal or private, for purposes of investigation, taxation or regulation.

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PROGRESS OF EXPANSION PROGRAM IN PANAMA

Falling in line with the Army Air Corps Expansion Program, the 74th Attack Squadron has been rechristened the 74th Bombardment Squadron with the acquisition of several B-18's and Amphibians.

Increase in man power on the first of November by more than 50 men brings the Squadron's total strength from 114 to nearly 180 men. The official birthday of the new Squadron was midnight, October 31, 1939.

Quartermaster construction is pushing ahead with its Albrook Field Extension program. Long lines of Panamanians and Jamaicans are working the hills in the rear of the field. Where once was virgin jungle, the swinging bolos and machetes are stripping the terrain of all but a few stumps.

More fresh air, lessening of the danger of the mosquitos and added building room will be the result.

Since the arrival of some ten new pilots from the States, the 29th Sqdn. has undergone a complete reorganization.

This Pursuit Squadron, commanded by Lieut. M.F. Slaght, has at present 14 regularly assigned pilots, viz: Lieuts. D.O. Monteith, L.W. Chick, M.H. Hays, M.P. Camp, L.N. Gray, W. Weltman, A. Cory, B.C. Schwind, B.L. Riddle, E.M. Brewer, J.C. Smith, R.B. Mueller and J.B. Henry. Five attached pilots are Lieuts. N.P. Jackson, C.M. McCorkle, S. Maddux, J.R. Ulricson and J.K. Hester.

Flying for the past two months has been mainly flight training. In the near future the Squadron expects to go to the gunnery camp at Rio Hato.

Beginning in January, when the dry season starts, several unit cross-country trips to Bogota, Colombia, are scheduled.

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Good Will Flight Lands in Panama (From P. 11) and ten thousand feet. Time from Miami to Panama was five and one-half hours.

General Emmons briefly described the Caribbean leg of the flight by saying "It was a delightful flight."

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AIR CORPS TECHNICAL SCHOOL PROGRAM
By the Chanute Field Correspondent

Although the full effects of the Air Corps Expansion Program has not been felt by the Air Corps Technical School at this time, indications are for a busy time in the very near future.

For example, the Airplane Mechanics Course classes were increased from 25 to 100 men on October 2, 1939. However, this is temporary and classes will be increased to 200 men on March 4, 1940, when the new School facilities become available. The A.M. Classes will retain this status until August 5, 1940, at which time they are to be decreased to 180 men. In close correlation with the Airplane Mechanics Course follows the Radio Repairer and Operators Course. On October 9, 1939, the class was increased from 22 to 54 men. A further increase to 65 men has been provided to take effect March 11, 1940.

With three exceptions, all classes have been or are to be increased, the exceptions being Carburetor Specialists, the Welding Course and Link Trainer Specialist Course. The Aircraft Metal-Workers will increase from 20 to 25 men on January 8, 1940; Aircraft Machinists from 10 to 20 men, October 30, 1939; Parachute Riggers were increased from 12 to 18 men; Instrument Specialists, 12 to 20 men, and Electrical Specialists from 12 to 22, all increases effective as of October 9, 1939.

The magnitude of the task assigned the Air Corps Technical School may best be realized by summing up the total number of graduates for each course during the Air Corps Expansion Program, viz:

Airplane Mechanics	6,980
Aircraft Machinists	323
Welders	271
Aircraft Metal-Workers	590
Parachute Riggers	414
Carburetor Specialists	240
Instrument Specialists	616
Electrical Specialists	498
Propeller Specialists	336
Radio Repairers and Operators	2934
Link Trainer Specialists	96
	<hr/>
	13,298

A total of 82 students graduated on November 3, 1939, from the Air Corps Technical School, Chanute Field, Rantoul, Ill., from courses, and stations, as indicated below:

- Instrument Specialists
Langley Field, 4;
Selfridge, Mitchel and Barksdale Fields, 3 each;
Maxwell Field, 2;
Fort Bragg, March, Duncan, Hamilton and Moffett Fields, one each.

Graduations from the other courses at the Technical School are indicated by the tabulation below, using letters as symbols to identify such courses as, for instance -

- P.S. - Propeller Specialists
- C.S. - Carburetor Specialists
- E.S. - Electrical Specialists
- P.R. - Parachute Riggers

	P.S.	C.S.	E.S.	P.R.
Barksdale Field	2	1	3	2
Bolling Field	-	-	1	-
Brooks Field	-	-	1	-
Atlanta	-	-	1	-
Chanute Field	-	-	2	2
Duncan Field	-	1	-	-
Fort Lewis	-	-	-	1
Fort Bragg	1	-	-	-
Fort Riley	1	-	-	-
Hamilton Field	2	2	2	2
Langley Field	3	3	3	3
Marshall Field	1	1	1	-
March Field	-	-	-	2
Maxwell Field	-	-	1	-
Mitchel Field	1	-	2	-
Moffett Field	1	1	2	1
Selfridge Field	2	-	3	1
Sherman Field	1	1	1	-
Totals	15	10	23	14

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A total of 63 students graduated from the Air Corps Technical School - Chanute Field Branch, Rantoul, Ill. - on November 10, 1939, 33 as Radio Repairers and Operators (Class 7), and 30 as Airplane Mechanics (Class 11).

The following is a list of the names of the graduates, home stations and courses pursued:

Radio Operators and Repairers

- Selfridge Field: Privates Francis M. Ingalsbe and Harry Segal;
Randolph Field: Sergeant Clifford L. Jennings and Pvt. 1st Class Andrew McGinnis;
Fort Sill: Corp. Harold W. Evereman;
Bolling Field: Corporal Albert I. Hamel and Private George T. Blair;
March Field: Private 1st Class Harold S. Alexander, Privates Sterling P. Bone, Jr., Kenneth L. Garst and Ralph J. Thomas;
Kelly Field: Private 1st Class Eugene W. Huyber;
Scott Field: Private 1st Class Joseph Rochietti;
Hamilton Field: Pvt. 1st Class James Slough;
Mitchel Field: Privates Addison W. Burch and John J. Carr;
Chanute Field: Privates Eldy E. Crowell, Walter F. Domanski, Harry P. Gibson, Dwight L. Morgan and James A. Walker;
Langley Field: Privates Walter E. Denius, Paul E. Kepner, Harry A. Mintz, George E. Nulph, Albin J. Polanski, John N. Salitza and Robert E. Wondree;

(Continued on Page 14)

CADET TRAINING REACHES PEAK AT RANDOLPH

With the entrance of Class 40-B, Randolph Field is now beginning to function at maximum capacity. For several months the Air Corps Training Center has been in the period of transition between normal activity and the increased standard of the Expansion Program. The second class, or the class of 40-B, numbering 238 students, brings the total at Randolph Field to 477. The class of 40-A, which entered six weeks ago, has reached the half way mark, with an average of approximately 50 hours. This class now occupies the eastern side of the field, while the new arrivals will fly from the western side.

At present there is an acute shortage of airplanes, but it is hoped to have this remedied soon.

A long period of dry weather has made flying from the outlying fields difficult and dusty work. In fact, Randolph Field itself is beginning to show signs of wear, with large cracks and bare spots showing through the grass.

Two flights assigned to "B" Stage, which have been temporarily operating from "A" Stage, moved to the "B" Stage side of the field for permanent operation on November 17th. Since that time, instruction duty in these flights has consisted mainly of familiarization flights and soloing the students out of the practice fields used by "B" Stage.

Many of the instructors are being sent to various fields to ferry basic training planes back to Randolph. Quite a few planes are still needed to bring the total at Randolph Field to the desired number.

The training for this class is well advanced and somewhat ahead of the regular schedule. Most of the students are well up in the basic maneuvers, such as chandelles and lazy eights, and are now ready to begin work on the advanced accuracy phases. Night flying and instrument work are nearing the midway point.

The average dual instruction time is at the present approximately 21 hours and average solo approximately 22 hours and 30 minutes.

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NEW CONSTRUCTION PROJECTS AT RANDOLPH

The two control towers on the east and west Operations Buildings at Randolph Field, Texas, recently constructed under contract executed by the Constructing Quartermaster, San Antonio, Texas, and vicinity, have been formally turned over to and accepted by the Commanding Officer, Randolph Field.

The construction of the new night lighting installation on the east and west sides of the field, accomplished under the direction of the Constructing

Quartermaster, San Antonio, Texas, and vicinity, has also been completed.

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Air Corps Technical School Graduations

(Continued from Page 1)

Moffett Field: Privates W.R. Johnson and Frank I. Rogers;
 Maxwell Field: Private George W. Koon;
 Lowry Field: Private Raymond A. Swanson.

Airplane Mechanica

Sacramento Air Depot: Private 1st Class August Stackwell and Private Charles L. Wingfield;
 Chanute Field: Corporal Robert B. Hendry and Privates 1st Class Richard B. Bird, Delmar P. Bolick, Charles W. Gammon, Kenneth R. Peterson, and Private Joe Franke;
 Hamilton Field: Private 1st Class Russell C. Crawford and Private Norman R. Epperson;
 Bolling Field: Privates 1st Class Vincent D. DeSimone and George M. Greskovic;
 Selfridge Field: Private 1st Class Charles W. Gammon and Privates Marion E. Clark and Bernard H. Duane;
 March Field: Private 1st Class Jose M. Marquez;
 Barksdale Field: Private 1st Class Harold M. Means and Privates Marvin P. Campbell, Paul Hollingsworth and Samuel H. Lewis;
 Patterson Field: Private 1st Class J. Merz;
 Mitchel Field: Private 1st Class Charles E. Wilcox, Privates John H. Kerfort and Jerome L. Meltzer;
 Langley Field: Privates John Joseph, William B. Stere, James W. Yeater and Ray B. Younkings;
 Kelly Field: Private Jack C. Tierney;
 Lowry Field: Private Jack L. Seidenberg.
 There is an increase of approximately 100% in the size of the classes that have graduated during the last 30 days, a direct result of the Air Corps Expansion Program.

A total of 15 men graduated from the Air Corps Technical School, Chanute Field Branch, on November 17, 1939, nine as Aircraft Machinists and six as Link Trainer Specialists. They came from the stations indicated below, viz:

	<u>Aircraft Machinists</u>	<u>Link Tr. Specialists</u>
Barksdale Field	1	-
Pope Field	1	-
Chanute Field	6	-
Maxwell Field	1	-
Selfridge Field	-	1
Mitchel Field	-	1
Hamilton Field	-	1
Brooks Field	-	1
March Field	-	1
Langley Field	-	1
Total	9	6

D A R K L A N D I N G

By the materiel Division Correspondent

Aviators have a healthy respect, as a rule, for the dangers of motoring, and we once heard an aviator express the idea that riding on the back of a horse was one way in which he would never risk his life. Even in the safety of airplanes, however, it is possible for them to meet up now and then with a narrow escape.

On November 2nd, Lieut. D.F. Callahan, Wright Field, Dayton, Ohio, on a flight which it had been his original intention to make from Washington to Dayton, experienced the phenomenon. He had started out with usual confidence in an Attack type airplane and had arrived near enough to the home grounds to feel that all was practically over but the landing.

At 7:25 p.m., however, about 25 miles south of Columbus, Ohio, cruising on a direct course at 4500 feet, he noticed smoke in the cockpit. A hasty check of the instruments showed no indication of trouble. A slight roughness followed, and he headed for Port Columbus, throttling back to 1500 r.p.m., and maintaining altitude. The smoke increased with an occasional flash of flame from the right side, and he observed that oil was coming back on that side. He instructed his passenger to check his parachute harness and be ready to jump. He then called Columbus by radio on beam frequency, as it was becoming rapidly apparent that complete engine failure was imminent. Columbus responded, and radio contact was maintained thereafter until the airplane had descended to about 600 feet above the ground.

In the meantime, oil and smoke with occasional flashes of flame from the right side increased until at one point Lieut. Callahan believed the airplane to be on fire. Vibration and roughness were sufficiently severe to indicate failure of parts within the engine.

He had gradually closed the throttle during this period of increasing roughness. At about 1500 to 2000 feet, he dropped a flare. He then shut off the gas and switch. The area appeared suitable for landing, and he pulled the second flare at about 1000 feet. Considerable vibration came back through the structure and controls from the engine, which was wind-milling. He landed on a farm, rolled through a fence and into an adjoining field. Neither Lieut. Callahan nor his passenger sustained any injury.

A hasty examination of the airplane by flashlight seemed to indicate no serious damage to the airplane in landing. A right horizontal stabilizer tip was bent, and the undersurface of the wing scuffed. Further examination revealed

complete engine failure caused by the failure of a cylinder sleeve with broken master rod and other internal damage apparent through a hole in the cylinder. The connecting inter-cylinder rocker box lubricating oil line was missing. The engine cowl was bent, due to pressure from the upper half of the failed cylinder.

The airplane was returned by truck to Patterson Field for installation of a new engine, inspection, and necessary minor repairs.

Lieut. Callahan was on duty at the Materiel Division next morning as usual, glad of one more narrow escape in the vicissitudes of daily living.

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WRIGHT FIELD OBSERVES ARMISTICE DAY

Wright Field was represented in the Armistice Day parade by a float which drew admiring exclamations from spectators. Entirely designed and built at the Materiel Division, it was 9 feet high and 20 feet long, and presented a variation of the very effective recruiting poster of the eagle and the U.S. Army Air Corps airplanes seen at present in all parts of the country. This poster was enlarged to 4 feet by 6 feet and superimposed on a red, white and blue shield, the lower part of the shield presenting red and white stripes and the upper part, silver stars on a blue field. The airplanes were embossed in silver with red, white and blue insignia and tail decorations. The eagle was also embossed and on the left wing bore the words "Wings over America." On the flat scrolls extending to either side of the shield and covering the float were two unique designs, one representing the heavens at sunrise and, on the ground, a flying field with hangar. The other represented the skyline of Dayton. Painting was done in oil.

The float was equipped with a phonograph and loud speaker which played patriotic marches during the parade.

Robert Fitzgerald and his group were responsible for the design and the painting. The framework was built by William Selleck and his assistants.

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The following named Second Lieutenants of the Air Corps were assigned to duty with the Materiel Division, Wright Field, Dayton, Ohio:

George A. Hatcher, Victor L. Anderson, Marcus F. Cooper, Elmer E. McKesson and Harney Estes, Jr., from March Field, Calif.; Bruce B. Price, Osmond J. Ritland, from Hamilton Field, Calif.; Harry B. Young, Whitmell T. Rison, Barksdale Field La.; Newton R. Dick, Selfridge Field, Mich.; Paul E. Helmick, Mitchel Field, N.Y., and Harold E. Watson and Clair A. Peterson, Langley Field, Va.

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WHEELER FIELD ESTABLISHES PHOTO SCHOOL

After struggling along for years with a shortage of trained men in the Photographic laboratory at Wheeler Field, T.H., a school has been established to train the personnel assigned to this laboratory.

With the expansion of the Air Corps, a bountiful supply of men are available. A total of 24 men are assigned to photographic activities. Of this number, only six have received any photographic training at all. Faced with the problem of developing an activity capable of carrying on its assigned function, it was decided by the 18th Wing Photographic Officer, Captain Minton W. Kaye, to establish a photographic school. The men selected to attend this school proved their adaptability to photographic work.

A regular course of instruction has been in practice in this laboratory for years. Instruction was given paralleling the work in the laboratory. This might be called the apprentice system. It failed to produce adequately trained personnel, however, because more stress had been placed on production than on instruction. As a consequence, no balance was obtained in the training.

Faced not only with the problem of keeping up production to the normal level, but also of training this personnel, it was decided to eliminate all nonessential photographic work, to produce required work during the morning period from 8:00 a.m. to noon, and run school in the afternoon. It was necessary to make a clear distinction between these two periods and to allow no routine production to be performed in the afternoon period.

A course of instruction has been built up, modeled after the one given at the Air Corps Technical School. Schedules are prepared, posted and rigidly adhered to. Each day's instruction is preceded by a lecture of from one-half to an hour's duration. These lectures are carefully prepared and so designed that they tie in with the practical work which follows.

Each student's work is supervised and either criticized as it is being turned out or at a later critique. As all work is selected to illustrate predetermined principles, each function performed by the student gives him the maximum amount of training. Great stress is placed upon cause and effect and self-criticism. An endeavor is made to train these students so that with each effect obtained there must be a cause, and to search for that cause. As training progresses, the student will be able to reverse this process and secure desired effects by selecting the proper cause. This has been well received by the students, as evidenced by the discussions on their work. Right

off they started analyzing their work for exposure, development, etc. This is gratifying in that it evidences the curiosity necessary for a photographic technician.

As this is being written, the school has been in practice for two weeks, and, says the News Letter Correspondent, "it is too early to determine the degree of success obtained. However, it is firmly believed that with three months' concentrated training the students will have a good basic knowledge of photographic work.

Brigadier General Walter H. Frank, commanding the 18th Wing, is faced with the problem of training personnel for this laboratory, one at Hickam Field upon its completion next year, and photographic men for Reconnaissance and Bombardment squadrons. To accomplish this, four classes of three months' duration each, will be run through. The first class is in progress at the present time, and at this time next year the aim is to have available an adequate number of trained photographic technicians in the Hawaiian Department."

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P-37 AIRPLANE FERRIED TO LANGLEY FIELD

One of the Army Air Corps' latest style of single-seater Pursuit planes, a P-37, was ferried to Langley Field from the Curtiss airplane factory at Buffalo, New York, during the initial week of November by Lieut. Colonel Wm. E. Kepner, the Commanding Officer of the 8th Pursuit Group.

The P-37 is powered with an Allison supercharged "in line" liquid-cooled engine. The craft possesses a retractable landing gear and a Curtiss full-feathering propeller. This latest design of modern military aircraft boasts a cruising speed of over 200 miles per hour. It will be used for high altitude work at Langley Field.

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The following-named Air Corps officers, holding the grade of Major (temporary), were given permanent appointment in that grade, with rank from December 1, 1939:

Guy L. McNeil	Louie C. Mallory
Clarence P. Talbott	Lewis S. Webster
Alfred L. Jewett	Roy W. Camblin

Effective December 1, 1939, Major Lawrence P. Hickey and Captain Donald B. Phillips, Air Corps, were temporarily appointed to the grades of Lieutenant Colonel and Major, respectively.

Majors Harold A. Bartron and John F. Whiteley, Air Corps, holding temporary appointments in that grade, were given permanent appointments, with rank from November 18, 1939.

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AIRCRAFT ACCIDENT IN PANAMA

One Albrook Field pilot was killed, but a second was uninjured when he parachuted to safety in an accident which occurred near the town of Chame, Republic of Panama, about 35 miles southwest of the field, on November 1st.

First Lieut. Mell E. Stephenson, Air Corps, was killed when his P-36 plane plunged into the waters of Chame Bay at about two o'clock in the afternoon. Second Lieut. Van Hatton Slayden, Air Corps, who was in the formation Lieut. Stephenson was leading, jumped out of his ship, landing safely in Chame Bay. He was rescued about an hour and a half later by an OA-9 Grumman Amphibian, assigned to the 74th Bombardment Squadron of Albrook Field.

With Lieut. Stephenson leading, a flight of nine P-36's took off from Albrook Field shortly after noon for Rio Hato, where the 24th Pursuit Squadron was conducting a gunnery camp. According to pilots in the formation, bad weather forced comparatively low flying a short distance from Albrook Field.

Lieut. Slayden stated that a sudden turn whipped himself and several others out of the formation. He pulled up to about 1,000 feet and jumped. He said his ship went into a spin as he pulled up into the clouds to escape crashing in mid-air with other ships in the formation.

Other pilots in the flight reported that they saw Lieut. Stephenson's airplane in a sharp turning dive, and one reported that it burst into flames just before it hit the water.

Lieut. Stephenson's body was recovered the following day by Navy divers working off the U.S.S. MALLARD and the Albrook Field crash boat. The plane sank in about 15 feet of water and was not recovered.

The deceased officer was 31 years of age and married. His wife, who had been spending some time with his parents at Athens, Ga., after his transfer to Panama about two months ago, was scheduled to leave for Panama within a few days after the date of his death.

Before coming to the Panama Canal Department, Lieut. Stephenson was stationed at Randolph Field, Texas, where he was an instructor at the Primary Flying School. His body was taken to Gorgas Hospital, his ashes later to be sent to his home at Athens, Ga., for burial.

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During the month of October, 1939, the Engineering Department of the San Antonio Air Depot, Duncan Field, Texas, overhauled 21 airplanes and 118 engines and repaired 36 airplanes and 12 engines.

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RETIREMENT OF STAFF SERGEANT ALLMON

On October 31, 1939, the 82nd Observation Squadron, Air Corps, Moffett Field, Calif., suffered numerous mixed emotions, for on that date there departed from the active service of the United States Army one of the most loyal and faithful soldiers our military service has ever seen.

According to the Moffett Field Correspondent, Staff Sergeant James Allmon completed on the above date 30 years, 2 months and 2 days of continuous effort toward the building of a greater Army. His service was unique in the fact that he was a member of only four organizations during his entire thirty years, namely: Company I, 1st Infantry; Company G, 20th Infantry; the 62nd Service and 82nd Observation Squadrons, Air Corps. Each and every discharge received during that time carried with it an EXCELLENT character rating.

The Squadron extends to Staff Sergeant Allmon the best wishes for prosperity and happiness in his well earned retirement.

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RKO TAKES PICTURES AT LANGLEY FIELD

The director for R.K.O. Pathe News, Bert Cunningham, arrived at Langley Field, Va., on November 16th with two cameramen to begin work on a motion picture which will depict various aspects of Army Pursuit Aviation.

They were scheduled to remain on location at the Peninsula air base for a period of ten days, filming scenes showing the duties and functions of Pursuit planes and activities of the members of the 8th Pursuit Group. Assisting Mr. Cunningham were Messrs. Larry O'Riley, chief cameraman, and Bob Donahue, assistant cameraman.

Mr. Cunningham stated that, following the completion of the filming of the Langley Field scenes, six weeks of processing would be required before the 10-minute feature could be released to theaters throughout the country. He added that the narrator for the film will probably be Harry Von Zell, radio announcer.

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The following number of men graduated from the Air Corps Technical School, Chanute Field Branch, on November 17, from courses and fields indicated, viz:

Field	Aircraft Machinists	Link-Trainer Specialists
Barksdale	1	-
Pope	1	-
Chanute	6	-
Maxwell	1	-

Selfridge, Mitchel,
Hamilton, Brooks,
March and Langley,

1 each
V-8298, A.C.

TOWING TESTS BY 36TH PURSUIT SQUADRON

Considerable effort has been put into the service test of the B-13 Tow Target, towed by the B-18 airplane temporarily loaned to the 36th Pursuit Squadron at Langley Field, Va. The towing tests were conducted with the cooperation of Battery C, 2nd Coast Artillery (A.A.), and several gunnery exercises were conducted by the personnel of the Squadron and the 8th Pursuit Group. The target offers several distinct advantages over previous types for Pursuit gunnery training. Its large size more nearly simulates the fuselage of a Bomber. Its flight characteristics are excellent, in that it tows very smoothly, with little wobbling or rotation; and with four or five thousand feet of cable. It travels far enough below the towing airplane to permit safe approaches to be made directly to the rear and slightly above.

The only serious difficulty encountered in the tests was caused by the target release. A modification of the release, worked out by Master Sergeant Nero and Staff Sergeant Baker, was submitted with the complete service test report, and the News Letter Correspondent believes that the adoption of such a release, or one designed along similar lines, would make the whole installation of target and C-5 reel eminently satisfactory.

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CENTIPEDE CAUSES EXCITEMENT IN B-18

During one of the bombing missions of the 72nd Bombardment Squadron, Hickam Field, T.H., an unusual incident occurred; in fact, it was the only recorded case of individual aerial combat that has taken place in a B-18. Lieut. Russell L. Waldron, a recent arrival in the Hawaiian Department from Langley Field, took off to conduct bombing practice off the coast of Molokai. Climbing to 10,000 feet and cruising along he gingerly scratched his head, smiled at Lieut. Robert S. Quinn, the co-pilot; then, with a change of expression that almost floored Lieut. Quinn, he grabbed his flight cap, beat it on the side of the seat and proceeded to trample it. The pounding and beating that took place should have pulverized anything material that was in the cap - but, as the cap hit the floor, a brown, slithering object with a couple of dozen legs squirmed from the folds of the cap and ran for a dark recess of the cockpit. The search mission that followed and the inevitable end for a certain centipede will not be gone into, but it is a known fact that two lieutenants in particular now make it a rule to inspect thoroughly seat parachutes and flight caps before take-off.

LUKE FIELD NOW BUT A MEMORY

Luke Field, T.H., named for "Balloon Buster" Lieut. Frank Luke, of World War fame, is now no more. The evacuation of the two Reconnaissance squadrons attached to the 5th Bombardment Group, the 4th and 50th, was completed during the period from September 25th to November 1st, 1939, and now all units of the Group are comfortably, if somewhat compactly, housed at Hickam Field, T.H.

The tactical operations of the Group were necessarily curtailed during the moving period, since an average of 350 men were furnished daily by the Group to the 17th Air Base, responsible for the move. Practically all of the skilled trades were represented by the Group personnel assisting in the move, from traveling crane operators down to the lowly but indispensable carpenter.

Buildings long used to the peaceful tropical surroundings (and termites) of Luke Field, and the comings and goings of several decades of military personnel now scattered to the four winds, were ignominiously torn down to be relocated in the still bare and treeless plains of Hickam Field. "It is to be hoped," says the News Letter Correspondent, "that before they go the inevitable way of all good Army buildings, they will see the same fine traditions established at Hickam Field that caused the memory of Frank Luke to endure.

Luke Field is no more. The Jennies, DH's, Loening OA-1 Amphibians (famous for their 'wheels up' landings on the then grassy turf now replaced by a modern landing mat), the Keystones and Thomas Morse O-19's, the PT-3's, have faded into the historic past. In their place the fleet gray ship-board fighters, the scouts, the wicked dive bombers scoot in and taxi up to the warmup strip where they are tended by men in blue denims instead of olive drab at the new Naval Air Station, Pearl Harbor.

The changing of the name, however, will not change the traditions of aviation on Ford Island; we are sure that Naval air personnel will carry on the aims and uphold the standards of the fighting arms of the air. We only hope that the name of Frank Luke will again be bestowed on an Air Corps field as an inspiration to all of us, particularly to the new generation of Air Corps men now aborning."

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Two Master Sergeants, Air Corps, Henry T. Skaggs, 97th Observation Squadron, Mitchel Field, N.Y., and Joseph F. Landrock, Hqrs. and Hqrs. 1st Pursuit Group, GHQ Air Force, Selfridge Field, Mich., were placed on the retired list, effective November 30, 1939.

V-9298, A.C.

THE NOVEMBER PRIMARY FLYING CLASS

The Chief of the Air Corps has selected a total of 430 students (7 enlisted men of the Regular Army and 423 civilians) to enter the November class at the nine civilian elementary flying schools, selected by the War Department for the primary training of Flying Cadets under the Air Corps Expansion Program.

These 430 students are scheduled to undergo a 3-months' course of primary training, and those who successfully complete this course are slated for a three months' basic course of instruction at Randolph Field, Texas, and a three months' course of advanced flying training at the Advanced Flying School at Kelly Field, Texas.

Students graduating from the nine months' course of training are given the rating of "Airplane Pilot," commissioned second lieutenants in the Air Reserve, and assigned to extended active duty with Air Corps tactical organizations.

The November, 1939, class has been apportioned among the nine civilian elementary flying schools, as follows:

Alabama Institute of Aeronautics,	44
Chicago School of Aeronautics,	32
Parks Air College,	41
Dallas Aviation School and Air College,	70
Grand Central Flying School,	37
Lincoln Airplane and Flying School,	39
Spartan School of Aeronautics,	90
Ryan School of Aeronautics,	37
Allen Hancock College of Aeronautics,	50
Total	430

The names and residences of these students are enumerated below, as follows:

Alabama Institute of Aeronautics,
Tuscaloosa, Ala.

Trent, Byron E.	Tuscaloosa, Ala.
Koterwas, Edmund A.	Washington, D.C.
Parsons, Charles E., Jr.	Gainesville, Fla.
Dering, Charles W., Jr.	Lakeland, Fla.
Thogerson, John	St. Petersburg, Fla.
Loudermilk, William A.	Winter Haven, Fla.
Goddard, Lowell W.	Iowa City, Iowa
Baker, Warren S., Jr.	Hanson, Mass.
Gillett, Harry R.	St. Joseph, Mo.
Stearns, Charles E., Jr.	Merchantville, N.J.
Taylor, Archibald L., Jr.	Oxford, N.C.
Harrelson, James J.	Whiteville, N.C.
Tennille, Wm. G., Jr.	Winston-Salem, N.C.
Mihalik, Paul J.	Aliquippa, Pa.
Harkess, George C.	California, Pa.
Reese, Frank T.	Delano, Pa.
Roberts, Frederick C., Jr.	Easton, Pa.
Sutton, George E.	Homestead, Pa.
Grine, Burnett E.	Floreffe, Pa.
Ainsida, Louis A.	Allentown, Pa.
McNamee, John E., Jr.	Philadelphia, Pa.
Woods, Clint W.	Lititz, Pa.
Brown, Stanley J.	Pittsburgh, Pa.
Finsel, Edwin E.	Philadelphia, Pa.
Fox, Ray P.	Oil City, Pa.
Wink, Robert A.	Reading, Pa.
Flenniken, Richard W.A.	Uniontown, Pa.
White, Murray F.	Uniontown, Pa.
Daley, Roy J.	Wyoming, Pa.

Tolan, Edward H.L.	Wayne, Pa.
Wicker, Edgar J.	Raleigh, N.C.
Bassi, Edward	Providence, R.I.
Boffa, Armando P.	Providence, R.I.
Jackson, Jesse K.	Columbia, S.C.
McEntire, Barnie B., Jr.	Columbia, S.C.
Moore, George C., Jr.	Norfolk, Va.
Patton, Henry C., Jr.	Richmond, Va.
Waff, Charles M., Jr.	Red Hill, Va.
Cox, James A.	Roanoke, Va.
Fravel, John T.	Charleston, W. Va.

Chicago School of Aeronautics, Glenview, Ill.

Karbach, Adelbert C., Jr.	Denver, Colo.
Biretta, Algert A.	Manchester, Conn.
Burns, Charles V.	New Haven, Conn.
Ray, Wilbur R.	New London, Conn.
Germain, Philip E.	Wallingford, Conn.
Albert, Kenneth W.	Galesburg, Ill.
Whitcomb, Edgar D.	Hayden, Ind.
Kelley, Edward F. III	Bangor, Me.
Nickerson, Thomas H.	Harrington, Me.
Moore, Paul F.	Brighton, Mass.
Foley, John F.	Dover, Mass.
Brickett, Walter H.	Jamaica Plain, Mass.
Novak, John J.	Lawrence, Mass.
DiGiannantonio, Edmond P.	Marblehead, Mass.
Taylor, Henry S., Jr.	North Abington, Mass.
Tucker, William G.	North Chatham, Mass.
Hartwell, James H.	Upton, Mass.
Anderson, James R.	Detroit, Mich.
Armstrong, Frederick M., Jr.	Fort Wayne, Mich.
Lippincott, Elwood T.	Ashbury Park, N. J.
Cook, George S.	Irvington, N.J.
Burstein, David	Jersey City, N.J.
Fassino, Stephen D.	Jersey City, N.J.
Friedberg, Elmer S.	Merchantville, N.J.
Ryan, John A.	Morristown, N.J.
Hoch, Carlyle C.	Newark, N.J.
Donegan, James J.	Paterson, N.J.
Schultz, Bernard J.	Perth Amboy, N.J.
Kaufman, Nathan	Brooklyn, N.Y.
Thompson, John T.	New York, N.Y.
Smith, Bradley	Yonkers, N.Y.
Matson, Peder O.	Blair, Wis.

Parks Air College, East St. Louis, Ill.

Watson, Harold F.	West Hartford, Conn.
Finwall, Robert W.	Chicago, Ill.
Lightfoot, Sidney	Chicago, Ill.
Donahue, Vincent J.	University, Miss.
Cross, James D.	Huntsville, Mo.
Fenning, Charles D.	Bronxville, N.Y.
Barbera, Theodore L.	Brooklyn, N.Y.
Borgia, Frank V.	Brooklyn, N.Y.
Jacobs, Harold H.	Brooklyn, N.Y.
Masters, Ralph T.	Brooklyn, N.Y.
Meyersburg, Robert B.	Brooklyn, N.Y.
Neri, Frank V.	Brooklyn, N.Y.
Walkden, James T.	Buffalo, N.Y.
Brooks, Robert E.	Fishers Island, N.Y.
Hawkins, Waldemer L., Jr.	Goshe, N.Y.
Schwab, William J.	Holland, N.Y.
Cole, Herbert E.	Ilion, N.Y.
Johnson, Leo H.	Long Island, N.Y.
Lundell, Robert J.	Long Island, N.Y.
Meyer, John C.	Long Island, N.Y.
Ste. Marie, Maurice E.	Malone, N.Y.
Bahr, Robert J.	New York, N.Y.
Carson, Frederick B.	New York, N.Y.
Carton, Marvyn	New York, N.Y.

Hane, John R.	New York, N. Y.	Hubbard, Edwin W.	El Paso, Texas
Porter, Robert S.	New York, N.Y.	Warden, Henry E.	McKinney, Texas
Bird, Walter A.	Niagara Falls, N.Y.	Robinson, Franklin L.	Odessa, Texas
Horvath, Albert A.	Ozone Park, N.Y.	May, Sylvester J.	Riviera, Texas
Hof, Robert T.	Poughkeepsie, N.Y.	Dunn, Sessum A.	San Antonio, Texas
Rowan, John P.	St. Albans, N.Y.	Gayle, Benjamin B., Jr.	San Antonio, Texas
Bant, Arthur H.	Swan Lake, N.Y.	Hammerstrom, Robert B.	San Antonio, Texas
Booth, William H.	Syracuse, N.Y.	Hendrick, William J.	San Antonio, Texas
Pasino, Lee	Valley Stream, N.Y.	Sedgwick, Robert A.	San Antonio, Texas
Swanson, Theodore B.	Waterloo, N.Y.	Sowell, Joseph C.	San Antonio, Texas
Bisch, Homer C.	Toledo, Ohio	Roberts, William M.	Sweetwater, Texas
Orris, William L.	Johnstown, Pa.	Miller, Clifton R.	Tarleton Station, Texas
O'Neill, Frederick M.	Pottstown, Pa.	Van Winkle, Henry E.	Whitney, Texas
Gonzalez, Ernesto C.	Santurce, P.R.	Harris, Robert C.	Morristown, Tenn.
Shapard, Van, Jr.	Columbia, Tenn.	Rice, Jack M.	Salina, Kans.
		Hardy, Thrashley M., Jr.	Natchez, Miss.

Dallas Aviation School & Air College
Dallas, Texas

Grand Central Flying School, Glendale, Calif.

Brooks, James M.	Montgomery, Ala.	Baugh, Marion F.	Beverly Hills, Calif.
Taylor, John J., Jr.	Montgomery, Ala.	Schottmiller, Walter R.	Hollywood, Calif.
Simpson, Charles C., Jr.	Tuscaloosa, Ala.	Dunning, Charles W.	Long Beach, Calif.
Webb, Robert L.	Uniontown, Ala.	Crary, Gerald D.	Los Angeles, Calif.
Knight, Archie C.	Fayetteville, Ark.	Golden, Brady C.	Los Angeles, Calif.
McConnell, Clyde C.	Leachville, Ark.	Weigel, James J.	Los Angeles, Calif.
Minor, Webb C.	Russellville, Ark.	Hyde, Gordon R.	San Mateo, Calif.
Messerschmitt, Kermit D.	Fort Collins, Colo.	Adkison, Robert	Wilmington, Calif.
Tillman, James D., Jr.	Americus, Ga.	Hounson, Jack M.	Colorado Springs, Colo.
Elrod, Thoben F.	Atlanta, Ga.	Anderson, William A.	Denver, Colo.
Mitchell, John W.	Atlanta, Ga.	Butcher, William A., Jr.	Denver, Colo.
Pollard, Warren W.	Augusta, Ga.	Dervage, Minar M.	Denver, Colo.
Garrett, Joseph O.	Canton, Ga.	Lohness, Robert	Denver, Colo.
Martin, William P.	Chickamauga, Ga.	Pankoff, Jack I.	Denver, Colo.
Yeung, Samuel R.	College Park, Ga.	Thaxton, Charles W.	Fort Collins, Colo.
Roberts, Frank A.	Decatur, Ga.	Wright, Roy R.	Lamar, Colo.
Rice, George E., Jr.	Gainesville, Ga.	Mullins, Gilbert T.	Pagosa Springs, Colo.
Brown, Ben S.	Hawkinsville, Ga.	Fletcher, John W., Jr.	Yuma, Colo.
Sams, Rufus D.	Macon, Ga.	Heath, Norval K.	Caldwell, Idaho
Teschner, Charles G.	Vincennes, Ind.	Carter, George W.	Moscow, Idaho
Cords, Howard H.	Bemidji, Minn.	Branstetter, Lawrence R.	Curryville, Mo.
Ahola, Teuvo A.	Ely, Minn.	Hartsell, Louis B.	Anaconda, Mont.
Markland, Henry W.	Hibbing, Minn.	Halland, Edwin N.	Billings, Mont.
Cox, Chester C.	Virginia, Minn.	Herak, George P.	Charlo, Mont.
Watkins, William B., Jr.	Aberdeen, Miss.	Wharton, Sidney F., Jr.	Fort Missoula, Mont.
Keith, Pleasant G.	Flat River, Miss.	Connor, John P.	Helena, Mont.
Finlay, Thomas P.	Greenville, Miss.	McLaughlin, Joseph P.	Missoula, Mont.
Lewy, David M.	Greenville, Miss.	Ives, Harold N.	Superior, Mont.
Hardin, Jesse L.	Greenwood, Miss.	Burgess, Charles B.	Sheldon, N.D.
Farrell, John W.	Kansas City, Mo.	Luman, Robert D.	Eugene, Ore.
Mathews, George E.	Kansas City, Mo.	Miller, Lester	Eugene, Ore.
Odom, John A.	Quintman, Miss.	Lee, Morris K.	Brigham, Utah
Fulmer, William E.	St. Louis, Mo.	Powell, Kenneth R.	Puyallup, Wash.
Smith, Charles E.	St. Louis, Mo.	Blum, Arthur S.	Seattle, Wash.
Teegarden, Paul A.	Trenton, Mo.	Geis, John F.	Seattle, Wash.
Halberstadt, Harry J.	Cincinnati, Ohio	Rice, Hans G.	Seattle, Wash.
Montgomery, Robert P.	Bethlehem, Pa.	Lewis, James T.	Rock River, Wyo.
Rizzolo, James R.	Stonehurst, Pa.		
Guss, Charles R.	West Chester, Pa.		
Drummond, Wylie H., Jr.	Jackson, Tenn.		
Willis, Kolver	Johnson City, Tenn.		
Crawley, Henry K., Jr.	Memphis, Tenn.		
Winchester, James R.	Memphis, Tenn.		
Fry, Richard J.	Abilene, Texas		
Dozier, Charles T.	Austin, Texas		
Plyler, Sam B.	Austin, Texas		
Sturgis, James E.	Austin, Texas		
Bolster, Harry R.	Baytown, Texas		
Kelley, Harold G.	Austin, Texas		
Risher, Tex M.	Borger, Texas		
Warren, Edward E.	Conroe, Texas		
Bowen, Eugene A.	Fort Worth, Texas		
Evans, Lawrence W.	Lorena, Texas		

Lincoln Airplane & Flying School,
Lincoln, Nebraska

Dawson, Paul E.	Wilmington, Del.
Wright, Lewis J.	Atlanta, Ind.
Frasier, Everett	Boonville, Ind.
Miller, Fred W.	Hammond, Ind.
Hardesty, Wilmer A.	Indianapolis, Ind.
Kunkel, John H., Jr.	Indianapolis, Ind.
Moore, William W.	Knightstown, Ind.
Cole, Roger R.	Richmond, Ind.
Pearch, Lowell D.	South Bend, Ind.
Reeve, George A.	Ashland, Ky.
Reynolds, John R.	Bardstown, Ky.
Duff, S. Ellsworth	Elizabethtown, Ky.
Angelucci, Philip J.	Lexington, Ky.

Brown, Chester	Lexington, Ky.	Waller, George M.	Jay, Okla.
Hand, Stanley I.	Louisville, Ky.	Sneed, Joseph G.	Madill, Okla.
Langan, Gene D.	Louisville, Ky.	Breeding, Charles N.	Oklahoma City, Okla.
Meng, William J.	North Middletown, Ky.	Gregg, John P.	Enid, Okla.
Downey, Clyde J.	Park City, Ky.	Anderson, Marshall J.	Oklahoma City, Okla.
DeLacey, William H.	Utica, Ky.	Day, Neal R.	Oklahoma City, Okla.
Klinth, Charles T.	Grand Rapids, Mich.	Kirkland, Charles M.	Oklahoma City, Okla.
Bachelder, Frank K.	Pontiac, Mich.	McWhorter, William A.	Tahlequah, Okla.
Duncan, William F.	Pontiac, Mich.	Houck, Lewis T.	Tulsa, Okla.
Skinner, Francis M.	Mitchel Field, N.Y.	Moore, Lynn R.	Tulsa, Okla.
Witty, Robert W.	Cleveland, Ohio	Elliott, Vincent	Vinita, Okla.
Henry, Charles P., Jr.	Morgantown, W. Va.	Wretschko, John C.	Toledo, Ohio
Swisher, Randolph E.	Morgantown, W. Va.	Taylor, Charles E.	Wilmingon, Ohio
Larson, John C.	Madison, Wisc.	Clark, Albert M., Jr.	Johnston, S.C.
Larson, George W.	Ripon, Wisc.	Murphy, John B.	Darlington, S.C.
Jessen, Harold H.	Wauwatosa, Wisc.	Larson, Clayton J.	Fargo, N.D.

Spartan School of Aeronautics, Tulsa, Okla.

Harris, Richard E.	Hamilton, Ala.	Bishop, Samuel W.	Abilene, Texas
Whitmore, Warren B.	South Jacksonville, Fla.	Underwood, William F.	Brownsville, Texas
Shingler, Herbert I., Jr.	Ashburn, Ga.	Vannoy, Edward L.	Dallas, Texas
Hickman, Ollie E., Jr.	Atlanta, Ga.	Woodruff, Dennis H.	Denton, Texas
Dolph, Herbert A.	Aurora, Ill.	Clarke, Jack S.	Gainesville, Texas
Heffner, Charles R.	Cairo, Ill.	Dean, James M., Jr.	Fort Worth, Texas
Gordon, Thomas F.	Centralia, Ill.	Boykin, Travis M.	Lone Oak, Texas
Chalek, William D.	Chicago, Ill.	Aycock, Haley W.	Fort Worth, Texas
Dowling, James K.	Chicago, Ill.	Coeanougher, Harold F.	Lubbock, Texas
Schuler, Herbert F.	Chicago, Ill.	Palmer, Jack C.	Ranger, Texas
Dietzen, Vincent E.	Danville, Ill.	Forehand, William M.	Temple, Texas
Garver, Carl P.	Decatur, Ill.	Littlepage, Joseph S.	Waco, Texas
Waugh, Robert J.	Edwardsville, Ill.	Neuman, Harold F.	Blackwell, Wisc.
Williams, Thomas C.	Hoopeston, Ill.	Nielson, Charles T.	Eau Claire, Wisc.
Peceniak, George A., Jr.	Joliet, Ill.	Davis, Burnill C.	Madison, Wisc.
Long, Carl S., Jr.	Newman, Ill.	Nolan, David J.	Manawa, Wisc.
Barr, Harold E.	Rankin, Ill.	Prott, Carl E.	Milwaukee, Wisc.
O'Brien, Frank L., Jr.	Sugar Grove, Ill.	Nelson, Raymond E.	Superior, Wisc.

Ryan School of Aeronautics, San Diego, Calif.

Davis, Herbert W.	Douglas, Ariz.
Phillips, Maurice C.	Globe, Ariz.
Wharton, Charles M.	Bakersfield, Calif.
Chapman, Grant K.	Covina, Calif.
Howland, Clark B.	Fresno, Calif.
Pease, Richard C.	Oakland, Calif.
Page, Roger W.	Ontario, Calif.
Hoak, Fillmore A.	San Bernardino, Calif.
Ellis, Richard N.	San Francisco, Calif.
Richetti, Elwyn G.	San Luis Obispo, Calif.
Thomas, Julien E.	Turlock, Calif.
Hanna, Walter J., Jr.	Gilroy, Calif.
Matthews, Royce G.	Colton, Calif.
Spencer, Jean W.	Albuquerque, N.M.
Berkowitz, George B.	Artesia, N.M.
Richardson, Harold W.	Elida, N.M.
McCullough, Kenneth E.	Las Cruces, N.M.
Carpenter, Eugene H.	Las Vegas, N.M.
Logan, Frederic W.	Mesilla Park, N.M.
Carroll, John S.	Roswell, N.M.
Garrett, Ruby D., Jr.	Kansas City, Mo.
Spence, Dudley C.	Russell, Texas
Richardson, Lester E.	Brigham City, Utah
Marler, Maurice E.	Logan, Utah
Glassmann, Roscoe C.	Ogden, Utah
Day, Druehl	Salt Lake City, Utah
Hailes, Charles W.	Salt Lake City, Utah
Hunter, James M.	Salt Lake City, Utah
Kavanagh, Arthur F.	Salt Lake City, Utah
Richards, Lawrence M.	Salt Lake City, Utah
Webb, Orrin R.	Salt Lake City, Utah
Webster, John J.	Salt Lake City, Utah
Wursten, Arnold L.	North Logan, Utah

Billings, Thomas A. Salt Lake City, Utah
 Hume, Stanley V. Spokane, Wash.
 Lavin, Richard N. Spokane, Wash.
 Kinney, Clair Ransom Endicott, Wash.

Allen Hancock College of Aeronautics
Santa Maria, Calif.

Sperry, Willard S. Alameda, Calif.
 Bither, Tom S. Berkeley, Calif.
 Jones, Edelle M. Brawley, Calif.
 Eain, Gordon M. Carmel, Calif.
 Edwards, Edward D. Compton, Calif.
 Gash, Frank T. Fresno, Calif.
 Goodman, Robert A. Lodi, Calif.
 Haldeman, Donald C. Long Beach, Calif.
 Dickson, Robert S. III, Manhattan Beach, Calif.
 Sharpsteen, William C. Oakland, Calif.
 Diehl, Kenneth C. Oakland, Calif.
 Brooke, Allison C. Pasadena, Calif.
 Booth, Elmer E. Pomona, Calif.
 Cato, Royal F. Sacramento, Calif.
 Helwer, Sam Sacramento, Calif.
 Ferran, Charles G. San Diego, Calif.
 Cole, Joseph S. San Francisco, Calif.
 MacDonald, Henry G. San Francisco, Calif.
 Rivers, Jack N. San Francisco, Calif.
 Raley, Robert J. Santa Maria, Calif.
 Hastav, Charles H. Stanislaus, Calif.
 Fulton, Milton C. Susanville, Calif.
 Witham, Bertram H., Jr. Yolo, Calif.
 Harlan, John S. Trinidad, Colo.
 Gooch, Ritchie B. Blackfoot, Idaho
 Spence, Paul E. Boise, Idaho
 Morrison, Preston Freston, Idaho
 Nelson, William H. Cherokee, Idaho
 Heitz, Charles E. Fort Scott, Kans.
 Leisy, Roland H. Newton, Kans.
 Adams, Kirk E. Oak Mills, Kans.
 Hall, Lester J. Salina, Kans.
 Frost, Tom L. Topeka, Kans.
 Bulen, William L. Great Falls, Mont.
 Peterson, John A. Kalispell, Mont.
 McClaran, Don L. Cody, Nebr.
 Bechtel, Howard J. Crawford, Nebr.
 Mann, Glen Scottsbluff, Nebr.
 Hubbard, Kenneth C. Dundee, Ore.
 Hawley, Joaquin P. Eugene, Ore.
 Good, Gerald M. Oswego, Ore.
 Baker, Bertram C. Portland, Ore.
 Davis, Trent Amarillo, Texas
 Law, Hugh E. Toledo, Ore.
 Marble, Hugh H., Jr. Beaumont, Texas
 Muse, William R. Bengal, Okla.
 Rockie, Dwain A. Spokane, Wash.
 Walker, Gilmer E., Jr. Austin, Texas
 Toft, Walter J. Honolulu, T.H.

Enlisted Men, Regular Army

Alabama Institute of Aeronautics

Hagen, Richard M. Ocala, Fla.
 Mitchel Field, L.I., New York.
 Mahoney, Jeremiah T. Beechhurst, L.I., NY.
 Mitchel Field, L.I., New York.
 Upton, Frank W. Baltimore, Md.
 Langley Field, Hampton, Va.
 Poole, Edward F. Camden, N.J.
 Mitchel Field, L.I., New York.

Dallas Aviation School and Air College
 Wilkinson, Eugene A. Newnan, Ga.
 Maxwell Field, Ala.

Spartan School of Aeronautics

Rowan, M.C., Jr. Fowellville, Mo.
 Fort Crook, Nebraska.

Allen Hancock College of Aeronautics

Varner, Eugene A. Fort Leavenworth, Kans.
 Fort Leavenworth, Kansas

 Leading all the States in the matter of representation of students in this class is California, with a total of 42; followed by Texas with 40; New York with 35; Pennsylvania, 22; Illinois, 17; Michigan and Oklahoma, 15 each; Colorado and Georgia, 14 each; Utah, 13; Missouri, 12; Indiana, 11; New Jersey, 11; Kentucky and Wisconsin, 10 each; Kansas, Massachusetts and Montana, 9 each; Mississippi, Washington, 8 each; Minnesota, New Mexico, Ohio and Oregon, 7 each; Alabama, Florida, Iowa, and Tennessee, 6 each; Connecticut, Nebraska, North Dakota and Virginia, 5 each. None of the remaining States is represented by more than four students.

Among the numerous cities represented in this class, Salt Lake City, Utah, leads with a total of 8 students; followed by Brooklyn, New York, with 7; New York City, Denver, Colo. and San Antonio, Texas, 6 each; Fort Worth and Austin, Texas, 4 each; Los Angeles and San Francisco, Calif. Chicago, Ill., Oklahoma City, Okla., and Seattle, Wash., 3 each. None of the other cities represented is credited with more than two students each.

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P-36A AIRPLANES APPEAR PLENTY FAST

Referring to the P-36A airplane, the Wheeler Field Correspondent remarks that the arrival of some of them at that Field has put the old glint in many an eye. "And why not?" he continues. "As brought out in a previous letter, the high landing speed of the P-26 does not lend itself to landing on a sidewalk, and as the P-36A takes less space for landing the difficulties experienced at Bellows Field will undoubtedly be diminished. And so, except for the fact that we'll probably be using the Big Island for a pylon and saying, 'My, that's a beautiful spot, WASN'T it,' we're more than anxious to get at 'em.'"

 A life raft demonstration by the 6th Pursuit Squadron, Wheeler Field, T.H., on October 19th at Haleiwa, proved of considerable interest to those who witnessed it. Great accuracy in the dropping of the rubber boat was realized when Lieut. Faulkner, flying a P-26, released his boat so that it fell within fifteen feet of the swimmer, Lieut. Simpson. The raft, it is stated, is a real life saver and, all in all, the demonstration was highly successful.

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Graduating from the Air Corps Technical School, Chanute Field, Ill., on November 24th, were 11 Welders, 28 Airplane Mechanics and 9 Metal Workers, total 48.



“OH, OH —

AIR CORPS NEWS LETTER



Miss Ber
STAFF SQN. A.C.
EAVEN WORTH KAN

Information Division
Air Corps

December 15, 1939

Munitions Building
Washington, D.C.

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

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THE GOOD-WILL FLIGHT TO BRAZIL

There was the rumble and then the roar of great engines all up and down the line. Pilots, radio phones glued to ears, watched out of the high cockpits toward the plane containing the gray-haired commander. He nodded and waved a smiling goodbye to the little group standing on the line and slowly at first the Flying Fortress began to move. It rolled out, turned sharply for so huge a monster, and got under way.

Seventy seconds later, the second ship in line wheeled, straightened out and took to the air, and then another and another until seven of the Air Corps Flying Fortresses were on their way, rolling down to Rio.

Aboard were fifty-nine men. In command was Major General Delos C. Emmons, Commander of the General Headquarters Air Force, and directly under him, captain of the ship in which the General flew, was Lieut. Colonel Robert Olds, to whom there was nothing new in jumping from zone to zone and back in a few hours.

Snatches of the story of this latest achievement of the Army's big bombers have appeared in the papers. Notices of their arrival at Panama, at Lima, of their hop across the Andes four and a half miles in the air, and of their 2200 miles over-water flight non-stop from Maracaibo to Washington, but the story of that flight in all its stirring detail will probably never be told. As a matter of fact, it attracted far greater interest and generated much more excitement in South America than it did here. In the United States folks are getting accustomed to record-breaking flights by the Air Corps, and especially by the great bombers, biggest in the world. Besides, the football season was reaching its climax and there is a war in Europe, so there really wasn't space to tell the tale.

Briefly, this is what happened. The expedition left Langley Field, Va., on the morning of November 10th, flew to Miami; Panama; Lima, Peru; Asuncion, Paraguay, and Rio, - 6,000 miles in less than five days. Then, after several days of receptions and visits, they left to return, coming up the coast to Natal, Paramaribo, Carapito, Maracaibo

and thence non-stop 2200 miles over water to Washington.

All the way down and all the way back there were stops for international good will greetings and exchanges, and when the trip was over and the statisticians stopped to figure up what had been accomplished, it was found that in 70 hours' flying time - spread over nine days - they had traveled 12,000 miles in fair weather and foul - much of it foul; had flown over every country in South America save one, and had stopped in many of them; brought back to this country a mission of ten Brazilian Army officers; had flown the President of Brazil and the key members of his cabinet in American equipment, and finally had arrived home with every man and officer in the best of shape and with a new feeling of neighborliness for our friends in Latin America.

Moreover, they had put their equipment through the most grueling of tests, and when it was over General Emmons reported to the War Department that everything and everybody had functioned perfectly. He had words of praise for the great Boeing planes, for the Wright "Cyclone" engines, each delivering its full quota of 1000 horsepower whenever it was needed, for the Hamilton hydraulic or full feathering propellers, for the radio and all the other equipment necessary to such an expedition.

There were situations, but it cannot be said they were unforeseen. For example, the commander of each ship carried a "project folder" which contained among other items a brief and concise history of every country to be visited, the names of officials of these countries, the American ministers and ambassadors and other important functionaries, broadcasting stations - to be used with homing radios on the planes, landing fields and emergency fields and their peculiarities and, finally, complete weather data covering the average weather conditions for the period of the year, based on weather records for the last generation. Incidentally, this weather data proved to be 100 percent accurate. Where bad weather was anticipated had weather was encountered from the beginning to the end of the flight.

The actual manner of flying is interesting. General Emmons would take off first and the others follow at two-minute intervals. Colonel Olds at the controls of the flagship - if there was overcast to consider, and there generally was, would climb to 12,000 or 14,000 feet above the overcast and would then radio his altitude, compass bearing, etc., to the rest of the fleet. This was tantamount to an order to fall in behind, and obediently each ship would climb up through the clouds and rain or snow, as the case might be, and take position at the same altitude and on the same course. It was formation flying of a sort, although throughout the long hours the pilots rarely glimpsed another ship. Cloud mountains would tower up between them. Two minutes apart meant about five miles. Radio kept them together, and aboard each ship the navigator was at work with his assistant every minute.

Outside each destination, weather permitting, there was a rendezvous. The flagship would circle to the left, and one by one the others would find him and each one would take its place in the great formation. Then, on an order from the General, the great battle planes would move down in stately procession, in echelon or vice versa, to salute the city and come in to land.

Of course, it didn't always work this way. From Panama to Lima, for example, 1600 miles, with tricky weather and great mountains in their path and fog rolling in from the Pacific to pile up against the mountain ranges, offered a problem. Above the clouds the air fleet moved out to sea just off shore. Aboard the flagship Colonel Olds watched the snow-capped peaks sticking up through the clouds and noted that there seemed to be openings between the fleeciness and the mountains. He consulted with General Emmons and together they decided to try to find a safe way down under. The rest of the fleet received a "stand by order" while the flagship went over closer to the mountains and found a hole. The radio flashed the news and one by one the great ships followed, slipped down through the hole into a valley, 1500 feet below their wings, and flew contact to the Lima airport to land on schedule.

This was on the 12th, but before this incident there came another that should be mentioned. It occurred the day before, Armistice Day, with Europe again at war. At 11:00 o'clock in the morning of November 11th, the flying fleet was above the clouds over the Caribbean, about half way between Cuba and Panama, and General Emmons flashed a message to all the ships which ran something like this:

"Twenty-two years ago a world war ended. Today there is another war. Let us

thank God that we are not involved." And then for a minute aboard each Flying Fortress all members of the crews bowed their heads in a silent prayer of thanksgiving. Thus they kept Armistice Day, high above the clouds out of sight of land and sea as they sped southward on a peace mission in the mightiest airships of war ever built.

On the next day, as they flew toward the Equator, the shell-backs aboard took a poll and found a number to be initiated in the rites admitting them to the Kingdom of Neptune. Details of this initiation are still vague in the recollections of both the novices and the shell-backs, but, in spite of the lack of space, all agree that it was thorough and vigorous, and the enlisted men aboard detail with glee that General Emmons received as stiff an ordeal as the youngest private.

There is another story that the boys are not telling on themselves. At Lima, noted for its rare perfumes, a number made purchases to bring home.

On leaving Lima the course was to have been southward to Arica and thence up and up and up over the highest Andes, but the Pacific fog completely hid Arica, and so the fliers, using dead reckoning and sun shots and calculations on their airspeed, flew down the coast to where Arica ought to be and then started their climb. The Andes, they knew, were four miles or more high. Great mountains and climbing on their shoulders still greater mountains pushing their rocky pinnacles skyward. Their tops were snow-covered, and around them clung storm-laden clouds towering still higher. It was difficult to say where granite ended and cloud began, and so General Emmons sent out his orders to fly high and still higher. Oxygen tanks were tested, and the long climbs began. Up above the path of condor and eagle these man-made birds, twenty tons to the bird, climbed; propellers extended to take bigger bites, engines throbbing under the load. Into the ice-laden mists and winds that swirled around the mountain tops, a terrific test of both man and machine. At 23,000, or maybe 24,000 feet, they flattened out and held their altitude as they sped eastward at 200 miles an hour. After an interval, checked by radio and sun compass, the leader, sure that the mountains were behind him, flashed his position to the fleet and started down through to hunt the earth. He knew that they were nearing their next stop, Asuncion, Paraguay. They had crossed Bolivia without seeing land, but time and the sun told them that they were nearing their destination. Radio also helped. Throughout their journey they obtained radio bearings, and for most of the trip they were in hourly contact with Langley Field and Washington.

But let's get down to Asuncion. That

turned out to be quite a descent. They dropped through six layers of clouds with varying wind conditions to 1500 feet above the dank green heat of the jungles. The noise of their passing stirred up thousands of birds, great black creatures with white tipped wings. Birds proved to be a real hazard on the expedition. Several times the planes struck giant condors, luckily near the wing tips. As a matter of fact, there were many near collisions, and every pilot had his experience in dodging birds. If a condor had tangled with a propeller the result might have been disastrous to plane as well as bird. Disastrous, indeed, was the result to the many bottles of perfume that the change in altitude had burst and which transformed the interiors of the bombers into something like a lady's Boudoir.

It was at Asuncion that the first really hard luck met them, ridiculous but still annoying. One of the big planes, following close in the tracks of the leader, bogged down, settled into a soft spot, and before the pilot could close his switches and stop his engines three propellers hit the mud.

They were bent and twisted enough to make flight inadvisable, if not impossible. But that ship was by no means out of the picture, thanks to the resource of the Air Corps, the splendid cooperation of the Brazilian Air Force and the help of Pan-American Airways with its far flung organization.

The other six ships flew 900 miles to Rio - flying out to sea over clouds, letting down through and then a few hundred feet above the water coming in to Rio, where an almost hysterical reception awaited them. General Emmons then ordered three propellers removed from his flag ship. The Brazilian Air Force presented him with two of its best pilots. They had to be good, for the weather was nasty, and they flew the propellers back to Asuncion, where mechanics quickly put them on the Flying Fortress, which in the meantime had been pulled out of the mud by no less than sixteen energetically prodded Paraguayan oxen!

With the crippled blades in the cabin the big ship came on to join its fellows, and in the meantime Pan-American Airways had come forward with its facilities. Skilled mechanics in the Rio shops went to work on the blades and put them back in shape. They carried out the delicate task of balancing them, working night and day until the job was done, and when the time came for the take-off for the homeward voyage the big props were in shape for the job before them.

While at the Brazilian capital there were many functions and receptions. General Emmons made speeches and more speeches. Every officer and enlisted

man was personally decorated with the Brazilian Order of the Rising Sun by President Vargas. General Goes Monteiro, Chief of Staff of the Brazilian Army, who several months ago toured the United States, escorted by the Army Air Corps, devoted his whole time to the visitors from the north. He even radioed General Marshall for permission for a stay beyond the scheduled take-off date, in order that President Vargas and his staff could go for a flight in the Flying Fortresses. This act impressed the Air Corps particularly, for on that flight in one plane they carried the President of Brazil and his advisers, the key men of the government of Brazil, a manifestation of confidence in the aircraft equipment of the Air Corps which was more than gratifying.

General Marshall quickly radioed his approval for the longer stay, and so it was Thanksgiving Day when the take-off finally took place. One by one the great planes left Rio's spacious airport and turned north, while down below the crack regiments of Brazil's Army stood at attention and massed bands played the "Star Spangled Banner" and thousands in Brazil's capital waved farewell.

When it came time to eat that day, the homeward fliers found evidence of General Monteiro's thoughtfulness. He had personally seen to it that aboard each plane was a luscious 12-pound turkey, with all the fixin's for an old fashioned Yankee Thanksgiving.

Much could be written about that homeward flight, the side trip to beautiful Caracas, the visit to Dutch Guiana and the flight through storm and ice to Washington. General Emmons, however, stressed one thing perhaps above all else when the journey was over - the cooperation and loyalty of his crew.

Among the routine jobs was the work of gassing the ships alone. Each day the enlisted men pumped by hand 1500 gallons, four and one-half tons of fuel into each ship. Each night every engine and every part of every engine was made ready for the next day. Radio men overhauled their equipment. Riggers tested controls. Mechanics went over each ship from tail to nose, as if they were grooming champions for a Derby, and all combined to make the journey the success it was.

The most pleasant feature of the return flight, not only to General Emmons but to every officer and man aboard the ships, was the presence with them of ten selected officers of the Brazilian Army who were making a return good-will flight.

These Brazilian officers, who will inspect some of the Army establishments while in the United States, are Colonel Fergio Veloso Pedeneiras, Captains
(Continued on Page 4).

SOMETHING ABOUT BALLOONING
By Major W.C. Farnum, Air Corps

All of us in the Air Corps realize the many and vast changes that have been made in aircraft and aeronautical equipment and accessories in the past few years. Not even the lighter-than-air branch has escaped this madness of change in design. The old C-3 Sausage Balloon has been replaced by the C-6 Motorized Balloon, with all its many and vast improvements. One thing, however, has always stumped the old time balloon pilots. When the wind was out of the south, the balloon naturally flew on the cable with its nose heading south and its tail pointing north. With the pilot sitting in the basket in his normal aspect to flight, he naturally faced the south.

As long as their observation missions were conducted in a southerly or thereabouts direction, this was fine, but, assuming that the observation was to be made in the northerly direction, it meant that our pilots finally had to become ambidexterous and learn to twist their bodies much in the manner of a well known corkscrew.

We have suffered with this difficulty for years, but our pilots, having finally attained a degree of physical perfection in the amount of twist they could apply to their bodies, seemed to have this overcome. But now, alas and alack, we are undergoing the training of three student officers, whose bodies, unfortunately, have not yet attained that degree of physical perfection we refer to above as twist. One of these, 1st Lieut. Leo W. Cather, Air Corps (Field Artillery), had one of these same missions, where the balloon was headed south and his eyes should be headed north, and, because of the fact that God did not create eyes in the back of his head, he found himself in a dilemma. Having been advised previously by the old time pilots to develop this so called "twist," he tried it, but found that his body would not twist to the proper degree. He solved the problem quite handily by hauling the balloon down, having the balloon crew change the basket so that it was absolutely reversed from its normal position, whereupon he again ascended into the atmosphere and found himself facing the right direction to conduct his observation missions. He was still able to make use of the seat, have the instruments in front of him, and all of the rest of the luxuries of life that sometimes go with ballooning. He said: "I did it so that I could have the instruments in front of me, so that I could continually watch the pressure and other necessary evils that balloon pilots must watch." But we believe that he was not so interested in his instruments as he was in being able to

sit in comfort.

Thus, we now find that we have degenerated from the war-time "Balloonatics" to post war "Sissy Balloonatics."

Second Squadron at Bragg and 3rd Squadron at Lewis, please take note.

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EXTENSIVE RECRUITING TOUR COMPLETED

Captain W.J. Paul and 2nd Lieut. M.W. Crowder, accompanied by Privates R.A. Cantwell and F.W. Summers, of the 9th Bombardment Squadron, and Sgt. R.M. Marley, of the Recruiting Service, returned to Hamilton Field, Calif., on November 13th from their 14-day recruiting tour of the Northwestern States.

Being favored with excellent weather and a minimum amount of necessary airplane maintenance, they were able to arrive as per schedule at each of the 14 towns designated on the itinerary. In view of the fact that considerable publicity preceded the flight, an enthusiastic crowd welcomed the Bomber and its crew at each stop. The sight of an Army Bomber and, in many towns, of any type of Army airplane proved to be the first in the majority of the cases.

Information concerning the airplane, its design, performance characteristics, armament, range and the like commanded primary attraction and interest. The crew, in most cases, spent a reasonable amount of time at the various airports furnishing this information and pointing out other important features of the B-18A.

Meetings and radio interviews, previously arranged by the Reserve Officers' Association, American Legion, Chamber of Commerce, and local Aviation Clubs in the many towns visited, proved to be a great boon in expediting the accomplishments of the tour. Without such enthusiastic cooperation the trip probably would have met with but little success.

No accurate information is available at this time in regard to the number of men who enlisted as a result of the tour, declares the News Letter Correspondent, but he expresses the belief that the interest stimulated and the information disseminated throughout the area will prove the trip to have been highly worth while.

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The Good Will Flight to Brazil
(Continued from Page 3)

Alfredo Bruno Gomes Martins, Ruben Canabarro, R.E. Guerreiro, C.G. Vinbais, V.C. Barcellos, D.C. Adamastor, E. Orlandini and A.P. Bello.

The seven B-17 and B-17B "Flying Fortresses" returned to Langley Field on November 26th, landing at Bolling Field, D.C., en route.

V-8306, A.C.

By Brigadier General Herbert A. Dargue, Air Corps

Late in March, 1917, a detachment of 51 men, recruited from the Signal Corps Aviation School at San Diego, Calif., arrived in the Canal Zone for duty and permanent station - the first Air Service unit in Panama. Under the command of Captain H.H. Arnold who, as a Major General, now commands the Air Corps, the detachment moved in turn from decrepit quarters at Corozal to an equally decrepit hotel at Camp Empire, to a home-made establishment at Fort Sherman and, finally, settling permanently on the shore of Manzanillo Bay at a place they called "Camp Misery" - now the site of France Field. After months of labor, two Curtiss R-4's were brought from Balboa, assembled and flown. There followed long months of disappointments, frustration and continued efforts under the most adverse conditions, but day after day the ships ploughed their way down the abbreviated coral runways into the air, and by mid-summer of 1918 the Air Service had established itself in the scheme of the Canal defense.

Since that day, the Air Corps in Panama has grown, steadily, surely - confronting problem after problem and overcoming obstacle after obstacle. Today, instead of the R-4's and the old HSLL flying boats staggering out of the mangrove swamps of "Camp Misery" and "Coco Walk," sleek new Bombers and Pursuit ships sweep out of a mile long strip of concrete. Instead of forlorn, termite-infested barracks and hangars, modern concrete buildings, scientifically designed for tropical climates, mark the site of the two present air bases. A part of these changes resulted from the general, swift progress of the aviation industry - a large part from the resourcefulness and courage and ambition of the men who have seen Air Corps service here.

Despite the progress that has been made here since those early days, however, we feel that we have but begun to come into our own. The need for an adequate air defense of the Panama Canal is being felt now as never before, and action is being taken, swift and thoroughgoing. We are looking forward here to an air force in whose strength the nation can completely trust, a single, highly organized combat force, composed of highly trained units, equipped with airplanes of the latest design. Remarkable accomplishments were made with the old ships, it is true, but the fact remained that we were in no position to cope with a hostile force with superior equipment. This Department lies in considerable isolation from its homeland, guarding the very life line of our fleet and our merchant shipping.

Our mission here is obviously one of great importance, and we have need for greater numbers and for modern equipment.

Since January of 1933, the Air Corps units here have been organized as the 19th Wing.

As adequate quarters become available, and as graduates of the Air Corps Training Center are furnished, there will be an increase in the number of commissioned officers to be assigned here.

At Rio Hato, 75 miles west of the Canal, where the 19th Wing has conducted its gunnery camps for several years, there is being built a new and larger camp. This camp will be available at all times to the Air Corps units for field training, gunnery and bombing practice, and for emergency use as an auxiliary air base. Fuel and supplies will be available. Temporary buildings, including a hangar, and excellent new sod runways are being constructed. This site is also being considered for the establishment of a "Department Recreation Center." The beach at Rio Hato is one of the finest in Panama; the weather, because of lower humidity and less rainfall in the Zone, makes the living in this area particularly pleasing.

We have come a long way since the day in September, 1917, when Major Clinton W. Russel flew the first airplane in the Canal Zone. The tents and board shacks of old "Camp Misery" have given way to concrete and steel - the old Curtiss R-4's to new Curtiss P-36's, and our eyes are still to the fore. In 1917, Major Wayne, in command of a detachment of Air Service troops, took part in a general maneuver of United States troops at Chorrera, Republic of Panama. His equipment, according to reports, consisted of "one of the two R-4's and a Very pistol." Today, tactical squadrons with modern airplanes take part in such maneuvers. Tomorrow, the Air Corps will dominate all defense plans for the Panama Canal. We will be in a position to do our part. Heretofore inadequate, in numbers and in equipment, the 19th Wing looks to the future, to the busiest years in its history, and to the attainment of a major goal.

A few words from a faded, yellow document, written by Lieut. Charles B. Austin, Air Corps, at France Field, shortly after the close of the World War: ".... Demobilization has taken all but an irreducible minimum of officers (two).... but with an abiding faith that France Field will not revert, after all, to the conditions of old

(Continued on Page 7).

NEW CONSTRUCTION AT PATTERSON FIELD

Circular proposals were recently issued by Wright Field, inviting bids for the construction of two temporary or portable barracks for 63 men each and one mess hall with a capacity of 118 men to be erected at Patterson Field, Fairfield, Ohio. The opening of bids was scheduled to take place on December 5th at Wright Field.

The three proposed structures will be in addition to seven barracks, two mess halls and two recreation buildings now under construction at Patterson Field to serve as temporary training quarters for new Air Corps recruits prior to their assignment to other bases.

Bids for the construction of a new torque stand at Wright Field were opened on November 7th. Nine bids were entered, in which the three following were low: Maxon Construction Company, Dayton, Ohio, \$556,497; Simpson Construction Company, Chicago, \$562,000; James R. Barnes Construction Company, Springfield, Ohio, \$584,600.

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WRIGHT FIELD ENGINEER CHOSEN AS INSTRUCTOR OF FLYING GROUP.

Mr. J.P. Callahan, assistant aeronautical engineer in the Equipment Laboratory at Wright Field, Dayton, Ohio, has been chosen to act as technical adviser and ground instructor of Wright Escadrille, newest of the several flying groups in Dayton.

Seventy students have signed up for courses to be given at bi-weekly meetings. Selected to enable students to pass the written examinations required by the Civil Aeronautics Authority when applying for licenses, the subjects to be presented by Mr. Callahan include: civil air regulations; practical air navigation; meteorology; theory of flight; theory of aircraft engines and maintenance; aircraft construction and maintenance; and use of flight instruments.

Mr. Callahan was formerly with the U.S. Navy Air Service, Pensacola, Fla., and an aircraft designer with Sikorsky and Chance-Vought before coming to Wright Field four years ago.

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BOARD OF OFFICERS EVALUATING PARACHUTES

A Board of Officers convened at Wright Field on November 28th for the purpose of evaluating different models of back type parachutes. It is anticipated that this type of parachute will be used to supplement the seat type parachutes for the airplane positions in which the aviator is required to move about, as in gun, photographic, and

other operations.

Heading the Board was Colonel Carl Connell, of Mitchel Field, assisted by Major C.E. O'Connor and Captain Fred Smith, of Langley Field, Va., and Major C.M. Cummings, Captains J.H. Hicks, J.F. Early and Lieut. C.F. Damberg, of Wright Field.

The back type parachute is expected to supersede the attachable type. Already attached to the wearer, it will have the advantage of providing less loss of speed than offered by the attachable type for leaving aircraft under emergency conditions.

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WRIGHT FIELD DRAFTING AND RECORD UNIT EXPANDED.

So great has been the demand at the Air Corps Materiel Division, Wright Field, for reproduction drawings by various Air Corps activities and Air Corps contractors since the inauguration of the expansion program that it has been necessary to procure two additional blueprint machines to handle the work. The six blueprinting machines already in operation normally produced 3,965,800 blueprints annually, and even with the two latest type additions it is feared by the News Letter Correspondent that production of sufficient prints to meet the increased requirements will not be possible. He expresses the hope that the situation will be met, at least partially, by the transfer of blueprints from various activities to others where they are more urgently needed.

In addition to the blueprints distributed to Air Corps activities each year, approximately 800,000 prints are forwarded to the various Air Corps contractors in connection with procurement. Approximately 810,000 square yards of paper are coated annually for the reproduction of drawings and miscellaneous data.

Blueprint production is handled by the Drafting and Records Branch of Wright Field, which also checks for production all drawings issued by the engineering branches prior to final release. It is anticipated that the number of development drawings and revisions will be greatly increased. Additional personnel have been employed in the detail and tracing unit of this branch to accomplish this work. These personnel are frequently university-trained men, since in many instances the unit has proved the starting point for future Wright Field engineers.

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Master Sergeant Henry T. Skaggs, 97th Observation Squadron, was placed on the retired list at Mitchel Field, N.Y., on November 30, 1939.

N.A.C.A. MEMBERS MEET AT WRIGHT FIELD
By the Materiel Division Correspondent

Members of the National Advisory Committee for Aeronautics, organization of world-famous scientists and leaders in aviation, chose Wright Field, Dayton, Ohio, as the locale of their regular monthly meeting, held on November 16th.

Arriving at Dayton at 7:00 a.m., by special car from Washington, D.C., were Dr. Vannevar Bush, Chairman of the N.A.C.A. and Chairman of the Committee on Instrument Landing of the National Academy of Science; Dr. George W. Lewis, Director of Aeronautical Research of the N.A.C.A. and President of the Institute of Aeronautical Sciences; Messrs. John F. Victory, Secretary of the N.A.C.A.; George J. Mead, Vice Chairman of the N.A.C.A. and Vice President and Chief Engineer of the United Aircraft Corporation; Jerome Clarke Hunsaker, Professor of Aeronautical Engineering, Massachusetts Institute of Technology; Commander Francis W. Reichelderfer, U.S.N., Chief of the U.S. Weather Bureau; Captain Sydney M. Kraus, U.S.N., Chief of the Materiel Division, Bureau of Aeronautics, Navy Department; Messrs. E.P. Warner and Clinton H. Hester, of the Civil Aeronautics Authority; Colonel Charles A. Lindbergh, and Dr. Lyman J. Briggs, Director of the Bureau of Standards.

Major General Henry H. Arnold, Chief of the Air Corps, was unable to be present, likewise Rear Admiral Joseph Towers, Chief of the Naval Bureau of Aeronautics; Dr. Charles G. Abbott, Smithsonian Institute; and Robert H. Hinckley, Chairman of the Civil Aeronautics Authority.

The distinguished visitors were greeted at the train by a group of Materiel Division officers, including Brigadier General George H. Brett, Chief of the Materiel Division; Lieut. Colonel Oliver P. Echols, Assistant Chief of the Materiel Division; Lieut. Colonel Lester T. Miller, Administrative Executive; Majors F.O. Carroll, Chief of Engineering; Alfred J. Lyon, and M.G. Estabrook, Commanding Officer of Patterson Field.

Taken by automobile immediately to the home of Colonel E.A. Deeds in Dayton, where they were joined by Mr. Orville Wright, co-inventor of the airplane and a member of the N.A.C.A., the party was served breakfast, and press interviews and photographs were obtained.

At about 9:30, the group proceeded to Wright Field, where a day's program had been planned. Upon arrival, General Brett gave a brief address of welcome and an explanation of the program. An engineering officer had been assigned to each of the guests to act as host and escort for the day's sightseeing. At 10:00 a.m., the official closed meeting of the N.A.C.A. was held in the Ma-

teriel Division Library, in which General Brett, as a member of the N.A.C.A., participated. At the end of the meeting, at which aviation projects and policies of national importance are usually under discussion, the officer guides took the visitors on an inspection tour of the Equipment, Photographic, and Materials Laboratories. In all the laboratories throughout the Field, special exhibits of outstanding projects under development had been arranged in a manner that would present them clearly as a whole.

As a preliminary to luncheon in the officers' dining room, exhibits in the Aeronautical Museum were enjoyed for a brief period. Invited to the luncheon as special guests from the City of Dayton were Colonel Deeds; Dr. F.R. Henry, President of the Dayton Chamber of Commerce; Messrs. John F. Ahlers, City Commissioner, and Kenneth C. Long. Colonel A.W. Robins, Commandant of Randolph Field and former Chief of the Materiel Division, and Brigadier General Frederick L. Martin, Commander of the Third Wing, GHQ Air Force, were also guests.

Afternoon inspections from 1:00 to 4:00 p.m. included: Aero Medical Research Laboratory, Corps of Engineers Laboratory, Printing and Blueprinting Room, Aircraft Radio Laboratory, Structures Laboratory, Power Plant Laboratory, Wind Tunnel, Brake Test Laboratory, Propeller Laboratory, Armament Laboratory, Torque Stand and, finally, inspection of airplanes on the flying line.

Late afternoon saw the majority of the members, who had arrived in the morning, returning to Washington, joined by General Brett. All declared that they had enjoyed a most interesting and enlightening day.

Dr. Bush, Dr. Lewis and Mr. Hunsaker remained in Dayton for a meeting of the Dayton alumni of the Massachusetts Institute of Technology, at which, with Mr. Orville Wright, they were honor guests.

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Alae Supra Canalem (From Page 5)

Camp Misery, but will expand to fulfill our rosier expectations, and to lend our brief history, and the experience of our early struggles as a foundation for the mighty work which the Air Corps can, and must, perform in Panama."

Note: Considerable credit is given Second Lieutenant Joseph H. Paul, Air Reserve, in the preparation of this article.

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YOU CAN'T SELL THE AIR CORPS SHORT TO YOUNG AMERICA.

There was recently submitted to the Information Division, Office of the Chief of the Air Corps, from Langley Field, Va., a letter from a youngster, 1½ years of age, which, because of its honesty, sincerity, and the seemingly abiding faith in the ability of the Air Corps to accomplish almost any task, is quoted below, as follows:

"Harlan, Ind.,
Nov. 1, 1939.

Dear U. S. Army Air Corps

Will you please send me the pictures of all Allied and German Aircraft used during the world war. Make the pictures just as big as you can. If possible make them in color and in the best view. Will you please send with the pictures the blueprints of every single Allied and German Aircraft used during the world war from 1914 to 1918. I am a model airplane builder and that is why I want those plans. There isn't a model airplane factory in whole United States that makes more than a Spad or Fokker and besides they don't make the plans realistic. And you're the only one that I can get them from and have just as realistic as the original.

Please make the plans just as big as you can and add every little gadget even the motor. And then in one corner of each plan give me the correct dimensions and what kind of wood they were made of and the horsepowers of the engine. Make everything just as realistic as you can make them. Write back as soon as you can and tell me the price of all these things that I want. Send the blueprints and pictures as soon as you can. Remember now all Allied and German Aircraft used in the World War from the very beginning in 1914 to 1918 realistic plans and correct dimensions and the pictures as big as you can make them and if possible make them in color.

Don't mind my messy writing for I am only 1½ years old. But I still know airplanes. My address is Harlan, Ind. and my name is Robert Harold Davidson. By the way I will send you a few dollars wick I saved especially for this purpose.

Yours Very Truly
Robert H. Davidson."
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A total of 95 recruits were assigned to the 20th Bombardment Squadron, Langley Field, Va., to date, necessitating the assignment of 45 men to the new temporary barracks. These recruits have been detailed as apprentices in the various departments, in addition to being instructed in technical duties by experienced men in Squadron Schools conducted during and after duty hours. Ten recruits are receiving training as aerial bombardiers.

SOME ADVICE TO MEN WHO ARE GOING TO CHANUTE FIELD.

By Staff Sergeant Mack F. Wooten,
Base Hqrs. and 6th Air Base Squadron

Just the fact that you are taking a course at Chanute Field does not necessarily mean that you will be a full fledged mechanic when you finish there. Twenty-five percent of the men taking a course do not seem to have the aptitude of a practical application of their knowledge, still they may be able to make a passing or even a high score in a written examination, as all old line Chiefs can testify.

After putting in 9 months at the Air Depot at Duncan Field in the "Ignition and Carburetion" Department there, and two years experience on the line I went to Chanute Field to take a Crew Chiefs course. My previous experience helped me to make the highest points in my class, and I thought that I knew just about all there was in the book. But after fourteen years of practical experience I find that there is a whole lot that is not in the book.

The best mechanic in the Air Corps can learn plenty by taking a course at Chanute. In fact, the more you know the more you can learn there. But a man with no previous training cannot be a good mechanic upon finishing a course, no more than a man taking a business course can expect to be bear as good a business man as he will after years of experience. In other words, a course at Chanute Field is to a mechanic what addition, subtraction and multiplication is to a Mathematician. It is a very good foundation.

The best advice to boys going to Chanute Field is this: Lay off girls and liquor while taking the course. Either one will hinder you in your courses. Remember the Government is spending well over a thousand dollars in giving you this training. Try to put at least a thousand dollars worth of effort, if that is possible, in your studies. Do that, and you will be rewarded many many fold for your efforts. So will the Government.

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The First Balloon Squadron, Fort Sill, Okla., established a new record in balloon time for the month of November. The total time for that month was 88 hours and 55 minutes. This time included pilot time in captive balloon, motorized balloon and free balloons.

Every effort is being made in the Balloon Squadron to maintain, under the new First Sergeant John D. Moxley, the high standard of efficiency that has always been present in this organization. Sgt. Moxley is filling the vacancy left by 1st Sgt. Homer F. Mullen, who was recently appointed a Master Sergeant.

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THE AIR CORPS STATION SUPPLY
By the Randolph Field Correspondent

The theory that an Army marches on its stomach was advanced before the airplane became important in the waging of warfare. The axiom is, no doubt, as true as ever, but another truth has become evident. If the Infantry can be said to march on its stomach, certainly it can be said that the Air Corps flies on its belly tanks.

Both these maxims are only suggestive of a problem of supply that confronts every armed force; food is only one of the essentials to the operation of the human machine, and airplanes cannot operate on gasoline alone. The suggestion is present, however, and the few words make us aware of the vast amount of work constantly going on in the background to keep our planes in the air and our men in the field.

The system of supply that has grown with the Air Corps is, without doubt, the most technical branch in the Army's entire chain of supply. Normally, the officers and enlisted men of the Air Corps take this important function for granted, calling on the supply for their necessities, with little thought of the maze of complexities, the tremendous amount of work necessary to keep essential equipment on hand.

Because the supply of equipment for pilots is the most simple, it is a good starting point. At present there are 189 flying officers at Randolph Field; student pilots total 476. For each of these people it is necessary to supply a summer flying suit, leather jacket, helmet, goggles and parachute. In addition, for each of the 189 permanently assigned officers it is necessary to furnish a complete set of winter flying equipment, consisting of a winter helmet, two-piece winter flying suit, gloves, boots, vest, etc. Also, in the case of winter flying equipment, it is necessary to maintain summer storage facilities. In the case of students, a complete turnover of flying equipment takes place at Randolph Field every 12 weeks, with classes overlapping so that a new class reports each six weeks. In order to supply flying equipment for this personnel, it is necessary to anticipate amounts and sizes for approximately 250 students each six weeks. This, in itself, seems quite a job but, remember, it is the easiest phase of the Air Corps Supply work at Randolph Field.

Next in order comes the necessity for maintenance of clothing and equipment for mechanics and crew chiefs. In order properly to anticipate the needs of this personnel, it is necessary to stock approximately 6,000 mechanics' suits, about 1,500 mechanics' sweaters, and ap-

proximately 1500 different items of tools in quantities sufficient to meet the needs of crew chiefs and shop mechanics.

Properly issued to organizations by the Air Corps Station Supply Officer, these materials equip the crew chiefs for their jobs. Their work could not be possible, however, without airplanes, and it is another function of the Air Corps Supply Department to furnish these together with necessary spare parts. At present there is a total of 168 airplanes at Randolph Field, which includes ten different types. Procurement and acceptance of these ships is one problem, but maintenance of sufficient quantities of spares is another problem of equal magnitude.

In order that School Squadrons at Randolph Field may be able to perform the necessary maintenance operations on a BT-9 airplane, which far outnumbered all other types at this station, it is necessary that approximately 8,000 different items be stocked. These items range from cotter pins to complete engine assemblies. The first reaction to these figures may be that replacement of parts is infrequent. However, the 140 BT-9 airplanes at this station during the past year flew a total of 91,343 hours, or approximately 652 hours and 30 minutes per airplane. Since engines are changed every 350 hours, this would mean that approximately 280 engines were installed at Randolph Field in BT-9 airplanes during the fiscal year 1939. A rough estimate of spares called for in addition to the engine is approximately 100,000.

To put in this much flying time, which is more than at any other Air Corps station, it was necessary to supply vast amounts of gasoline and oil. These products must not only be received, but must also be distributed to the points on the flying line where they are required. In the case of gasoline, delivery is made to servicing pits, 34 of which are located on the ramp adjacent to the hangar line. Delivery is accomplished through the Aqua System, which consists of 12 underground storage tanks and approximately 9 miles of pipe line. Since October 19, 1931, 1,697 tank cars of gasoline have gone through this system. Engine lubricating oil is delivered to the Squadrons in tank trucks, and servicing of airplanes is accomplished by the use of 50 and 55-gallon portable tanks.

The figures quoted above, remember, are based on activities in the past. During the fiscal year 1939, 526 students completed training at Randolph

(Continued on Page 10)

AIRPLANE RUSHES SON TO SAVE HIS MOTHER

An emergency flight on November 20th to Red Bluff, Calif., where the mother of Private Cleveland Knox lay critically ill, probably saved her life, authorities disclosed.

Private Knox, a member of the 5th Air Base Squadron, Hamilton Field, Calif., received word at 11:00 p.m. that his mother needed an immediate blood transfusion to save her life. A twin-motored Douglas B-18 Bomber was wheeled out and, with Captain W.C. White, Commanding Officer of the 5th Air Base Squadron, as pilot; Lieut. C.L. Hamilton, co-pilot, and Privates Knox and J.W. Smith aboard, took off for Red Bluff.

Tests disclosed that Knox's blood was the right type, and the transfusion was given. Physicians stated that the soldier's mother showed immediate improvement.

Leaving Private Knox at Red Bluff, the plane returned to Hamilton Field, arriving three hours after taking off on the 300-mile round trip.

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NEW BARRACKS OPENED AT HAMILTON FIELD

Upon recent final acceptance by the Constructing Quartermaster, 9th Corps Area, and the Commanding Officer of Hamilton Field, Calif., the Marin County Bombardment Base now possesses new barracks costing \$125,000.

The construction of the new barracks, found necessary because of the recent increases in Air Corps strength, was started about September 1, 1939. This construction houses 600 men and provides them with messing and recreation facilities.

Of the 18 buildings, 12 are barracks, 3 mess halls and 3 recreation halls. The newly formed 22nd Bombardment Squadron, the 11th Bombardment Squadron and the Headquarters and Headquarters Squadron, 7th Bombardment Group, are moving from the old barracks to the new.

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EXCELLENT PROGRESS BY "B" STAGE STUDENTS

The present class on "B" Stage at the Primary Flying School, Randolph Field, Texas, consisting of 227 cadets and 9 student officers, is nearing completion. Due to the fact that the weather has been consistently good since the beginning of the class, work is well ahead of the regular schedule.

Most of the students have been given second check rides on the basic maneuvers, such as chandelles, lazy 8's, etc. Night flying is practically completed, and the students are well along in their instrument flying work. Since this phase of the work has been reached, and with the total flying time per student

approximately 57 hours and 30 minutes, the end of the flying instruction program for this class is well in view.

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CONGRESSIONAL PARTY VISITS KELLY FIELD

A Congressional party of 13 Senators and Representatives from the Senate and House Military Affairs Committees and War Department Subcommittees on Appropriations of both Houses of Congress, arrived at Kelly Field, Texas, on November 24th to study Army needs at various posts in and around San Antonio. The delegation, flying in three B-18 Bombers and completing a 7,000-mile aerial journey over parts of the United States, Central America, and the Panama Canal Zone, included four Senators, nine Representatives, eight Army officers and six enlisted men of the Air Corps, and was headed by Senator Elmer Thomas of Oklahoma, Chairman of the Senate Subcommittee on Appropriations for the War Department.

Following an aerial review, the party was conducted on a tour of inspection of Kelly Field installations and activities by Colonel Frank D. Lackland, Commandant of the Air Corps Advanced Flying School, accompanied by Major General Herbert J. Brees, Commanding General of the Eighth Corps Area, and Colonel A.W. Robins, Commanding Officer of the Air Corps Training Center, Randolph Field, Texas.

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The Air Corps Station Supply (Continued from Page)

Field, and during the present fiscal year it is expected that approximately 1700 will complete training. Making allowance for the fact that primary training is no longer carried on at Randolph Field, there will be a proportionate increase in hours flown. Since the work of the Air Corps Supply Department increases as flying time increases, it is expected that work in the Air Corps Station Supply Office will be doubled during this year.

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Recent examinations, given at Post Field, Fort Sill, Okla., of enlisted men to determine their eligibility for entrance in the Air Corps Technical School at Chanute Field, Rantoul, Ill., disclosed that the Air Corps is recruiting higher type of men than in past years and who rate higher in intelligence. In a recent examination, Private Ollie F. Hastings, of Flight "C," 12th Observation Squadron, attained a grade of 93% in the Alpha test and a perfect grade of 100% in the Mathematics examination.

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94TH SQUADRON GRABS OPPORTUNITY BY THE FORELOCK
By the Squadron News Letter Correspondent

This influx of newcomers to the 94th Pursuit Squadron did things in more than one way and brought joy as well as headaches and problems to the heads of the different departments of the Squadron at Selfridge Field, Mich.

Our Radio and Communications Section has more than its share of aspirants to become radio specialists - why, no one knows. Without in any way intending to criticize these embryo Marconis or attempting to tear down their dream house, Sergeant Bonham decided that a man just had to like Radio better than anything else in the world or he would be of little use to the Squadron in that branch. In other words, he might be taught and honestly become more proficient than the average in some other line, but in Radio - that was something different; it was a gift, like wiggling your ears. Going on this principle, the Sergeant laid his problems before Lts. Van Auken and Kelly, the Communications Officers, and under their guidance and supervision started a school along the same lines these prospects would be confronted with at Rantoul, only he and his able assistants fed the instruction to them at a faster pace. They felt the students benefited from this instruction since, with only four students assigned to each class, the instructor could see to it that each one had the individual attention he most needed.

The school had hardly gotten under way before the Squadron Commander, Major Harold H. George, sensed its possibilities and advantages, particularly to the new recruit who, unless something like this was done, might be doing nothing better than fatigue while waiting to enter the Technical School at Chanute Field. Lieut. Colonel Hickey, the Group Commander, then took things under his personal supervision, and what started out as an experimental baby reached maturity over night and became a full-fledged radio and communications school with all the paraphernalia, operating throughout the working day, with the students being taught by our Chanute graduates and the two communications officers.

This idea is nothing new, but at this particular time it accomplishes several worth while objects; first, it decides which men actually have the natural requisites for Radio and should go on to Chanute; secondly, the individual is so well prepared that when he does go to the Technical School he will have little difficulty and be relieved of all worry. Consequently, he will be in a position to get more out of the course. This is noteworthy, as the length of time to complete the schooling has been reduced from the original nine months to six

during the present expansion. Another consideration, and perhaps the most important, is that the 94th is training its men so that in case of emergency - come what may - with or without Chanute schooling, the Squadron will have plenty of trained radio specialists to meet any crisis.

Col. Hickey is now having the other squadrons of the 1st Pursuit Group operate along these same lines. The 94th, however, is most fortunate in having capable and willing noncoms, also officers from the top on down, devoting the extra time necessary, so that the greatest number can receive the most out of the career they have decided to pursue in the Air Corps and become useful members to the Squadron at a much earlier date.

Wait a minute, we aren't through! Seeing the immediate benefits in Radio, Major George decided that perhaps the most neglected phase in this present expansion, and one which was taken as a matter of every day routine, was the much overtaxed and ever improperly manned clerical department. Here again the Squadron was most fortunate, for with Lieut. John J. Van der Zee, the Squadron Adjutant in charge of personnel and clerical work, coming into almost hourly contact with these new men, and both the Adjutant and Personnel Sergeant having natural born talents for the teaching of men, rapid progress is being made in this department. At present we have four men who passed their Alpha and Mathematics tests via Denver. These men are first placed with the message center, where they learn the distribution methods thoroughly and acquire a sound knowledge of paper routine. Then they are taught a brief outline of an orderly room clerk's duty, and then on to personnel, where the Sergeant with his assistants pour it on as fast as they can take it. True, we come in for a lot of ribbing from the so called Air Mechanics, who suggest the need of stop and go lights for us to move about in the Squadron office. Nevertheless, results are being obtained. In the past it was quite noticeable that when a man expressed preference for clerical work, he was put on a job and, if he did it fair to middlin', nine times out of ten he was left at the same work throughout his enlistment, and there was much rejoicing by all concerned. Under the present procedure we have actually proven that, after a few short weeks of this high pressure seasoning, when an individual is sent to the hangar to assist in Operations, Engineering, Technical Supply, or even Squadron Supply, the heads of these departments are agreeably surprised -

they have only to tell the newcomer to do a thing once and there is no need to explain why a certain form should be complied with in a certain manner. In fact, these department heads are jubilant and have convinced themselves that the present expansion has been a gift from Heaven, delivering right in their laps a new breed of super-clerks(?).

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NOTES OF GLENDALE FLYING SCHOOL

Flying Cadet uniforms adopted by the Air Corps Training Detachment at the Grand Central Flying School, Glendale, Calif., are attracting considerable comment from civilians who apparently are greatly impressed by the smartly-attired cadets.

A deep blue zipper jacket, bearing the "star in circle" insignia in brilliant red and blue, surrounding by gleaming gold lettering "Flying Cadet - U.S. Army Air Corps," features the uniform. Chevrons of rank, also of gold, appear on the sleeve just below the shoulder insignia.

Light blue trousers and a flight cap of similar hue are worn.

Each class of Flying Cadets thus far sent to the Grand Central Detachment has voted to buy uniforms. Hitherto, trousers, shirt and flight cap were sufficient. With the advent of winter weather, however, the heavier jacket became a necessity. It was designed at the detachment base.

As a "graduation" present, each Flying Cadet successfully completing primary training at the Grand Central Flying School, Glendale, Calif., is presented with a silver identification bracelet by Major C.C. Moseley, owner of the School.

Enlisted men in training as mechanics in the Curtiss-Wright Technical Institute, Glendale, Calif., are boasting some historic apparatus on which to work.

When the ill-fated stratoliner crashed a few months ago in the Northwest, undamaged parts were purchased by the Institute and mounted in special jigs for instruction purposes. Consequently, the Air Corps Training Detachment at the Glendale School is now being given the opportunity to work on the very latest equipment of this nature.

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GRADUATIONS FROM A.C. TECHNICAL SCHOOL

A total of 48 students graduated from the Chanute Field, Ill., branch of the Air Corps Technical School on November 24, 1939, from courses and Air Corps stations as indicated below:

Welders' Course: From Chanute Field, Rantoul, Ill., 11;

Airplane Mechanics' Course: From Randolph Field, Texas, and Chanute Field, 5 each; Kelly Field, Texas, 4; Langley Field, Va., 3; Barksdale Field, La., Selfridge Field, Mich., and March Field, Calif., 2 each; Fort Knox, Ky., Brooks Field, Texas, Bolling Field, D.C., Hamilton Field, Calif., Mitchel Field, N.Y., one each;

Metal-Workers' Course: From Chanute Field, Rantoul, Ill., 9.

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UNIFORM SYSTEM OF CONDUCTING TRADE TEST EXAMINATIONS.

For the purpose of conferring with various officials at Air Corps stations on the conduct of Trade Test examinations, and entrance requirements for admission to the Air Corps Technical School, 1st Lieut. Glenn C. Thompson, of the Office of the Commandant, and Mr. Rachel W. Faubion, civilian instructor in charge of the Trade Test Section, Air Corps Technical School, Chanute Field, Ill., recently departed via air in an A-17 airplane for an extended tour of Army Air Corps stations, the itinerary including Selfridge Field, Mich.; Bolling Field, D.C.; Langley Field, Va.; Maxwell Field, Ala.; Barksdale Field, La.; Randolph Field, Texas; March and Hamilton Fields, Calif.; Lowry Field, Colo., and return to Chanute Field.

The air journey was estimated to extend over a period of approximately one month. Efforts will be made to establish a uniform system of conducting these trade tests at all Air Corps activities.

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STUDENTS INSPECT FORT SILL ACTIVITIES

About 25 Civil Aeronautics Authority students from Cameron College were on Monday night, December 11th, shown through the airplane hangar, the balloon hangar and the Weather and Communications Sections at Fort Sill, Okla.

Dean Clarence H. Breedlove, in charge of Ground Instruction at the school, accompanied the students, one of whom was Private 1st Class Charles F. Needell, forecaster for the 3rd Weather Squadron. This visit was supervised by 2nd Lieut. Edwin B. Miller, Jr., Weather Officer. Much interest was shown in the method and equipment by which the weather data is received at this station, also in the lecture given by Pvt. 1st Class Karl C. Elder, 3rd Weather Squadron. Due to the small office space housing the equipment, the students were shown through in groups of five or six, others being shown around the hangar, the airplanes and the equipment of same. Upon completion of this tour, the entire class was shown

(Continued on Page 20).

GRADUATION OF NOVEMBER, 1939, CLASS FROM KELLY FIELD

Tuesday, November 28, 1939, marked the graduation of the second largest class to undergo training at the Advanced Flying School, Kelly Field, Texas. A total of 180 students (of the 184 which entered the School on August 31, 1939) completed the course.

Colorful and impressive graduation exercises were held at the Post Theater before a record crowd of spectators and distinguished guests. Colonel William Lee Hart, Commanding Officer of the Station Hospital, Fort Sam Houston, Texas, was the principal speaker. Preceding Colonel Hart's address were the usual introductory remarks of Colonel A.W. Robins, Commanding Officer of the Air Corps Training Center, and Colonel Frank D. Lackland, Commandant of the Air Corps Advanced Flying School. Following the address, Colonel Robins presented the graduates with their diplomas, while Colonel Lackland presented each with his shining new wings. Chaplain Edmund J. Griffin delivered the invocation and benediction.

Among the many distinguished guests present at the graduation ceremonies was Rear Admiral R.R. Waesche, Commandant of the United States Coast Guard, who flew by amphibian plane from his home station at Washington, D.C., to Kelly Field to witness the graduation of his son, Flying Cadet Harry L. Waesche. Also present was Senor Josefa Omar, Consul General of Mexico.

During the morning hours, 100 training airplanes were on display on the hangar line for inspection by visitors.

The roster of the students in Class No. 39-D is given below, viz:

Regular Army Officers

Second Lieutenants

Batterson, Robert M., Jr. C.E.
Bromiley, Richard F., Inf.
Hanson, William Hart, Inf.

Mexican Army Officer

1st Lieut. Gaxiola, Radames Andrade

Philippine Army Officers

2nd Lieut. Molina, Pedro Q.
3rd Lieut. Mondonado, Osmundo
3rd Lieut. Rivera, Alfonso Bautista
3rd Lieut. Sanchez, Pedro Paulino

Flying Cadets

Smith-Mayes, Lybrand Evans	Tuscaloosa, Ala.
Snoot, Oliver Reed	Nauvoo, Ala.
Schiel, Frank, Jr.	Drake, Ariz.
Habeich, Hamsey	Phoenix, Ariz.
Nowotny, Raymond Alvin	Tucson, Ariz.
Morris, John Arville	Greenbrier, Ark.
Hall, Conway Scott	Little Rock, Ark.
Schneider, George Elmer	Little Rock, Ark.
Sullivan, Joseph Lewis	Little Rock, Ark.
Gunn, James Alexander, III	Berkeley, Calif.
Oberdorf, John William	Burbank, Calif.
Hensen, Keith Pillsbury	Burlingame, Calif.

Cranford, James Rellis	Colton, Calif.
Hallihan, George Francis	La Concha, Calif.
Brock, Russell Keith	Los Angeles, Calif.
Herbert, Paul Wayne	Los Angeles, Calif.
Sherwood, Frederick Herren	Los Angeles, Calif.
Wynne, John Douglas	Los Angeles, Calif.
Dow, Thompson Faxon, Jr.	Long Beach, Calif.
Benedict, Maurice Samuel	Northfork, Calif.
Bunch, Paul Wendell	Oakland, Calif.
Kalberer, Klem Franklin	Oakland, Calif.
Peterson, Charles Oscar	Ocean Park, Calif.
Gerhart, Quinter Paul	Tracy, Calif.
Palm, Lorrill August	Visalia, Calif.
Payne, Robert Holland	Bellvue, Colo.
Denter, George Clark	Loveland, Colo.
Wagner, Walter John	Manzanola, Colo.
Munson, David Jerome	New Haven, Conn.
Newton, Preston Carnall	Washington, D.C.
Wilburn, Donald Ernest	Washington, D.C.
Kennington, Thomas Cyril	Gainesville, Fla.
King, James Neil	Gainesville, Fla.
Watkins, James Carson	Putnam Hall, Fla.
Aubert, George Juslin	Tampa, Fla.
Haile, James Ernest, Jr.	Cedartown, Ga.
McWhorter, Wm. Hugh, Jr.	Decatur, Ga.
Yow, Jones duBignon, Jr.	Toccoa, Ga.
Martin, John Byrd	Atlanta, Ga.
Ensign, Lewis Plank	Boise, Idaho
Torelle, Albert Edward, Jr.	Coeur d'Alene, Idaho
Parker, John Lowe	Carlinville, Ill.
Dixon, Elmer Austin	Champaign, Ill.
Bradley, Donald Eugene	Chicago, Ill.
Lacey, John William	Chicago, Ill.
Martin, Glen Webster	Chicago, Ill.
Peterson, Carl Runge	Chicago, Ill.
Welsh, Albert Michael	Dalton City, Ill.
Graves, Frank Norton	La Grange, Ill.
Hays, Nathan Bourne	Normal, Ill.
Hansman, Louis Henry	Peoria, Ill.
Good, Robert Ogden	Springfield, Ill.
Fackler, Paul Henry	Tolono, Ill.
Morgan, MacPherson	Urbana, Ill.
Howarth, Arthur James	Dyer, Ind.
Gilbert, George Alfred	Princeton, Ind.
LaBarbera, Salvador P.	Shelbyville, Ind.
Walker, George Alexander	Council Bluffs, Iowa
Zoeckler, John Lewis	Davenport, Iowa
Payne, Paul Hugh	Des Moines, Iowa
Holm, Florian A.	Hays, Kans.
Stuber, Lovell Swain	Winfield, Kans.
Tyler, Henry Samuel, Jr.	Louisville, Ky.
Gayle, Hubbard K., Jr.	Morganfield, Ky.
Todd, Thomas Marion	Winchester, Ky.
Broidy, Vinton Edward	Baltimore, Md.
Waesche, Harry Lee	Chevy Chase, Md.
Larkin, John	Nantucket, Mass.
Stetson, Jefferis	West Newton, Mass.
Bailey, Arnold James, Jr.	Brockton, Mass.
McConnell, Benjamin F. II	Benton Harbor, Mich.
Adams, William Carrolton	Detroit, Mich.
Ford, Thomas Robert	Shelby, Mich.
Kaliner, Russell Eugene	Bemidji, Minn.
Cassutt, Thomas Kenneth	Duluth, Minn.
Torkelson, Elmo Prescott	Lyle, Minn.
Colburn, Richard Roosevelt	Minneapolis, Minn.
Schmidt, Abner Dennis	Minneapolis, Minn.
Gray, William Bucher	Fort Snelling, Minn.
Burns, Robert Wiygul	State Line, Miss.
Bohn, John Wesley, Jr.	Webster Groves, Mo.

A STORY WITHOUT A TITLE
By the Hamilton Field Correspondent

It is believed that the following tale, at least now that it is concluded, presents so many unusual sides that it is worthy of being passed on. In it is witnessed the courage, loyalty, stick-to-itiveness, and good sportsmanship of an 'average' soldier throughout the trials of a rather bewildering situation.

Corporal Oliver R. Kamastra, A.M. 2nd Class, was serving in the 88th Reconnaissance Squadron at Hamilton Field, Calif., on the payday of November 1, 1938, when the Finance Officer notified him that he would have to withhold his pay pending further proof of his citizenship, made necessary under a recent clause included in the Pay of the Army bill passed by Congress. Corporal Kamastra had had 12 years' service in the Army, was married, and the father of a 3-year old baby, and another child yet unborn.

What at first seemed a routine matter to satisfy the provisions of the citizenship clause developed into a long and drawn-out affair of letter writing to various official archives, personal visitations to officials concerned, ransacking of old trunks, and the taking of depositions, in an attempt to prove Corporal Kamastra's citizenship.

The actual facts in the case were: The father of this man was born in Holland in 1880, immigrated to the United States with his parents at the age of eight months, and obtained his naturalization papers when of a legal age. The father married a United States citizen, and Kamastra was one of a number of children. At the time of the pay hold-up, both parents were deceased. The whole difficulty came about due to the apparent non-existence of official papers to back up the facts.

Meanwhile, the Squadron Commander had no alternative but to strip Corporal Kamastra of his grade and rating, rather than lose the pay involved altogether. However, Kamastra continued carrying out his military duties and attempting to obtain the necessary proof. Friends joined in giving him a helping hand financially to support his wife and two children, who were quartered off the Air Base.

Finally, on November 4, 1939, over one year later, on the basis of a ruling by the Immigration Commission of the Department of Labor, the Finance Officer refunded the entire back pay due Corporal Kamastra, as of a Private, and he was adjudged a legal citizen of the United States. Now, also, he has been promoted back to the grade of Corporal. Receiving the back pay in one lump sum, he paid off his creditors amidst general rejoicing all around. After paying all his bills there was still some money left over. Corporal Kamastra has proved how little money a family can live on if they really have to, for there was no other income available for him to draw on other than his Army pay.

The interesting feature of this tale is the wisdom and common sense of the Kamastra family
(Continued on Page 22).

To Olmsted Field, Pa.

Brann	Lyon	Poplawski
Broidy	Lyons	Reiner
Dow	McWhorter	Robinson
Estrumse	Noble	Ruhf
Lacey	Pearson	Sutton

To Duncan Field, Texas

Cullum

To Patterson Field, Ohio

Barrow	Hansman	Morris
Cranston	Howarth	Parker
Gray	Matthews	Peterson
Habeich	Morgan	

To Sacramento Air Depot, Calif.

Bradley	Herbert	Palm
Bunch	Nowotny	Sherwood
Cranford	Oberdorf	Torelle
Hansen		

To Panama Canal Department

Adams	Dolim	Kaliher
Adkins	Ford	Koehne
Andersen	Gerhart	La Barbera
Beere	Good	McCrackin
Brown, P.B.	Gunckel	Martin, Wheeler
Bullock	Gunn	Musselwhite
Burns	Guthrie	Pirruccello
Carter	Hallihan	Scott
Chenoweth	Haynes	Smith-Mayes
Cook	Hays	Yeilding
Denter	Herblin	

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HAMILTON FIELD BOMBERS STAGE COMBAT EXERCISE

Six B-18A Bombardment planes, commanded by Major Thad V. Foster, Air Corps, engaged in a flight from Hamilton Field, Calif., to Salt Lake City, Utah, on December 2nd. The purpose of the mission, which was in the form of a combat exercise, was to give added impetus to applications being received at the University of Utah for flying cadet training. The examination of the prospective candidates is being carried on by a board of Hamilton Field officers, headed by Major Elmer E. Adler, 7th Bombardment Group, S-1. The board, which has practically covered all of the larger universities and colleges in the Northwest during the past month, reports that approximately 68% of the many applicants examined was able to meet the requirements for acceptance.

The 9th Bombardment Squadron's exercise consisted of three simulated bombing attacks on several military objectives located in Salt Lake City. The first 'attack' was made by individual airplanes; the second, by flights, and the third by the Squadron. Upon the conclusion of the mission, the airplanes remained at the Municipal Airport at Salt Lake City for the inspection of the public until the departure of the Squadron the following afternoon for Hamilton Field.

---oOo---

Three ferry crews from the 2nd Bombardment Group, Langley Field, Va., recently departed for the Boeing factory, Seattle, Wash., to ferry back as many new B-17B airplanes.

RETRACTABLE LANDING GEARS
By the Materiel Division Correspondent
Part I

Early use by the Air Corps of a retractable landing gear was on the 1920 Dayton-Wright Gordon Bennett Racer. The wheels retracted flush into the recessed sides of an elliptical monocoque fuselage. Employing a nut working on a threaded shaft, it was operated by a hand-crank in the pilot's cockpit, with a bicycle chain doing important duty.

This historical retractable gear is displayed in the Army Aeronautical Museum at Wright Field, and still works when the crank is turned. Years later, an adaptation of this design was used on the Curtiss BFC-1 Fighter and the Grumman Carrier Scout.

By 1932, six Army airplanes had retractable landing gears. With the swing to low-wing monoplanes, designers devoted more attention to retractable landing gears, and soon they became a standard stepping stone to higher speeds, longer range, and minimum fuel consumption.

Since the retractable landing gear always weighs more than the fixed type with fairing for the same airplane (due to the added weight of the retracting and actuating mechanism), the Air Corps does not use it on airplanes below the 175 m.p.h. class, except on trainers designed to acquaint students with retractable operation.

A very general idea of the comparative weights of fixed and retractable landing gears is indicated by the following: The weight of fixed landing gears on five Air Corps airplanes ranged from 4.4 percent to 4.7 percent of the gross weights of the airplanes. The retractable landing gears on five airplanes ranged from 5.5 percent to 6.1 percent of the gross weights.

Retractable landing gears are employed on all Air Corps airplanes now in production, with the exception of a limited number of the slower Observation and Reconnaissance types.

No satisfactory studies have been made which show accurately the increase in high speed resulting from the use of retractable landing gears instead of those fixed and faired. On certain types the high speed has been increased 20 percent. An increase of slightly over 30 percent has been attained on certain installations. This is not a true indication, in that the retractable landing gear in the extended position was not faired and so had a much greater drag than the faired, fixed gear.

It is the practice in this country to retract the landing gear in take-offs as soon as the airplane has passed the last point over the field from which a straight ahead landing could still be

made.

For each pound that is added to the landing gear, about 15 pounds must be added to the whole airplane. If retraction is into the fuselage, the fuselage must be enlarged and strengthened; if retraction is into the wings, they also must be made larger and stronger to compensate for the added load. This is a big price to pay, but without retractable landing gears speeds above 300 m.p.h. with the engines now in use would be impossible in most airplanes.

The advantage of retracting the tail wheel is questionable below the 225-250 m.p.h. class. Over that figure, retraction may increase the high speed as much as two percent. Due to its location, it is always desirable (because of aerodynamic advantages) to retract nose wheels.

In service airplanes, manual operation of the retractable systems is still retained only as a secondary system for emergency use. All the primary systems are power operated.

Airplanes weighing over 16,000 pounds nearly all have a central power system which actuates gun turrets and controls, flaps, bomb doors, and brakes, as well as the landing gear retraction system. In military airplanes it is imperative that the pilot's attention be not monopolized by landing gear operation when engaged in formation take-offs or landings.

Types of manual or secondary systems are cable and pulley, screw and nut, worm and other gears, or hydraulic. The latter usually consists of a pump unit with operating handle, control valve for changing direction of the flow, and hydraulic jacks for movement of the undercarriage structure.

Of the power systems, the electric motor and hydraulic pump, or the electric motor and mechanical coupling, are used more often than the aero-engine coupling to a hydraulic pump, compressed air motor and hydraulic pump, or other pneumatic systems.

The purely mechanical system, having only levers and hinges, is simple, positive, and quick acting, besides being cheap to build and easy to maintain. But they require too much of the pilot's attention and do not produce great forces. A mechanical cable system usually is light, simple and cheap, but fouling of cables and pulleys, frayed cables, and failure of synchronization due to stretched cables eliminate it from Air Corps consideration. A slide tube or track is usually light, simple and quick operating, but it can jam.

So by the process of elimination,

V-8306, A.C.

the designer chooses power systems, even though new problems are introduced, such as greater weight, pumps, leaks, congealed fluids, etc.

At the present time the retractable landing gear is power-operated, with a secondary system for manual operation. It is retracted into the wings, fuselage, or outboard engine nacelles.

The landing gear for a new type of airplane is designed expressly for that airplane. Retracting mechanisms have progressed to the point where the landing gear can be retracted forwards, backwards, or to either side. But to attain maximum simplicity and efficiency at the lowest possible cost in weight with the fewest complications in operation and maintenance, there is usually just one ideal form of retractable landing gear for that particular airplane. How the designer works out that ideal form will be described in a second article.

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AIR COLLISION CAUSES DEATH OF LT. POTTER

Second Lieut. P.O. Potter, Air Reserve, was killed instantly on November 17th, when the single-seater P-36 Boeing Pursuit plane he was flying crashed to earth after colliding with another plane over Albrook Field, Canal Zone.

Lieut. Potter was on active duty with the 19th Composite Wing of the Panama Canal Department Air Force. He was on flight duty with the 24th Pursuit Squadron.

Official communication concerning the accident stated that Lieut. Potter was flying in the rear of the first element of a flight enroute to Rio Hato, Republic of Panama, for routine gunnery practice. His element was circling the field, gaining altitude, when the second element of the flight took off.

The maneuver of "closing up" the elements then got under way. During this phase, Potter's plane suddenly struck a rough patch of air which bounced his ship several yards higher. The leading plane of the second element was directly over him and the ship's propeller tore off the lower plane's tail assembly, including rudder and elevating fins. He did not have sufficient altitude to "bail out" in his parachute.

Following the collision, Potter's plane nose-dived to earth on the west side of Diablo Road, about 50 feet south of the Panama Canal lumber sheds. The terrific force of the crash twisted and tore some 20 feet of railroad track. Exploding gas tanks blew the remainder of the ship in scattered directions. The other ship in the collision, sustaining only a damaged propeller, landed immediately afterward at Albrook Field.

Lieut. Potter was not married. His

parents reside in Chicago, Ill., and the deep sympathy of the Air Corps is extended to them.

---oOo---

"BOY, PAGE RUBE GOLDBERG!"

There filtered into the Information Division a communication, which reads as follows:

"Sacramento
November 27, 1939.

Dear Sir:

This is the description of a method by which each and every bomb dropped over an enemy Warship in the open Sea will score a direct hit.

The higher the altitude of the Bombing Plane, the easier will the Bomb find its target!

First, the descending Bomb is slowed down by a small Parachute. To this Bomb and Parachute combination is affixed a rudimentary Ruder.

Finally, to the Ruder a Pigeon is harnessed in such a way that it is reasonably able to use its wings, and its attachment to the Ruder must be such that when the Pigeon struggles to fly in a certain direction, the Ruder will tilt so as to steer the chuted Bomb in the same direction!

Thus the distressed Pigeon on its descent finds itself in the same Predicament as any other tired Bird crossing the Ocean--and the 'Instinct of Self-preservation' will force it to struggle to alight on the ship.

So our descending Bomb will be guided toward its destination by two forces. That of the direct pull of the Pigeon's attempt to fly and that of the steering device!

From the foregoing it is clear that the higher the altitude of the Bomber, the greater the Radius of Effectiveness.

The Parachute can be dispensed with if a transparent Wing-breaker is designed for the Pigeon.

Such Wind-breaker will act as a Parachute in itself and regardless of the speed of the descending Bomb, the bird will be able to see and to use its wings.

That, however, is a minor problem for the Expert in Aeromechanics.

As to whether the 'Instinct of Self-preservation' will function in the distressed Bird? Next to the 'Law of Gravitation' it is the most reliable element of our contrivance. Nature has provided both. If in Warfare we do not hesitate to depend on the 'Homing Instinct' of the Carrier Pigeon, why not take advantage of an Instinct that is the very root of all Life?

At first I intended to take this matter up with some Aeroplane construction company, but it seems to me that this

is a better way.

Therefore, Sir, I do respectfully submit this idea for your kind consideration.

If the..... will care to avail themselves of it I would naturally expect some sort of pay for it. Also, I am sure that the intelligence of this method would be imparted to the Government of the United States.

If, however, you should decide against it, I would like to take it up with some expert in Aviation in America.

I am, dear Sir,

Very respectfully yours,

....."

---oOo---

BRAZILIAN OFFICERS ON INSPECTION TOUR

Arriving with the setting sun, six of Uncle Sam's 'Flying Fortresses' landed at Bolling Field, D.C., on Sunday, November 26th, bringing from their country ten Brazilian officers who were given an enthusiastic reception by Air Corps personnel and throngs of civilian visitors.

Here to inspect Air Corps activities, the delegation was greeted by Hon. Louis Johnson, Assistant Secretary of War; Brazilian Ambassador Carlos Martins; General George C. Marshall, Chief of Staff; Major General Henry H. Arnold, Chief of the Air Corps, and other high officials. Directly following their arrival, a

reception honoring the visitors was given by the Bolling Field Officers' Club.

A personal message to President Roosevelt from President Getulio Vargas, of Brazil, was carried by Major General Delos C. Emmons, Commander of the flight. The round trip flight to Rio de Janeiro was made to attend the 50th anniversary celebration of the Brazilian Republic. Headwinds were encountered on the return flight, and oxygen was resorted to during a considerable portion of the journey.

The Brazilian officers are at present on an inspection trip visiting Air Corps fields. They are piloted by Captain John G. Fowler and 2nd Lieut. W.A. Rambo, Air Corps, of Bolling Field.

Three Langley Field officers - 1st Lieut. Jack Roberts, pilot; Lieut. Henry G. Barrett, co-pilot, and Major Harrison G. Crocker, engineering officer, left in a B-18 Bombardment airplane on November 27th for Jacksonville, Fla., to assist in repairing a B-17 'Flying Fortress' which was grounded at the Florida city because of propeller trouble on its return flight from Rio de Janeiro, Brazil, to Langley Field.

Construction of the new barracks at Bolling Field, D.C., has been completed, and they are at present being occupied by 420 brand new Air Corps enlisted men.

COMMISSIONED PERSONNEL ON DUTY IN THE OFFICE OF THE CHIEF OF THE AIR CORPS

Major General Henry H. Arnold
Brigadier General Barton K. Yount

EXECUTIVE DIVISION

Lt. Col. Ira C. Eaker Capt. Harold W. Bowman
Major Claude E. Duncan Capt. Luther S. Smith

FINANCE DIVISION

Maj. Austin W. Martenstein Maj. Leland W. Miller
Captain Edward H. White

INFORMATION DIVISION

Lt. Col. Robert C. Candee Maj. Arthur I. Ennis
Major Edward E. Hildreth Maj. Thomas D. White
Capt. Haywood S. Hansell Capt. James F. Olive

INSPECTION DIVISION

Maj. Barney M. Giles Capt. Samuel R. Harris, Jr.
Maj. Charles W. Sullivan

MATERIEL DIVISION

Brigadier General George H. Brett
Lt. Col. Otto G. Trunk Capt. Benj. W. Chidlaw
Lt. Col. Wm. F. Volandt Capt. Donald F. Fritch
Lt. Col. Geo. S. Warren Capt. Mervin E. Gross
Maj. Evers Abbey Capt. Wm. T. Hefley
Maj. Harold L. Clark Capt. Frank G. Irvin
Maj. John A. Laird, Jr. Capt. Glen C. Jamison
Maj. Edmund C. Langmead Capt. Alfred A. Kessler
Maj. Alfred J. Lyon Capt. Aubrey L. Moore
Maj. James F. Powell *Capt. Edgar H. Snodgrass
Maj. Edward M. Powers Capt. Charles A. Ross
Maj. Walter J. Reed Capt. P.W. Timberlake
Maj. Wallace G. Smith Capt. Lyman P. Whitten
*J.A.G. Dept.

MEDICAL DIVISION

Col. David N.W. Grant Major Wm. H. Lawton*
Lt. Col. Robert J. Platt Capt. Wilfred F. Hall
*Temporary duty.

PERSONNEL DIVISION

Lt. Col. Asa N. Duncan Maj. Omer O. Niergarth
Major Orin J. Bushey Capt. Ralph E. Fisher
Maj. James T. Cumberpatch Capt. Richard E. Nugent
Maj. Donald R. Goodrich

PLANS DIVISION

Col. Carl Spaatz Lt. Col. Wm. E. Farthing
Maj. Warren R. Carter Capt. Aubry L. Moore
Maj. Richard C. Coupland* Capt. G.P. Saville
Maj. John E. Upston Capt. H.S. Vandenberg
Capt. Townsend Griffiss *Ord. Dept.

RESERVE DIVISION

Lt. Col. Harry H. Young Capt. Cecil E. Henry
Major Paul E. Burrows

TRAINING AND OPERATIONS DIVISION

Lt. Col. Geo. E. Stratemeyer Maj. Robt. M. Webster
Lt. Col. Arthur B. McDaniel Capt. T.H. Baxter
Maj. Lawrence J. Carr Capt. L.D. Frederick
Maj. Oliver S. Ferson Capt. Walter S. Lee
Maj. Charles A. Horn Capt. James G. Pratt
Maj. John F. McBlain Capt. Robert M. Losey
Maj. Angier H. Foster

Room numbers and telephone numbers will be given in next issue.

20TH GROUP DEPARTS FOR MOFFETT FIELD
By the Barksdale Field Correspondent

When Barksdale Field came into existence as a tactical field, it became the home of the 20th Pursuit Group. The Group, was transferred here from Mather Field, Calif., and Colonel Millard F. Harmon assumed command.

The officers and enlisted men enjoyed several years in the red-lands of Louisiana when the time came for them to pick up their beds and proceed back to the sunny hills of California. On November 6th, four flights of Pursuit airplanes departed from Barksdale Field at intervals, enroute to Moffett Field, Sunnyvale, Calif., their new home. The Group was commanded by Lieut. Colonel Ross G. Hoyt and, proceeding over the southern route, arrived at March Field the same day. The flight to Moffett Field was accomplished the following day without incident, thereby completing the transfer of the Group's "striking force" of "pea-shooters".

The officers were authorized a delay of two days at Moffett Field to go "house hunting", before making the return trip in two C-39's and five B-18's. From all reports, some were very successful in their search, while others wore an expression not quite so pleasant.

During the flight of the officers to the West Coast, the enlisted men of the Group were busy at Barksdale Field preparing the equipment and impedimenta for shipment by rail to the new station. All organization equipment, including office furniture and airplane accessories, were crated and loaded on rail cars before November 15th. The personnel, except those traveling by privately owned conveyance, entrained at Barksdale Field at 2:45 p.m. on November 15th. At 3:00 p.m., the train pulled out, beginning the long journey to Moffett Field, via Kansas City.

While some of us were witnessing the departure of the train we realized that many of the soldiers abroad were leaving a post which they had seen grow, and who had done their share to help grow from farmlands to a beautiful and modernistic city, affording the conveniences and comforts of any community to its present and future residents.

Although the departure of the 20th Pursuit Group temporarily relieved an acute situation at Barksdale by vacating officers and noncommissioned officers' quarters, barracks and hangars, the gloom that was cast over the field from seeing many a friend leave our midst was apparent. We sincerely hope that each one of them will enjoy their new home and service there as much as we enjoyed having them as a member of this command.

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CONGRESSIONAL PARTY VISITS CANAL ZONE
By the News Letter Correspondent

Members of the Congressional Committee on Military Appropriations, with other Senators and Representatives, arrived at Albrook Field, Canal Zone, on November 17th for a tour of the defenses of the Panama Canal Zone. The group remained here four days on an inspection of the various military departments of the Canal Zone.

The Congressional party was flown from Washington, via Costa Rica, in three U.S. Army Transport planes. Army officers in command of the Transports included Major John E. Upston, Air Corps; Major A.R. Wilson, of the General Staff Corps, and Colonel C.C. Stokely, Infantry.

Air Corps flight personnel of the Transports were: Captains R.S. Culbertson, Patterson Field, Ohio; M.C. Woodbury, Wright Field, Ohio; 2nd Lieuts. P.W. Rafferty (Reserve), W.C. Davis, J.J. Roberts and K.A. Cavenah, all of the Middletown, Pa., Air Depot.

Enlisted Air Corps personnel on the flight were Staff Sgt. T.F. Brinkman, Sgt. H.L. Fagley, Corp. N.R. Turner, Pvt. J.O. Riggs, all of the Middletown Air Depot, and Staff Sgt. Plato Miller and Pvt. L.B. Price, of the Fairfield Air Depot.

The welcoming committee at Albrook Field was composed of the U.S. Ambassador to Panama, Hon. Wm. A. Dawson; Major General David L. Stone, Commanding General of the Panama Canal Department; Major General Ben Lear; Brigadier General S. Jarman, Commanding General of Fort Clayton; Brigadier General Herbert A. Dargue, Commanding General of the Air Forces of the Panama Canal Department; Major Mark Devine, aide-de-camp to General Stone; Colonel Ray Bishop, Commanding Officer of the Quarry Heights post; Major M.R. Cox, Chief of Military Intelligence of the Panama Canal Department; Colonel Thurston Hughes, Adjutant General's Department; Colonel R.L. Tilton, of the General Staff Corps of the Department; and other members of General Stone's staff.

The Congressional party included Senators Elmer Thomas, Oklahoma; H.S. Truman, Missouri, of the Senate Committee on Appropriations; Sherman Minton, Indiana; H.H. Schwartz, Wyoming; and Chan Gurney, South Dakota, all of the Senate Committee on Military Affairs.

Members of the House of Representatives in the party were Congressmen D.D. Terry, Arkansas, House Committee on Military Appropriations; J.M. Cosletto, California; Overton Brooks, Louisiana; J.C. Sparkman, Alabama; C.R. Clason, Massachusetts; P.W. Shafer, Michigan; T.E. Martin, Iowa, all members of the House Committee on Military Affairs.

Representative W.D. Byron, member of V-8306, A.C.

the Committee on Coinage, Weights and Measures, due to illness, left the party at Costa Rica, where the party had remained for a day.

On arrival at Albrook Field, the party received the 17-gun salute due their rank, and, accompanied by Major General Stone and his staff, reviewed the guard of honor.

"The purpose of this trip of inspection to the Isthmus," said Senator Thomas, senior member of the Congressional group, "is to enable us to picture more accurately the approximate needs of the Panama Canal for additional defense measures. We will have accurate information after this trip which will enable us to analyze the arguments and discussions which come before us in the Senate and during the Committee hearings."

A number of members of the command of Albrook Field, Canal Zone, recently had their first opportunity of visiting Tegucigalpa, Honduras, while transporting members of the Congressional party to that Central American point.

The trip was made in nine A-17's, while one B-18 made the trip to Managua, Nicaragua, and continued on to Guatemala City, Guatemala, when the Congressional party was returned there from Tegucigalpa.

The trip was started on the morning of November 21st, after the party had been given an official farewell, including a guard of honor at Albrook Field. Eight of the members made the trip in A-17's, while the others made the trip to Managua in the C-39's in which they left the United States.

One B-18 and one A-17 had taken off earlier for Managua and San Jose, Costa Rica. The B-18 was piloted by Captain Arthur L. Bump, Jr., Air Corps, with 1st Lieut. C.T. Goldenberg as co-pilot; Tech. Sgt. A.A. Dupre as engineer, and Pvt. G.A. Ragsdale as radio engineer. The A-17 was piloted by 1st Lieut. J.R. Kelly, and went to San Jose, where Col. Ben Pate, Military Attache, was met and taken to Managua.

All planes landed at Managua, and after the nine A-17's has refueled they took off for Tegucigalpa.

All members of the Congressional party and officers on the trip were royally entertained in Honduras. Officers stayed at the Army School of Aviation of Honduras, while most members of the Congressional party were provided quarters at the American Legation.

Opening the festivities at the Honduran City was a banquet for all members of the flight, which was given by high ranking army and government officials of Honduras. A genuine native marimba band provided music during the cocktail hour and dinner. The band surprised the visitors by beating out the latest hits from the United States all during

the festivities. A favorite number was "The Beer Barrel Polka."

Shortly following the dinner, members went to the American Legation for an evening of dancing. This was followed by a private dinner for a number of members of the flight.

On the following day, the flight returned to Managua, where members of the Congressional party were met by the three C-39's and one B-18, and continued on to Guatemala City. Colonel Pate also made this trip. The remainder of the flight went to San Jose and spent the night, returning to Albrook Field Thanksgiving morning.

Pilots and crew members making the trip, besides those named above, included Captain Roger Browne, 2nd Lieut. Alvin R. Luedcke, Air Corps; 2nd Lts. H.A. Von Tungeln, John P. Breckinridge, Air Reserve, from France Field; 1st Lieut. James B. Buck, 2nd Lieuts. L.W. Chick, McDonald H. Hays, Ralph Pusey, Master Sergeant Fletcher J. Cox and Sergeant C.B. Pearre.

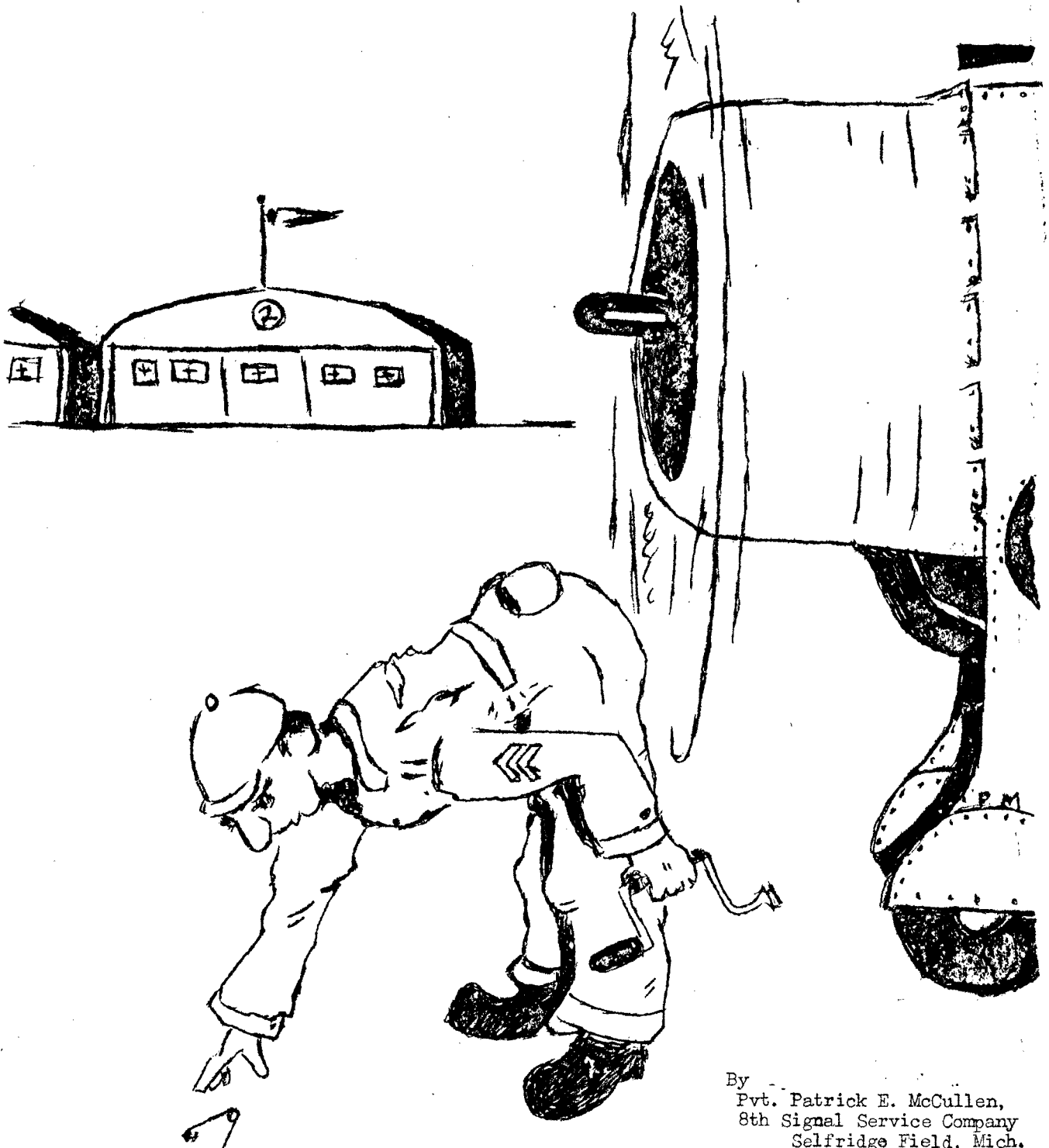
Members of the Congressional party making the trip with the Albrook Field planes were Representatives John H. Sparkman, John M. Costello, Thomas E. Martin, David D. Terry, Paul W. Shafer, and Senator Chan Gurney. Also riding in the A-17's were Colonel C.C. Stokely, Infantry, and Major A.R. Wilson, General Staff Corps.

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DEAD RECKONING NAVIGATION SCHOOL OF THE 88TH RECONNAISSANCE SQUADRON.

The ground school and flying missions in the Dead Reckoning Navigation School being conducted in the 88th Reconnaissance Squadron, Hamilton Field, Calif., under the instruction of 2nd Lieut. H.W. Chaffin, Air Corps, were just recently completed. The school was in session for a period of five weeks. The grades and results of missions are being forwarded to the Commanding General, GHQ Air Force, showing that the following officers successfully passed the course: 2nd Lieuts. J.W. Massion, E.T. Pardee, Q.T. Quick, R.F. Ezzard and J.B. Wells. Fine results were achieved by all concerned, and the News Letter Correspondent believes that much of the credit for such a good showing is due to the better equipment constantly being received.

Following on the heels of the Dead Reckoning Navigation course, one in Celestial Navigation was immediately begun with the same instructor and students. The complete course, ground school and flying missions, will require approximately six weeks. Second Lieut. W.J. Prichard recently completed the flying missions for qualification as Celestial Navigator, having attended a previous course but being prevented from completing it.



By
 Pvt. Patrick E. McCullen,
 8th Signal Service Company
 Selfridge Field, Mich.

"HERMAN, WHAT WUZ THAT 'BOUT PICKIN'
 UP A PIN AND HAVING LUCK ALL DAY?"

Students Inspect Fort Sill Activities
 (Continued from Page 12).

through the balloon hangar, given a lecture on the C-6 Motorized Balloon by Major W.C. Farnum, and any questions that they might wish to ask was answered.

GRADUATION OF STUDENTS FROM CHANUTE FIELD

A total of 79 students graduated on October 27th from four different courses of instruction at the Air Corps Technical School, Chanute Field Branch, Rantoul, Ill. Eleven graduated

from Class #1, Aircraft Metal Workers; 7 from Class #1, Aircraft Welders; 33 from Class #6, Radio Repairers and Operators; and 28 from Class #10, Airplane Mechanics.

The stations from which these graduates were assigned to take the courses of instruction are indicated below:

Air Corps Stations	Courses of Instruction			
	A.M.W.	A.W.	R.R.& O.	AM
Barksdale Field	-	1	3	2
Bolling Field	-	-	2	-
Brooks Field	-	-	1	-
Boston	-	-	-	1
Chamute Field	9	5	3	5
Fort Bragg	-	-	1	-
Fort Lewis	-	-	-	1
Fort Sill	-	-	1	-
Hamilton Field	-	-	4	-
Kelly Field	-	-	3	-
Langley Field	-	-	4	5
Lowry Field	-	-	-	1
March Field	-	-	2	3
Maxwell Field	1	-	-	3
Mitchel Field	-	-	1	2
Moffett Field	-	-	1	2
Pittsburgh	-	-	1	1
Randolph Field	1	-	2	-
Scott Field	-	1	-	-
Selfridge Field	-	-	2	2
Totals	11	7	33	28

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A STORY WITHOUT A TITLE (From Page 15)

displayed throughout their period of adversity in handling the family budget, knowing that there was a chance that he might never receive his pay. Corporal Kamastra has proven himself by his loyalty, absence of resentment and level-headed calm. The News Letter Correspondent would like to present the picture of this soldier and family as an example of the type of man that the Air Corps possesses, and remark that with this type of backbone the Air Corps is well fitted to carry out any job that may be assigned to it.

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ADVANCED FLYING SCHOOL STUDENTS ESTABLISH UNUSUAL RECORD.

Students of the Air Corps Advanced Flying School at Kelly Field, Texas, set a record for flying on the nights of November 20th and 21st when they covered an aggregate distance of 71,133 miles, or the equivalent of almost three times around the earth. The record was established as the result of the students making up lost flying time they suffered the previous week due to inclement weather. Four flight sections participated in flying these two nights, although it has been customary for only two sections to fly at night. Only one student in the entire class failed to carry out his complete flying mission when he was forced to bring his plane down in a field, but he did so without injury to himself or damage to his airplane.

The statistics given hereinafter may be of interest:

NIGHT FLYING BY ACAFS, WEEK OF NOV. 20, 1939

	Miles	Hours
Nov. 20, 1939:		
Section I	10,890	82:30
Section II	9,288	66:00
Section III	8,736	70:00
Section IV	7,176	57:30
Total	36,090	276:00

November 21, 1939:		
Section I	10,230	79:30
Section II	7,800	62:30
Section III	8,112	65:00
Section IV	8,901	63:00
Total	35,043	270:00

November 24, 1939:		
Section I	1,425	11:15
Section II	7,176	58:00
Section III	10,449	74:15
Section IV	8,901	63:30
Total	27,951	207:00

Total night flying for week - 99,084 miles
753:00 hours

Colonel Eugene A. Lohman, Assistant Commandant of the Air Corps Advanced Flying School, Kelly Field, Texas, assumed command of Brooks Field, a sub-post of Kelly Field, on November 12th, 1939, relieving Lieut. Colonel Douglas Johnston, who has been transferred to Mitchel Field.

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RETIREMENT OF MASTER SERGEANT PATRICK J. HAYES

War Department Orders recently issued placed Master Sergeant Patrick J. Hayes, veteran line chief, 63rd School Squadron, Kelly Field, Texas on the retired list of the Army, effective November 30, 1939.

Sergeant Hayes first entered the service on January 19, 1911, for duty in China. Returning to the United States three years later, he then served with the 42nd School Squadron, the 8th Attack Squadron, and the 1st Observation Squadron. He has in his possession nine discharges which bear the notation "Character, excellent."

At an aerial review flown by 96 members of the Flying Instructors' School at Kelly Field (graduates of Class 39-C), as their graduation exercise and in honor of the Congressional party inspecting Kelly Field on November 24, 1939, Sergeant Hayes was distinctly honored by taking position alongside the Commandant of the Air Corps Advanced Flying School, Colonel Frank D. Lackland, as well as the distinguished guests and visitors.

In the evening of the same day, Sergeant Hayes' organization, the 63rd School Squadron, commanded by Captain Harvey F. Dyer, Air Corps, tendered him a farewell dinner. The Commandant, members of the staff and faculty of the School, as well as officers and enlisted men of the Sergeant's organization, were present to pay him tribute on his well-earned retirement.