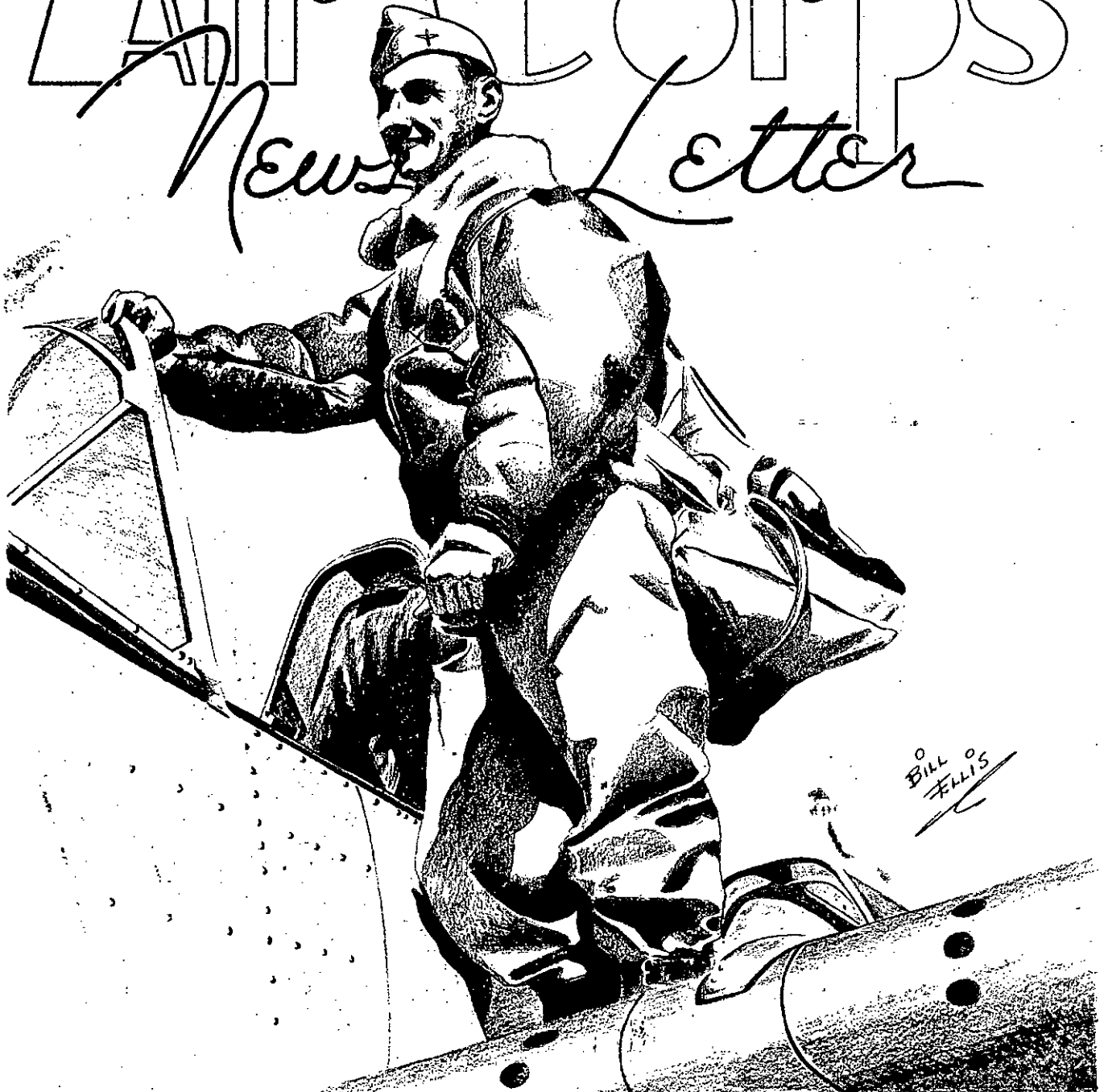


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# Air Corps

## News Letter



VOL. XXIII

JULY 1, 1946

No. 13

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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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### AUGMENTED PILOT TRAINING PROGRAM FOR AIR CORPS EXPANSION

The War Department announced, in connection with the Army expansion program recently authorized by Congress, that the Army Air Corps schools for training of pilots and officer-specialists have been enlarged and augmented, as follows:

The nine existing civilian schools for elementary pilot training will be continued. These are:

- Alabama Institute of Aeronautics,  
Municipal Airport, Tuscaloosa, Ala.
- Allan Hancock College of Aeronautics,  
Santa Maria, Calif.
- Chicago School of Aeronautics,  
Curtiss Reynolds Airport, Glenview,  
Illinois.
- Dallas Aviation School and Air College,  
Love Field, Dallas, Texas
- Cal-Aero Training Corporation,  
Grand Central Air Terminal, Glendale,  
Calif.
- Lincoln Airplane and Flying School,  
University Place, Lincoln, Neb.
- Parks Air College, East St. Louis, Ill.
- Ryan School of Aeronautics,  
Lindbergh Field, San Diego, Calif.
- Spartan School of Aeronautics,  
Municipal Airport, Tulsa, Okla.

In addition to the above, the Air Corps will utilize new school facilities which will be operated at:

- Jackson, Miss., affiliated with the Alabama Institute of Aeronautics.
- Albany, Ga., affiliated with the Chicago School of Aeronautics.
- Ricks Field, Fort Worth, Texas, affiliated with the Dallas Aviation School and Air College.
- Oxnard, Calif., affiliated with the Cal-Aero Training Corporation.
- Ontario, Calif., affiliated with the Cal-Aero Training Corporation.
- Lakeland, Fla., affiliated with the Lincoln Airplane and Flying School.
- Sikeston, Mo., affiliated with the Parks Air College.
- Hemet, Calif., affiliated with the Ryan School of Aeronautics.
- Hatbox Field, Muskogee, Okla., affiliated with the Spartan School of Aeronautics.

Graduates of the above civilian

schools will be given basic, advanced, and specialized training at three Army Air Corps training centers. This will consist of transition from slow elementary planes to higher-powered combat planes, such as Pursuit, Bombardment and Observation. These three training centers are the existing one at Randolph Field, Texas, and two additional ones - in the southeast and on the West Coast.

The Gulf Training Center, with headquarters at Randolph Field, will continue operation of the present stations in that vicinity, including Randolph, Kelly and Brooks Fields. In addition, a new field will be opened at San Angelo, Texas, where training will begin on February 8, 1941.

The Gulf Training Center will also conduct a specialized school at a place yet to be selected for the training of multi-engine combat crews consisting of pilots, bombardiers and navigators.

The opening of a school at San Angelo, Texas, will result in the stationing there of approximately 870 officers and enlisted men and 200 students. Approximately \$1,074,000 will be expended for construction of buildings and facilities.

The Southeast Training Center, with headquarters at Maxwell Field, Montgomery, Ala., will include that station; the Municipal Airport at Montgomery; Eglin Field at Valparaiso, Fla., and a field at Selma, Ala. Basic and advanced training will be carried out at Maxwell Field and at the Municipal Airport at Montgomery. This training will involve the stationing there of approximately 1135 officers and men and 350 students. Approximately a million dollars in construction will be necessary.

A specialized course in Pursuit training will be given in the Southeast Training Center at Selma, Alabama, and at Eglin Field, Fla. The course at Selma will include ground gunnery and will begin on March 15, 1941. Approximately 850 officers and enlisted men and 165 students will be stationed at Selma. The sum of \$1,250,000 will be spent for V-8499, A.C.

construction.

Pursuit tow target gunnery training will be given at Eglin Field, Fla., which will begin on April 1, 1941, with a class of approximately 55 students every five weeks.

The West Coast Training Center, with headquarters at Moffett Field, Calif., will include that station and an additional field at Stockton, Calif. Training at Moffett Field will commence on October 19, 1940.

Advanced training in the West Coast Training Center will begin at Stockton, Calif., about December 28, 1940, in courses of ten weeks' duration. The opening of this school will result in approximately 865 officers and enlisted men and 225 students being stationed at Stockton. Construction in the amount of slightly over \$800,000 will be required.

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#### MUROC BOMBING RANGE CELEBRATES ORGANIZATION DAY.

Muroc Bombing Range, located in the heart of the famous Mojave Desert in California, held its first annual Organization Day on June 2nd. The gala affair was held at a former cattle ranch which has been taken over by the Army Air Corps and remodeled into a desert spa for officers and their families and enlisted personnel.

A cement storage tank for irrigation water was remodeled by the men in their spare time and, with the aid of the recreation fund available, a fine swimming pool resulted. The new pool is about 80 feet wide by 150 feet long, with a depth of 7 feet. The pool is quite a novelty here in the desert, which is famous for its lack of water. Desert miners and ranchers from surrounding cattle ranches shake their heads and reminisce that Uncle Henry didn't mention anything about swimming pools when he was in the Army back in '18. The pool has already paid for itself over and over again in relaxation for the personnel who are stationed out in the midst of America's largest desert. Says 2nd Lieut. Max R. Fennell, Commanding Officer of the Muroc Detachment: "There is nothing like a cool swim when the temperature gets around a hundred and twenty or more, which it very often does here."

In addition to opening officially their new swimming pool, Muroc personnel furnished a real old fashioned western style barbecue for their friends and visitors. Chief of the barbecue was Mr. Wierk, famous locally for his mastery of the art.

The entire affair had the aspects of a dude ranch fiesta. Side by side were desert miners, cattle ranchers, soldiers, city visitors, cowboys in chaps and spurs, and beautiful girls in their new swimming suits and latest Hollywood styles. The "lowing" of the cattle in the distance as they grazed on the open range, the giant Joshua trees towering their weird shapes overhead, the burning sands of the desert held at bay by a few shade trees, a hedge, a barb wire fence and a few straggling bunches of grass created a truly mixture of the old west, modern days, and the streamlined army.

Everyone pronounced the event a huge success and wished the local unit of the United States Army Air Corps at Muroc many more such successful organization days in years to come.

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#### MacDILL FIELD ACTIVITIES

Colonel Clarence L. Tinker, the Base Commander, and the officers of MacDill Field, Tampa, Fla., acted as hosts to the Tampa Rotary Club on June 4th, and the visitors were extended the privilege of partaking of an average G.I. (government issue) dinner. Following the meal, Colonel Tinker delivered a short talk, after which the Rotarians were shown through the barracks and other places of interest at the new field.

During the past two weeks, the administrative section of the 52nd Bombardment Squadron has reached the stage of smooth-running performance, and attention has been turned to the establishment of living quarters and a mess for the maintenance crews at Drew Field, the temporary center of flight operations of the Southeastern Air Base. Although the runways at MacDill Field will not be ready for use for a few months, S-2 reports that several mosquito squadrons have been conducting extensive night operations on the barracks at MacDill Field, with considerable injury to the enlisted men based there.

With recent increases in enlisted personnel which have brought the 6th Bombardment Squadron to full strength, the stage has been set for bombing and gunnery training scheduled to commence shortly. Since facilities at MacDill Field will not be ready for combat operations for a few months, the crews of this Squadron will operate from Drew Field, Tampa, Fla.

Tents have been erected to accommodate the enlisted personnel who will maintain the planes of this Squadron.

## AUTOMATIC RELEASE FOR INSTRUMENT FLYING HOODS

By J.P. Callahan, Materiel Division

In an attempt to make instrument flying training safer in single-seater Pursuit type airplanes, there has been developed by the Materiel Division, Wright Field, an automatic release which is so arranged that the instrument flying hood will stay latched at indicated air speeds of from 130 to 230 m.p.h. only. At air speeds below 130 m.p.h. or above 230 m.p.h., the hood will be unlatched automatically and pulled out of the way by its elastic members. The release consists of three parts, wired electrically, and picturesquely designated the "brain," the "muscle" and the "latch."

The "brain" is a type D-2 stalling speed signal assembly with a range of adjustment of from 50 to 300 m.p.h. This unit is essentially a pitot-static air-speed indicator, the mechanism of which actuates two pairs of electrical contacts. Two adjusting knobs on the signal assembly may be set at the upper and lower values, respectively, of indicated air speed at which it is desired that the hood be released automatically. The knobs may then be locked in place.

The "muscle" is a starter meshing solenoid which opens the latch when the signal is given to it by the "brain." A relay is interposed between the signal assembly and the solenoid.

The "latch" is unique, as it incorporates an electrical switch and a simple manual release feature. The electrical switch remains open until the lug on the hood is inserted and closes the contacts. When this switch is open, there is no electrical power applied to any part of the release apparatus, and the fire hazard is decreased.

The manual release feature consists of the possibility of pulling the lug through the latch with a continuation of the latching movement of the hood. This was devised as a safety measure.

If at any time it is desired to release the hood manually, the natural instinct of a pilot would be to pull on the hood handle, that being the part which he grips to raise the hood. Carrying through the natural instinct will produce results. The cam design of the latch pin is such that, although the hood is held closed securely by the latch against the action of the elastic cords built into it, when the pilot pulls on the hood handle he is able to pull the lug out of the latch.

Flight tests at the Materiel Division and a 90-day service test by officers of the 23rd Composite Group at Maxwell

Field have been concluded with the recommendation that the automatic hood release be made a standard item for instrument flying training in single-seater Pursuit airplanes. The procurement of a quantity for service use is being initiated.

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### WORK BEGUN ON AIRPORT AT ONTARIO, CALIF.

Plans for the material expansion of the Air Corps Training Detachment at Glendale, Calif., have been announced by Major C.C. Moseley, operator of Cal-Aero Flying School, and Captain K.P. McNaughton, Air Corps, Western District Supervisor of Flying Cadet training.

Five hundred workmen are rushing to completion in forty days Cal-Aero's new \$300,000 airport at Ontario, Calif., while another group similarly are preparing an airport at Oxnard, Calif. General headquarters will be maintained at Glendale, while the Ontario and Oxnard fields will be commanded by Lieuts. R.L. Scott and John R. Kilgore, respectively.

Flying at Oxnard will begin on June 29th, and at Ontario on August 3rd, with greatly expanded classes of cadets assigned to all three bases.

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### CADET PROCUREMENT CAMPAIGN

A vigorous Flying Cadet procurement campaign, launched by the Cal-Aero Public Relations Department in cooperation with Captain K.P. McNaughton, Commanding Officer of the Air Corps Training Detachment at Glendale, Calif., has for the past thirty days brought a daily average of over one hundred prospective cadets to the Detachment Headquarters.

Ten Southern California radio stations have contributed time on the air, and generous cooperation has been extended by the local newspapers.

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### PROMOTION OF AIR-CORPS OFFICERS

Effective June 1, 1940, eight Air Corps officers, holding temporary appointments in the grades indicated, received permanent appointments in such grades, namely: Colonel Ira A. Rader, Lieut. Colonel William O. Butler, Majors Carlyle H. Ridenour, Bennett E. Meyers, Paul H. Prentiss, Warren A. Maxwell, Frederick M. Hopkins, Jr., and Leonard D. Weddington.

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## CAPTAIN ZIMMERMAN LEAVES RANDOLPH FIELD WEATHER OFFICE.

Captain Don Z. Zimmerman, Post Weather Officer at Randolph Field, Texas, since September 20, 1936, left that station on June 6th for duty at the U.S. Military Academy, West Point, N.Y.

The Randolph Field Correspondent states that to Captain Zimmerman is due full credit for the establishment of the modern weather office unit that is one of the "must see" points at the "West Point of the Air." Back in 1936, when the then Lieut. Zimmerman reported at Randolph Field, the personnel of the weather office consisted of two enlisted men, Privates 1st Class Treat and Spikes. A single weather map was prepared each day. Both men were without training in this highly technical work. Lieut. Zimmerman acted as both instructor and forecaster, and was also instructor in Meteorology in the Ground School.

Recently, Captain Zimmerman, after considerable research and perusal of commercial publications in Meteorology and related sciences, both American and foreign, completed a new contribution to the realm of Meteorology - the Weather Manual for Pilots. This text has drawn numerous compliments from outstanding meteorologists throughout the nation. A commercial publishing company has asked for the rights to publish the manual as a college text book.

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## SOME TOLERABLY LARGE HAILSTONES

According to the Weather Office at Randolph Field, Texas, nine thunderstorms were reported since May 15, 1940. Most of these were of mild or moderate intensity, with the exception of the last which is outstanding by its marked severity. There has been considerable controversy about the thunderstorm versus the airplane, and here are a few words upon the topic.

Hailstones of 6 by 4 centimeters were quite common in the hail that fell from the thunderstorm on May 28, 1940, between 5:00 and 5:15 p.m. Roughly, the diameter of such a hailstone is between two and three inches, and its weight is about 19 grams. It is left to the readers' imagination to determine the fate of an airplane in horizontal flight suddenly entering an uprising current of air, having a velocity of 204 to 244 miles per hour, which is necessary to bring about the formation of hailstones having diameters between two and three inches. The pressure exerted against

one square foot may be as much as 400 pounds in winds from 200 to 250 miles per hour.

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## DEPARTMENT COMMANDER INSPECTS FRANCE FIELD.

In the Panama Canal Zone, all Atlantic side Army posts, for the past several weeks, have been preparing for the inspection by Major General Van Voorhis and his staff. This is more than a routine work to some of the organizations, but at France Field each Squadron is ready to be inspected at a moment's notice. The individual organization maintains crews that have been trained to perform their work as efficiently and neatly as possible. Of these many different squadrons located on France Field, the 3rd Bombardment Squadron is one of the top-notch units. Organized since February 1, 1940, the Third Bombardment Squadron has done excellent work and has been one of the outstanding units during the inspections by different War Department officials.

General Van Voorhis' inspection of France Field began at 10:00 a.m., May 16th, with a review by the officers to the music of the 13th Infantry Band of Fort William D. Davis. The Birdmen took on the air of a crack Infantry unit at its best. Immediately following the review, the combat crews took their places in front of their respective airplanes that were formed in a line on the airdrome. General Van Voorhis and staff proceeded to inspect the line of men and airplanes.

Major Connell, Commanding Officer of the 6th Bombardment Group, led nine B-18's in an aerial review that was an impressive sight. Perfect formation was flown by each ship and each element. Passing over France Field four times, and being in a different formation each time, the airplanes proceeded to land in the order of their position in the formation.

In honor of General Van Voorhis, a stag luncheon was served at the Officers' Club. All of the France Field officer personnel as well as the inspecting staff were present and enjoyed the delicious luncheon that was served.

General Van Voorhis stated to Lieut. Colonel Edwin J. House, Commanding Officer of France Field, that he was very well pleased with the inspection.

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Major Edward M. Powers, Air Corps, who held a temporary appointment, as such, received his permanent appointment, June 17

V-8499, A.C.

Headquarters for many activities of the Aviation Fraternity were established July 1st, when the Pacific Aviation Club, under the supervision of the Pilot's Land Corporation, moved into its permanent home at Santa Monica, on the Beach Front. The former "Grand Hotel," \$1,250,000, eight-story club building is now the home of an organization made up exclusively of pilots, former pilots, private plane owners and men and women directly identified with aircraft production, airline operation and the development of its many phases. This is the first organization of its type in the world and is being operated on a non-participating basis in that the members incur none of the debts or obligations of the club.

In addition to becoming the permanent residence of many Southern Californians and the temporary quarters of airmen from other parts of the country, the Pacific Aviation Club becomes the site of practically all social functions and meetings of the industry held in that territory. Complete facilities are available for large conventions, smaller gatherings, dances, bridge teas, luncheons, parties for the younger generation and the like.

The Club's new quarters include 136 private rooms with baths, five private dining rooms, approximately 3,000 individual lockers, complete physical conditioning departments, a wide range of recreational facilities and one of the largest fresh water pools in California. General rooms include colorful lounges, game rooms, cocktail bars and the banquet hall. The private beach extends 220 feet, with an esplanade and subterranean tunnel lead-

ing into the clubhouse itself. Here men and women alike in the aviation industry find a common meeting ground and a grand place to entertain in a place they can always call their own.

The Club boasts of officers and directors from the leading branches of the aviation industry. Lieut. Colonel Joseph L. Stromme, of the U.S. Air Corps Procurement Planning Division, is President and Director; Walter A. Hamilton, Chief of Materiel and Director of Douglas Aircraft Company, Club Vice President; Major Howe Thayer, Director of Industrial Relations of North American Aviation, Inc., Club Treasurer; G.H. "Jerry" McClelland, well known in aviation circles, Club Secretary. Other Directors include Carl B. Squier, Vice President in-charge of Sales for Lockheed Aircraft Corporation; Jack Frye, President of T.W.A.; Orville A. Rogers, Los Angeles attorney and sportsman pilot; Richard Millar, President of Vultee Aircraft Company; and LaMotte T. Cohn, Chairman of the Board of Northrop Aviation Company and Director of T.W.A.

The Executive Committee reads like a veritable "Who's Who" in this fast growing industry.

The location of the Club makes it within easy reach of all airports and plane factories in the Los Angeles area. The beach climate and complete facilities of the Club will make it vacation headquarters for many families, permanent or temporary residents of Southern California.

Membership is open to those persons who are interested in the development of aviation and to those directly connected with the industry.

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PROGRESS ON "B" STAGE AT RANDOLPH FIELD

On June 11th, all training for the Class 40-E at Randolph Field, Texas, was completed, with no serious accidents during the course. A total of 212 students completed the course. "B" Stage personnel, therefore, had a holiday on June 12th and 13th. A new Instructors' School, with a class of approximately 100 students, was started on June 14th. This will necessitate the presence of all "B" Stage instructors during the in-between-class period, and only such leaves as may be classed as emergency will be granted. "It seems," says the News Letter Correspondent, "that quite a number of the young officers are getting married - which is

definitely an emergency. We offer these young officers our congratulations."

The Instructors' School will be completed on June 28th, and on the following day the new class, 40-G, is scheduled to report to "B" Stage ready for work. It is not known as yet the exact number of students which will comprise this class.

A short Instructors' School was just concluded, and three Air Reserve officers completed the course, namely, 2nd Lieuts. I.O. Carlgreen, B.W. Foster and D.R. Conard.

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## AIR CORPS TROOPS ARRIVE AT McCHORD FIELD

Monday, June 17th, saw the 17th Bombardment Group and the 89th Reconnaissance airplanes arrive from March Field, led by Colonel William H. Crom, Commanding Officer of the Group. The first extensive use of the new landing mat was made without mishap. Curious crowds were soon swarming over the field, and additional guards were stationed near the airplanes to safeguard government property. The B-17B airplanes returned to March Field, Calif., the following day with the personnel of the B-18A's, in order that they might move cars, families and household goods from sunny southern California to McChord Field, and complete the movement prior to June 30th.

The months of May and June saw McChord Field assume more the appearance of a military post and less that of a labor camp. Construction in general has advanced to a stage where order began to rise out of chaos and where the casual observer is able to form some idea of what he could eventually expect to see.

Although badly disappointed in not having the streets surfaced, McChord Field personnel are at least glad that all curbs are in and traffic lanes definitely set. But all of that doesn't reduce the daily diet of dust.

During the months of May and June, the following officer personnel reported:

From Barksdale Field, La.: Lieut. Col. Armin F. Herold, Base Operations Officer of the 6th Air Base, to become Base Adjutant, S-3, Public Relations Officer and Base Operations Officer of the 19th Air Base.

From Kelly Field, Texas: 1st Lieut. Paul L. Barton, to become Assistant Post Exchange Officer.

From Hamilton Field, Calif.: Captain Junius P. Smith, Medical Corps, to become Assistant Surgeon and Flight Surgeon.

From Hamilton Field, Calif.: 2nd Lt. William H. Cleveland, to become Acting Weather Officer and Squadron Supply Officer of the Base Headquarters and 19th Air Base Squadron.

Some recent additions of officer personnel assigned to the Base include the following: Captain Hansford W. Pennington, 1st Lieut. John A. Hilger, 2nd Lieuts. James C. Averill, Guilford R. Montgomery, Charles R. Greening, Raymond S. Morse, Air Corps; 2nd Lieuts. George A. Blakey, Elton L. McCune and Charles J. Langmack, Air Reserve.

Captain Clint L. Taylor, (F.A.) QMC, reported on June 15th to take up his duties as Assistant Post Quartermaster.

Headquarters of the Air Base was es-

tablished in the barracks building, using the large day rooms on the ground floor front of the building. The entire barracks are completed and ready for occupancy. With one of the finest kitchens anywhere in the country and mess hall second to none, the comfort of the men in the barracks has been definitely assured. So well thought of are our own mess set-up and personnel, that a dinner arranged for 200 members of the Tacoma Young Men's Business League grew to an attendance of 515. To the Mess Officer, Major Morrison; and the Mess Sergeant, Tech. Sgt. Gordon Brackett, and the excellent kitchen staff must go credit for not becoming involved in an embarrassing situation.

The main runway is completed, as well as the Hangar 1 and 2 aprons. Except for some interior finish work, the hangars are completed.

With the arrival on June 5th of officers and men from Hamilton Field, and men from Gray Field, Fort Lewis, Wash., the 19th Air Base Squadron is now completely assembled and prepared to take over the operation of the post as fast as the various units are released by the Construction Quartermaster.

The present Base Staff consists of: Colonel Carlyne H. Wash, Commanding Officer;

Lieut. Colonel Frank W. Wright, Executive Officer;

Lieut. Colonel Armin F. Herold, Adjutant, Asst. Executive and Operations Officer;

Major Thad V. Foster, Air Corps Supply Officer;

Major Raymond Morrison, Commanding Officer, Base Hqrs. and 19th Air Base Squadron;

Major Harold Guernsey, QMC, Post Quartermaster;

Captain Theodore M. Bolen, Engineering Officer;

Lieut. Colonel Wood S. Woolford, Medical Corps, Post Surgeon;

Captain Junius P. Smith, Medical Corps, Assistant Surgeon and Flight Surgeon;

First Lieut. Arthur R. Cyr, Ordnance Department, Ordnance Officer;

First Lieut. John A. Hilger, Police and Prison Officer and Provost Marshall.

First Lieut. Paul L. Barton, Assistant Post Exchange Officer;

Second Lieut. Charles R. Greening, Assistant Public Relations Officer and Assistant Police and Prison Officer.

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Air Corps officers who received temporary appointments in the grades indicated were Lieut. Col. Donald P. Muse to Colonel; Majors Leo F. Post and John C. Kennedy to Lieut. Colonel, with rank from June 17, 23 and 25, respectively.



SECOND LIEUTENANTS AS TEST PILOTS  
By the Materiel Division Correspondent

In looking over the most recent Wright Field officers' directory, "old" days at McCook Field were recalled. The appearance of the names of seven second lieutenants assigned to the Flying Branch as test pilots formed the bridge, in this instance, across the chasm of time. For some years at Wright Field, the second lieutenant has been an almost unknown phenomenon, the work of the Materiel Division, generally speaking, requiring more seasoned experience along technical lines. Even the list of first lieutenants has been overbalanced numerically by the list of captains to whom most of the important work of flight testing was entrusted.

Old files and photographs of groups of McCook Field test pilots have just been reviewed for comparison. In those days following the World War, when the Air Corps was very young, indeed, lieutenants and civilians carried on this important work exclusively. It was only later after the transfer of the Materiel Division to Wright Field that an officer of the grade of captain was the official in charge of the group. In more recent years, the responsibility has been placed with an officer having the grade of major, Major Stanley M. Umstead, who delights in flight testing the biggest airplanes personally, being the present Chief of the Flying Branch.

One of the old photographs resurrected showed the following illustrious group. It bears no date, but memory places it somewhere about 1920. Reading from left to right are assembled: Lieut. Harold R. Wells, at present Major, stationed at Selfridge Field; Lieut. Harry A. Johnson, at present Major, located at Chanute Field; Lieut. Eugene Batten, who died at Walter Reed Hospital, September 12, 1931, and whose many friends and brother officers will remember as a gay and charming companion; Ralph Lockwood, civilian, who, when last heard from, was employed by one of the major oil companies; Lieut. Harold R. Harris, former chief of the test pilots, who now holds an executive position with Pan American-Grace Airways; Louis Meister, civilian test pilot, Air Corps lieutenant during the World War, killed in testing a training plane for a commercial company after he had severed his connection with McCook Field; Lieut. Alexander Pearson, killed while testing the Verville Racer in 1924; Lieut. Eugene H. Barksdale, killed

while flight testing a new Observation airplane in 1926; Lieut. Wendell H. Brookley, killed at Bolling Field in an airplane crash in 1934; Lieut. "Jimmy" Doolittle, at present holding an executive position with the Shell Oil Company; and Lieut. John A. Macready, at present in civilian life in California.

Another photograph of a little later vintage has many of those named above, together with the following additional ones: Lieut. James T. Hutchison (Hutch), at present Major, Wheeler Field; Lieut. R. C. Moffat, at present Major, Langley Field; Lieut. George Tourtellot, at present Major, Command and General Staff School; and Lieut. William W. Amis (Pinkie), at present Major, Barksdale Field.

These lieutenants and civilians, although in the prime of their youth, had had as a result of concentrated World War training virtually all the flying experience to be had in their day, and were well qualified for the very complicated task of flight testing new and untried airplanes. That was the day, it will be remembered, when airplanes were shipped into McCook Field knocked down, then carefully assembled, and test-hopped back and forth across the field in order that the pilot might get thoroughly the feel of the controls and also the feel as to whether the airplane could be trusted to higher flight. Wires were stretched plentifully between the wings; struts and supports were more numerous than table legs in a modern living room. Especially when new, those "crates" took "flying."

The ability of the lieutenants of 1919-1920 is in no way intended to give the impression that their successors at present in the Flying Branch are any the less experienced. They are Army trained, and several of them have given up positions flying the air lines, in which they have had thousands of hours, in order to come into the Air Corps on permanent commissioned status. From their expressions, they seem to be enjoying their new work as thoroughly as their associates enjoy having them in it.

Although the number of first and second lieutenants has lengthened the officers' directory considerably at Wright Field, the list of higher ranking officers is even longer. Compared with the little old McCook Field directory, the present affair is a distinct

(Continued on Page 11)

RESERVE OFFICERS RECEIVE REGULAR COMMISSIONS

As the result of an examination held in April, 1940, to fill vacancies authorized in the Appropriation Act for the Fiscal Year 1941, 69 Air Reserve officers were selected for appointment as second lieutenants in the Air Corps, Regular Army, effective July 1, 1940.

The War Department announced that 441 Reserve officers took the examination and that, in addition to the 69 to be commissioned, 212 others qualified, but there are no vacancies at this time. Of the remainder, 147 failed the mental examinations, 6 failed in the physical tests, 2 were over age for Regular Army commissions, 3 were killed, one withdrew, and one was restricted to co-pilot duty.

Unfortunately, one of the 69 Reserve officers selected for permanent appointment, 2nd Lieut. Richard M. Bylander, Air Reserve, was killed in an airplane accident at Jamaica, New York, on June 17, 1940. His home was in Little Rock, Ark.

The 68 Reserve officers to be commissioned second lieutenants in the Regular Army Air Corps on July 1, 1940, are listed below, as follows:

Brackenridge, John Preston	Paragould, Ark.
Hebert, Alvin Edward	Los Angeles, Calif.
Page, Jerry Dentler	Los Angeles, Calif.
Wagner, Walter John	Manzanola, Colo.
Manierre, Ernest Roderic	Hartford, Conn.
Pratt, Ogden Nelson	Hartford, Conn.
Hanes, Horace Albert	Armington, Ill.
Dixon, Elmer Austin	Champaign, Ill.
Boyd, William Ellsworth	Chicago, Ill.
Sullivan, Frank Edward	Chicago, Ill.
Kuhl, Philip John	Galesburg, Ill.
Graves, Frank Norton	LaGrange, Ill.
Feallock, Wm. John, 2d	Michigan City, Ind.
Morgan, MacPherson	Urbana, Ill.
Clark, Donald Leonard	Alta, Iowa
Evanoff, Alexander George	Belle Plain, Iowa
Zoeckler, John Lewis	Davenport, Iowa
Myers, Edward Payson	Iowa City, Iowa
Leffingwell, Charles Edwin	Oxford Jct., Iowa
Crow, Roger McKee	Topeka, Kans.
Wright, Adolf Milton	Louisville, Ky.
Champagne, Wilbur Anthony	Lafayette, La.
Paul, Joseph Herbert	Marriottsville, Md.
Moore, Alvan Neavitt	Queen Anne, Md.
Adams, Wm. Carrolton	Detroit, Mich.
Rehmann, Orville Herman	Bertha, Minn.
McNeese, George Miles	Bassfield, Miss.
Romberg, Edgar Allen	Lincoln, Neb.
DeVine, John Irvin, Jr.	Atlantic City, N.J.
Walter, Carl Paul	Fanwood, N.J.
Gorman, Paul Joseph	Buffalo, N.Y.
Bennink, Donald Thomas	Chautauqua, N.Y.
Heber, Malcolm M.	White Plains, N.Y.
Vosper, Stanley Richard	Akron, Ohio
Fawcett, Ralph Monroe	Ottawa, Ohio
Jackson, J. Garrett	Altus, Okla.
Schurter, Orie Olin	Burlington, Okla.
Anthis, Rollen Henry	El Reno, Okla.
Burhus, John Leonard	Eufaula, Okla.
Hubbard, Edward Francis	Frederick, Okla.
Porter, Stuart Moss	Muskogee, Okla.
Bennett, Donald K.	Corvallis, Ore.

Baseler, Robert Lee	Ardmore, Pa.
Ambrose, Joseph Richard	Danville, Pa.
Newton, Dorr Ellsworth, Jr.	Malvern, Pa.
Filer, William Alfred	Mather, Pa.
Reynolds, John Norton, Jr.	Philadelphia, Pa.
Reeve, Ralph Amos	Milbank, S.D.
Hendric, Wm. Murray	Cookeville, Tenn.
Snelder, Harold Caldwell	Nashville, Tenn.
Looke, Cecil James, Jr.	Austin, Texas
Gayle, Charles Afton	Bellaire, Texas
Winningham, Rollin Murray	Edinburg, Texas
James, Weldon Marion	Fort Worth, Texas
McEntire, William Elza	Fort Worth, Texas
Harper, Carl	Lubbock, Texas
Glober, George Edward	San Angelo, Texas
Schriever, Gerhard John	San Antonio, Texas
Hubbard, Wm. Edward, 2d	Sweetwater, Texas
Sanders, Richard Condie	Salt Lake City, Utah
Jeffrey, Thomas Stanley, Jr.	Arvonia, Va.
Harris, Robert Fleming	Roanoke, Va.
McElroy, Stephen Davenport	Upperville, Va.
Martin, Maurice Leslie	Vancouver, Wash.
Murrell, Carroll Thurman	Barrackville, W. Va.
Cunningham, Joseph Austin	Clarksburg, W. Va.
Richardson, John Luverne	Eau Claire, Wisc.
Wood, Frank Lee, Jr.	Laramie, Wyo.
Ford, Thomas Robert	Shelby, Mich.

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MOFFETT FIELD TRAINING CENTER

Official confirmation of the War Department announcement that Moffett Field, Calif., would become the "West Coast West Point of the Air" was recently received at that station, and indications were that classes will be under way there by October of this year.

Basic and advanced training will be given at Moffett Field as at Randolph and Kelly Fields and at the other new training center, Maxwell Field, Ala. Flying Cadets will be given the course of ten weeks' primary instruction at civilian schools before they are turned over for more advanced work at the Air Corps schools. Ten weeks of basic, ten weeks of advanced work and five weeks of specialized training will constitute the training directive at Moffett Field. By November, when all three fields are operating, it is planned to have nearly 1300 students entering training every five weeks.

A total of 1,000 flying instructors in advanced training will be needed to keep the new program rolling, and the number of instructors in the other stages of the training will be increased proportionately.

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ALBROOK FIELD COMMANDER FLIES TO WASHINGTON

Colonel A.H. Gilkeson, Commanding Officer of Albrook Field, Panama Canal Zone, visited the nation's capital during May on official business. First Lieut. J.B. Buck, of the 15th Air Base Squadron, was co-pilot, and passengers in the B-18 airplane were Frank H. Wang, Executive Secretary of the Panama Canal, and Major J.C. Burritt H. Himan, of the Judge Advocate's Office, Panama Canal Department. Enroute to Washington, stops were made at Guatemala City, Brownsville, San Antonio and Maxwell Fields.

TESTING OF PHOTOGRAPHIC LENSES AND SHUTTERS AT THE MATERIEL DIVISION

By the Materiel Division Correspondent

It is difficult to realize when we see some of the very beautiful aerial photographs produced by the photographic units of the Air Corps that the effects obtained are possible only because of the vast amount of technical work which is eternally in progress at the Materiel Division laboratories in connection with equipment responsible for producing these photographs. One of these groups of the Photographic Laboratory which is responsible for the tests and experiments of suitable lenses and shutters for aerial cameras is known as the Optics and Sensitometric Unit. For the benefit of the hundreds of Air Corps personnel interested in both aerial and ground photography, not only from the professional but from the amateur viewpoint, this unit has prepared the following descriptions of its methods of testing lenses and shutters.

Camera Lenses

The equipment used in lens testing consists of a precision metal camera, especially designed for the work, an optical bench, and an 84-inch collimator with suitable targets for determining the resolving power of the lenses.

All aerial camera lenses are tested under lighting conditions which simulate very closely those encountered in taking photographs from the air. In all the tests, the rays of light which fall upon the lens from each point of the target in the collimator are parallel, which condition exists in aerial camera operation. In taking an aerial photograph, each point on the object, which has a corresponding point in the negative image, sends a cone of light rays through the free aperture of the lens. Since the object points are at a great distance from the lens, all the rays from a given point are practically parallel, a condition which does not exist when the object being photographed is very close to the camera, as in taking a portrait.

The collimator used is a Bausch and Lomb doublet telescope objective of 84-inch focal length. This lens is mounted in a rigid metal tube having, in place of the eyepiece ordinarily used on a telescope, a target. This target consists of patterns of line, different distances apart. Parallel rays coming out of the collimator from each point on the target fall on the lens being tested. An image of the target is produced in the focal plane of the test lens and this falls on a plate coated with a sensitive panchromatic emulsion.

Panchromatic emulsion is used because this permits a check on the quality of the lens with regard to spreading of the different colors of light into a spectrum, a defect known as a chromatic aberration.

The precision metal camera used in making the test plates is pivoted about a point directly under the lens. This permits turning of the camera so that the images from the test target fall at different locations on the test plate. The final test plate then has a series of images which represent images extending from the center of the negative all the way out to one corner. Exposures are carefully measured and the plates developed under fixed conditions in order to establish a constant density for all images.

When the test plates are developed and examined, the coarse lines in each target image usually show up with proper spaces between them. Then, looking at finer and finer lines, a place will be reached where the lines fail to be resolved. There are no spaces between them, and they appear to run together. This marks the "limit of resolving power" of the lens.

In making such a test, it is essential to be on guard against the phenomenon known as "spurious resolution." This is best explained by an example: It may be found that a lens will photograph a pattern of 15 lines per millimeter, and also a pattern of 30 lines per millimeter, but fails to show up as separate and distinct lines an intermediate pattern having 25 lines per millimeter. This is known as "spurious" or false resolution and is the result of interference effects.

It is from the lens test plates that the most valuable practical information is obtained. The resolving power of the lens, or its ability to show up very fine structural detail is the most important thing to be considered in choosing a lens for use in military photography. The different aberrations of the lens, such as chromatic aberration, curvature of field, spherical aberration, departure from sine condition, etc., are the things which cause a lens to have inferior resolving power.

While it is possible to measure all of these aberrations on an optical bench and plot the results of graphs and curves, it is very difficult to interpret the meaning of these data in terms of what the lens will do toward resolving fine structured detail. The results of the test plates integrate all these aberrations, and tell just what the net result is after the designer has properly balanced the residual aberrations in the design.

By the use of a filter between the lamp placed at the end of the collimator and the target in the collimator, it is possible to determine the results given by the lens for the different filters used in aerial photography. For example, if a minus blue filter is used between lamp and target, a test plate made, the filter then placed in position in front of the lens being tested, and another test plate made, a comparison of these two test plates will show the effects of any flaws present in the filter.

The optical bench mentioned above is used principally for measuring equivalent focal lengths and the distortion of lenses intended for use in topographic mapping. For this purpose, the collimator may be moved along parallel ways so that it is in front either of the optical bench or the lens test camera. The optical bench is of the type known as a nodal slide bench. By means of the nodal slide method, lens distortion is measured. A sodium laboratory arc is used to illuminate the line test target used in the collimator when measuring distortion on the optical bench. The bench in use at the Materiel Division is approximately two meters in length, which is sufficiently adequate for all except the longest telephoto lenses. It is equipped with a Hilger measuring microscope, which measures to .01 mm.

#### Shutters

In aerial photography the shutters are as important as the lenses. The characteristics of a high-class shutter for aerial work are high speed, high efficiency, reliability, and long life. The two principal shutters used by the Air Corps are the focal plane and the between-the-lens types.

Focal plane shutters have the advantage of producing extremely high speeds and are very efficient. The main disadvantage is the effect known as "focal plane shutter distortion." For this reason, focal plane shutters are seldom used when it is desired to make photographs for accurate topographic mapping. They are used, however, in reconnaissance and spotting photography.

For accurate, precise mapping, the between-the-lens shutter is employed. These shutters produce no distortion as does the focal plane shutter. Their principal disadvantages are inefficiency and the inability to operate at extremely high speeds, although some improvement has been accomplished in the latter direction during recent years.

The shutter tester in use at the Materiel Division consists essentially of a source of light, a rotating drum around the periphery of which are 60

plane mirrors, an iris diaphragm holder for the shutter, and an enclosed rotating disc which holds film or bromide paper on which is recorded, in a series of high-speed motion picture silhouettes, the record of the opening and closing of the shutter. Knowing the speed of rotation of the mirrors, that is the number of flashes of light per second, it is possible to determine from the shutter test record the duration of the cycle of operation of the shutter. This record also permits the determination of the efficiency of the shutter, which is the ratio of the amount of light that gets through the shutter to what would get through if the shutter operated to full opening instantaneously, stayed open for the entire cycle of operation, and then closed instantaneously. The rotating mirror type of shutter tester is modeled after the design of Nutting, formerly of the National Bureau of Standards.

In addition to the rotating mirror tester, the Materiel Division also uses what is called an equivalent exposure timer. This shutter tester permits a pulse of light passing through the shutter to fall on a photoelectric cell. The current generated controls the charging of a condenser. The charge on this condenser is counterbalanced by rotating a dial calibrated to read directly in thousandths of a second. An approximate measure of efficiency of the shutter can be obtained on this instrument by measuring the equivalent exposure time when the shutter is stopped down, and comparing this with the equivalent exposure time when the shutter is full open.

As the speed of military aircraft constantly advances in keeping with the modern trend, the speed of shutters used on aerial cameras must be increased in order to prevent undue image movement on the film during exposure. Aerial shutters having exposures as long as 1/30th second have been used and are still used for special purposes. A speed of 1/300th is more desirable for average aerial photography. However, because of decreasing shutter efficiency at high speeds, it is not believed that a between-lens shutter faster than 1/500th second is practical, unless some radically new principle of design is discovered.

With the increasing improvements of high speed, between-the-lens shutters, consideration is being given to the design and fabrication of a shutter tester which will more adequately measure their characteristics. The present types of instruments were designed to measure shutters, the speeds of which did not exceed 1/250th of a second.

shutter now being fabricated for experimental use by the Air Corps will have an equivalent speed of approximately 1/500th of a second. This will necessitate the use of another type of tester to obtain an accurate measurement of its characteristics.

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#### GRADUATIONS FROM A.C. TECHNICAL SCHOOL

On June 14, 1940, a total of 74 students graduated from the Chanute Field branch of the Air Corps Technical School. Of this number of graduates, three pursued the course for Electrical Specialists, six the Teletype Maintenance course and the remainder the course for Radio Repairers and Operators. The Air Corps stations from which these men were assigned to the Technical School are indicated below, viz:

##### Radio Repairers and Operators

Selfridge Field: Pvts. 1st Class Henry J. Igielski and Edwin H. Shovar.

Bolling Field: Sgt. Charles I. Chambers, Pvts. 1st Class David H. Blakely, Floyd E. Cross, Garrison L. Darby, John Paulick; Pvts. Gaston M. Fox, Bruce C. Keefer, Thomas F. Mannion and Clair L. Wadding.

Kelly Field: Sgt. Glidwell R. Glammer, Pvts. Langhorne S. Gee, Floyd P. Foss.

Moffett Field: Sgt. James H. Thorne

Langley Field: Cpl. Paul L. Stair, Pvts. Charles K. Betting, John E. Mohlar, Julius J. Flaska, John L. Hoffman, Eugene O. Holden, Melvin F. Ingold, Charles A. Laurer, Alois M. Palenchar, John Pavlinko and Vincent W. Stefanic.

Hamilton Field: Pvts. 1st Cl. Emery V. Barrus, Oscar B. Haugen and James A. Schott.

Fort Riley: Pvt. 1st Cl. Lawrence R. Fulk and Pvt. Earl B. Loyd.

Fort Sill: Pvt. Weldon V. Bell.

Chanute Field: Pvt. Richard A. North.

March Field: Pvts. 1st Cl. Nicholas H. Kahlefernt, John W. Moore, Pvts. Arvid E. Dahlberg, Jack W. Douglas, Donald K. Hassig, Jesse H. Hennington, Norman L. Johnson, Woodrow T. Palmer, Lewis B. Scott, Robert B. Walsh, Louis A. Weber and Frank A. Winstead.

Barksdale Field: Pvts. Joseph A. Gaudet, Roy H. McPeters, Raby W. Padgett, Robert D. Poole, Warren S. Quin, Eugene L. Routier and Thomas P. Tison.

Randolph Field: Pvts. Buford C. Hall, Clyde C. Lockwood, Leo C. Purcell and Haywood V. Young.

Mitchel Field: Pvts. John P. Mack, Dale L. Parfitt and Bruce L. Willet.

Lowry Field: Pvts. Raymond A. Ohm and Raymond P. Slatter.

Philippine Army Air Corps: Pvt. Hubert

E. Peacock.

##### Electrical Specialists

Brooks Field: Pvt. Charles Maravec.

March Field: Cpl. Lester M. Brady.

Barksdale Field: Pvt. 1st Cl. Edmund J. Kolonka.

##### Teletype Maintenance

Maxwell Field: Sgt. Harry M. Forehand and Cpl. James T. Boswell.

Lowry Field: Cpl. Thomas J. Higgins, Jr.

Mitchel Field: Cpl. Michael A. Miullo.

Barksdale Field: Cpl. Hollis W. Truesdale.

Moffett Field: Pvt. Clarence W. Grubbs.

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##### Second Lieutenants as Test Pilots

(Continued from Page )

indication of the years of gradual and more sudden recent expansion. The elongation will no doubt continue in the immediate future, for the place of air power in the military scheme is being more completely recognized each day. Looking back to our small groups and small, intimate fields may provide a certain nostalgic satisfaction, but it also brings the realization that the Air Corps is facing a present and a future of tremendous changes, which may be symbolically expressed by the military command, "Forward March!"

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##### ACTIVATION OF 5TH SIGNAL PLATOON

Under the command of the Post Signal Officer, Captain Frank Curtiss, the 5th Signal Platoon Air Base was activated at Hamilton Field, Calif., as of June 1, 1940.

The organization calls for one first lieutenant, two Sergeants, three Corporals and nineteen Privates, 1st Class, and Privates. To date, 17 men reported for duty, including Sergeant Kinzey, Private, 1st Class, Wicher and Private Windovel, who are graduates of the Signal School at Fort Monmouth, N.J. These men have entered into intensive recruit training and will be ready for duty early in July.

This unit, which is termed an Aviation Base Platoon, will work in conjunction with the regular Air Corps squadrons in their various activities at Hamilton Field and on maneuvers.

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Major James H. Doolittle, Air Reserve, an outstanding figure in aviation circles, was assigned to active duty for one year from July 1, 1940, at Indianapolis, Ind., as Assistant District Superintendent, Central Water Bureau.

V-8499, A.C.

## FUNERAL OF GENERAL ROBINS

The funeral of the late Brigadier General Augustine W. Robins, who was in command of the Air Corps Training Center, was held at the Arlington National Cemetery on the afternoon of Thursday, June 20, 1940. The honorary pallbearers were his classmates of the U. S. Military Academy.

General Robins died suddenly at his quarters at Randolph Field on Sunday, June 16th. Just a few hours before his death he had attended a dance given by a Flying Cadet battalion, and he appeared to be in good health.

Funeral services were held in the Randolph Field Post Chapel on June 17th. Pallbearers at the Randolph Field services were Colonels John B. Brooks, Commanding Officer of Randolph Field; Edwin B. Lyon, Assistant Commandant, Randolph Field; Henry J. F. Miller, Commanding Officer of Duncan Field; Lieut. Colonels Thomas W. Haste, Executive Officer of the Air Corps Training Center; Walter H. Reid, of Randolph Field, and Fabian L. Pratt, Medical Corps, Commanding Officer of the School of Aviation Medicine, Randolph Field.

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## "WINGS OVER AMERICA" RADIO BROADCAST

According to the News Letter Correspondent from Hamilton Field, Calif., Lieut. Arthur V. Jones, Public Relations Officer conducting the radio program "Wings Over America," was scheduled to broadcast from the Air Corps Exhibit at the Golden Gate Exposition on Treasure Island on June 27th, and that this program, the seventh of the series, promised to be very interesting. Lieut. Jones was to be assisted by Lieut. W. R. Stark, who is in charge of the Hamilton Field detachment stationed at Treasure Island for the duration of the Fair. Lieut. Stark reports that great interest is evidenced by the Fair visitors in the B-17B "Flying Fortress" which is on display, also in an aerial mosaic of the San Francisco Bay area, flown and laid by the 88th Reconnaissance Squadron of Hamilton Field.

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## FLAG RAISING ON MacDILL FIELD

The Squadrons of the 29th Bombardment Group, GHQ Air Force, were on Sunday, June 16th, called upon for the first flag raising on MacDill Field, Tampa, Fla. Many citizens of Tampa, having never witnessed a flag raising, visited the field for the first time to be

present on this occasion. From 5,000 to 7,000 persons attended the exercises.

Interesting speeches were delivered by the Base Commanding Officer, Colonel Clarence L. Tinker; Governor Holland, of Florida, and Ex-Governor Carlton. The public listened with interest, despite the terrific heat to which they were exposed.

An exhibition, given by the "Elks" of Tampa, constituted a history of all previous United States flags and leading up to the present day flag that have been flown in the United States. The entire show was in charge of the "Elks," and they performed a splendid job of presenting the first flag to MacDill Field.

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## SUMMER SCHOOL AT HAMILTON FIELD

The school for Hamilton Field enlisted men, conducted by various public school authorities of the State of California, Division of Adult Education, Bureau of Trade and Industrial Education, Marin Junior College, and University of California, offered its summer session at Hamilton Field on June 17th.

Contrary to all expectations that soldiers would not want to attend classes during the summer months, the enrollment was over two hundred.

Classes being offered include Military Correspondence, Navigation, English, History, Civics, and courses in Mathematics from arithmetic to calculus.

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## PERFECT PROOF

The tense atmosphere that prevails in the Administration Building at Randolph Field, Texas, with everyone working at top speed to keep pace with the swift moving events of the accelerated expansion program, was shattered the other day by loud and prolonged gales of laughter from the Secretary's office.

Investigation revealed that an applicant was unable to furnish the required birth certificate with his application for appointment as a Flying Cadet. However, he had the presence of mind to submit a duly notarized affidavit attesting to the correct date of his birth. It read as follows: "I certify that I was present at the birth of John Doe, June 17, 1918, at Hometown, Texas."

It was signed by his mother.

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First Lieut. Elvin F. Maughan, Air Corps, was promoted to Captain, with rank from June 18, 1940.

## THE NEW AIR CORPS WIND TUNNEL AT WRIGHT FIELD

By the Materiel Division Correspondent

The largest high-speed wind tunnel in the world is being constructed for the U.S. Army Air Corps at Wright Field. Its test chamber section, according to specifications prepared by the Air Corps, will be 20 feet in diameter with a maximum air speed of 400 miles per hour.

Materiel Division engineers will be able to test units and assemblies under conditions closely paralleling the air forces encountered in flights at high speeds, as the new wind tunnel will be large enough to take full-size fuselages, cowls, canopies, nacelles, and propellers. When new and untried arrangements of military airplanes are suggested, their worth can be determined in advance and included in the type specifications for procurement purposes. Also, by using larger models of military airplanes, exterior parts can be reproduced with greater accuracy and in greater detail so that Materiel Division engineers when able to use models up to 15 feet in width in the new wind tunnel will get fuller data in tests than can be obtained in the 5-foot tunnel now used and which accommodates models no larger than four feet in width.

Complete plans call for a wind tunnel tube, circular in cross-section; extending around the four sides of a rectangle to form a circuit one-seventh of a mile; a test chamber building built around the tube on one of the long sides of the rectangle; and an adjacent power building which will house the largest electric motor ever used to power a wind tunnel.

Weighing 249,000 pounds and developing 40,000 horsepower, this motor will drive two 40-foot wind tunnel fans in tandem. The drive shaft alone will weigh approximately 66 tons. Auxiliary motors and generators which reclaim and feed back power to the main motor are interesting power installation features which cannot be described briefly. The contract for construction of the big motor was recently awarded to Westinghouse after a bidding competition.

In the testing chamber, a system of remote control will permit changing positions of the model while it is suspended in the air stream. Forces on the model, and pressures and air speeds of the wind stream will be automatically and remotely recorded in an air-conditioned control room which will be sealed off from the test chamber proper with sound-proof walls.

The test chamber will provide for

both open and closed throat testing, with an overhead, six-component balance for model airplane tests, and a floor-type balance for full scale tests of fuselages, engines, nacelle-propeller combinations and the like.

When completed, the new Air Corps wind tunnel will be used primarily for applied research, i. e., the practical application of proved theories to specific military aircraft, leaving basic aeronautical research to other agencies.

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## NEW TRAINER AT RANDOLPH FIELD

The present class of Flying Cadets at Randolph Field, Texas, will be the first to train entirely on the new BT-14 Training plane. Previously, all classes trained in part or wholly on the BT-9 type of plane. Although the two different types of training planes are made by the same manufacturer and are essentially the same, there are slight differences in the stall characteristics due to a change from a tapered wing section on the BT-9 to a warped wing section on the BT-14; the aileron controls are balanced on the BT-14 and the landing characteristics are changed slightly, because the BT-14 is more efficiently streamlined than the BT-9, and yet has less flap control than the BT-9. In a stall the BT-14 is not so easily controlled by the rudder as was the BT-9. The balanced aileron control probably will require the student to rely more on the "feel" of the ship and less on the "feel" of the controls in his flying, and a "flatter" angle of glide of the BT-14 will require a student to be a little more accurate in his landings. These slight changes in the characteristics of the training planes will require very little change in technique of teaching - the chief change will be one of judgment and accuracy - so that no delay will be necessary to prepare instructors to use the new plane; yet instruction should be speeded and made more nearly standard because the new planes will require less maintenance than the old ones, will be more uniform in slight variations from plane to plane, and no longer will there be any delay or confusion because of mixed types of planes in the same flight.

The 53rd School Squadron is the only Squadron at Randolph Field to be equipped 100% with the BT-14's, the first of which arrived in February of this year.

V-8499, A. C.

A FLYING STUDENT'S NIGHT NAVIGATION FLIGHT  
By Flying Cadet William M. Bowden,  
Class 40-C, Air Corps Advanced Flying School

Student training at the Air Corps Advanced Flying School, located at Kelly Field, Texas, is divided into several distinct phases - which may be classified as follows: a transition period, formation flying, beam and instrument work, and cross-countries. It might be added that the latter group can also be subdivided into three classes, namely: day, night, and time and distance problems.

Now inasmuch as I have had, at this point, a few more hours and considerably more "experience" in night work (flying) than have any of my fellow students, I have been honored with the request to publish a short treatise on just what to do and how to arrive at my destination on a simple little problem such as a night flight from Kelly to Pawnee to San Marcos and back to Kelly again. The idea of the problem is to take off from Kelly, fly over the several points as mapped out in the flight plan, and return to Kelly without unnecessary side trips (such as a jaunt to Austin, say). It might be added, too, that it is particularly helpful to fly only for the allotted time as allowable by winds aloft and a rather meager supply of 100 octane fuel.

But I digress. The best way out seems to be a little personal excursion on the above mentioned route, with a couple of side trips, so here goes.

"Let's see now... Pawnee 151 degrees, a minus-four wind factor, making it 147, and a minus-ten variation... that's 137; then, of course, if I find any more wind drift I can always correct it by lining up with the light lines. This is going to be a cinch. I kinda wish now that I had called that blonde I met last night and have her meet me when I get in.

"From Pawnee I'll fly about 360 and catch Falls City, Stockdale, Seguin, and the highway; and coming back it'll be a breeze along the light line to San Antonio, so there's not much sense to even bother about figuring a course."

Thus plans were made for the expected "cinch" night cross country on the triangular course from Kelly to Pawnee to San Marcos and back to Kelly again.

Take-off time was on the flight board as H plus 1:13, putting me in the air at 8:13, and, if all went well, back home again at 9:15, or thereabouts. So with light heart I got out my headset, goggles and parachute, stuffed my ears with cotton and sauntered out to good old 124, with nothing but thoughts of

the fun and thrill of flying on my mind. At 8:08 I started the motor, checked my lights, switches, and the mags, and at 8:10 released the brakes to taxi out to the runway for the take-off. So far, so good. I was on time on the ground at least, and at exactly 8:13 by the clock in the control tower I gave her the gun.

The take-off wasn't bad considering the fact that I couldn't see very well in the dark and had to pull one of my wings up to get over the portable flood lights on the far end of the ramp. Back came the throttle and prop pitch, and away I went into the night. Making a wide circle, I gained my altitude over the field and was ready to begin the problem at hand.

Lights of San Antonio were plainly visible and I caught the double beacon of Brooks and the single beacon of Stinson on my left. Off to the south a couple of pin points made periodical flashes, so I settled back and headed out.

"Oh, what a breeze," I thought. These lights down there must be on the south end of the lake, and that cluster must be Losoya. I think I'll ease over to get on the light line so I can read the flashing code beacon on the rear of the lights."

With this on my mind I began easing over and when I got to the "H" light I could see the Pawnee beacon with its green flashing code only two lights away. Checking the compass, I found that I had to maintain a course of approximately 130 degrees to keep a heading toward Pawnee. The wind was a little stronger than I had expected.

Finally, I reached a point over Pawnee where I could see the green dotted outline of the landing field, so I circled once to the left and headed out from a spot directly over the center of the field.

Things had gone pretty smoothly, in fact too smoothly, thus far, but it was just the calm before the storm, and it wasn't long before I realized that all good things must end. First, it seemed that heading away from the lights it was much darker, and the towns that were supposed to be sprawled along the railroad were not materializing as rapidly as they should have. Soon, some foreign bug in my brain reminded me that the wind had drifted me on the way down the light line and even now must be drifting me off my course.

"That town below me can't be Falls



City, it must be Floresville. At that rate I'll end up at Randolph and that won't do, so I'll just ease over a few degrees on my course and pick up Stockdale and Seguin." So, mumbling to myself, I edged over and headed still deeper into the dark night before me. The ride was getting a little monotonous by this time, so I decided to catch a little music on the radio compass and twisted the dial and picked up the Chesterfield program with Glenn Miller's currently popular swing band rendering the jive.

"This is the life," thought I to myself, and continued on my merry way. The only trouble was that with everything going so smoothly I had too much time to worry about my next check point. And on top of other things a haze was coming out of nowhere and lights were growing dimmer. A light line sprang out of the dusk and in momentary bewilderment didn't know just what to think, but then realized that a new beam had been stuck between San Antonio and Houston and, to my credit, figured that this was the light line to go with it.

It was at this point that I found, upon checking the gas supply, that my wheels were still down, but this fact didn't bother me half so much as did the discovery, after changing my radio, that the lights of some city on the ground had suddenly and for no reason at all jumped up over my right shoulder. I was plenty startled at this point, but after checking the needle and ball discovered that I was in a steep spiral to the right and heading due east, just about 90 degrees off course.

Upon getting straightened out, I saw Seguin on the ground below me, so figured my course was just about right. Another ten minutes passed and I saw Seguin again, this time a little to my right, so I eased over to get back on course. It wasn't until the fourth time I saw Seguin that I realized I didn't know just where I was or what I was doing there.

Needless to say, I began to worry a little now and, to make matters worse, Bob Burns was just telling Bing Crosby of a couple of parachute jumps some of his illustrious relatives had made. This didn't exactly sit so well with me, so I snapped the radio off in disgust, dismay, disillusionment, or what have you. I failed to mention that my clock had stopped about the time Major Bowes went off the air and Glenn Miller came on, so you can see that the time situation was well in hand, however acute the gas problem.

I knew I'd been flying for quite a while, so decided to head for the near-

est light and to the devil with San Marcos. My gas was getting low and I'd best start for Kelly. Heading due west, I caught a light line but, instead of leading west as it should have done, it started south, and I do mean due south. By this time I was in a complete daze and, according to the flashing code, beacons off the San Antonio map, probably some place near Dallas, Houston, Corpus or El Paso. Boy, would I get a riding when I got home!

The rest of the story is history. I made a passable landing at Austin, about which there have been many tales told in and around the barracks, refueled one tank, and came on home just in time to beat the midnite curfew to the draw.

The moral is, as Cloudy Joe and I did not know, your instruments are there for a pretty good purpose, so believe in them and keep your head out in the breeze enough of the time to get an occasional glimpse of them.

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#### SHELTERS FOR FIRE TRUCKS AT RANDOLPH

Under date of May 14th, the Quartermaster General advised that funds in the amount of \$3,873.20 were being allotted to Randolph Field, Texas, for the construction of two pipe frame vehicle shelters, one to be located on each side of the field along the hangar lines. These shelters will provide protection from the elements for the crash fire trucks which are stationed along the Hangar Line during the periods of flying.

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#### FLIGHT FROM PUERTO RICO TO THE STATES

On June 1st, Colonel Follett Bradley, pilot; Captain George W. McGregor, co-pilot; Cpl. Thompson, crew chief; Sgt. Lentz, radio operator, and seven passengers departed from Borinquen Field, Puerto Rico, on a trip to the "States." Stops were scheduled to be made at Miami; Langley and Bolling Fields; West Point, N.Y.; Mitchel Field; Boston; Dayton; Selfridge Field; Denver, Sacramento; March Field; San Antonio; Maxwell Field, and return to Puerto Rico, via Miami, Fla.

It was estimated that the elapsed time for this long aerial journey would be approximately 17 days.

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Captain David P. Laubach, Air Corps, recently transferred from Mitchel Field, N.Y., to Langley Field, Va., is completing a textbook on Navigation which will be used in the Air Corps for navigation

**NEW OFFICERS FOR REGULAR ARMY AIR CORPS**

Announcement was made in Special Orders of the War Department, recently issued, of the transfer of 99 officers of various branches of the Regular Army to the Air Corps, effective June 22, 1940. All of these officers graduated on June 21st from the Advanced Flying School, Kelly Field, Texas. They are all graduates of the U.S. Military Academy, West Point, N.Y., 97 being graduates of the June, 1939, Class. The two exceptions are 1st Lieut. J. Paul Craig, Field Artillery, who graduated in June, 1937, and 2nd Lieut. Roy H. Brischetto, Infantry, who graduated in June, 1938. Lieut. Craig was assigned to duty as a flying instructor at the Primary Flying School, Randolph Field, Texas, while Lieut. Brischetto was assigned to duty at Hamilton Field, Calif.

Following the graduation of the 449 members of the 1939 Class of the U.S. Military Academy, 152 members thereof, in accordance with their preference, were assigned to the Air Corps for flying training. It will thus be noted that 64% of these 152 newly commissioned second lieutenants successfully completed the nine-months' flying course. The students who failed to complete the course were returned to the branch of the service in which they were originally commissioned.

The following tabulation shows the number of West Point graduates commissioned in the various branches of the service who were assigned to the Air Corps for flying training and the number graduating as pilots:

Branch of Service originally commissioned	Assigned to A.C.	Graduated	Pct.
Corps of Engineers	6	5	83.3
Signal Corps	11	10	91.1
Cavalry	25	11	44.0
Field Artillery	24	18	75.0
Coast Artillery	28	18	64.3
Infantry	58	35	60.3
<b>Totals</b>	<b>152</b>	<b>97</b>	<b>64.0</b>

The Air Corps Primary Flying School at Randolph Field, Texas, is receiving the bulk of these new Air Corps officers, 41 being assigned to that station for duty as flying instructors. The remaining 56 officers are assigned to the following stations, viz: Hamilton Field, Calif., 14; March Field, Calif., 20; Langley Field, Va., 15; Brooks Field, Texas, 7.

The names of these new Air Corps officers, their residences and the stations at which they are assigned to duty are given below, as follows:

To Randolph Field, Texas

Shepler W. Fitzgerald, P.A.	Calif.
James L. McBride, Jr. CAC	Ft. McDowell, Calif.
Robert E. Greer, CAC	Huntington Beach, Calif.
George Y. Jumper, Cav.	Natoma, Calif.
Joseph H. Frost, FA	Pasadena, Calif.
Burnham L. Batson, Inf.	Manchester, Conn.
Andrew J. Kinney, CAC	Macon, Ga.
James B. Knapp, SC	Blainville, Ill.
John C. Edwards, Inf.	Champaign, Ill.
Robert C. Tryman, SC	Galesburg, Ill.
John S. Samuel, CE	Hinsdale, Ill.
Lewis W. Stocking, Inf.	Rockford, Ill.

Ray J. Will, Inf.	Evansville, Ind.
Leonard N. Palmer, SC	Council Bluffs, Iowa
Robert C. Richardson, 3d, Cav.	Ft. Riley, Kans.
Robert M. Wray, SC	Norton, Kans.
John L. McCoy, Inf.	Pratt, Kans.
Walter W. Farmer, CE	Ruston, La.
Perry M. Hoisington, Inf.	Baltimore, Md.
Charles J. Long, 3d, CAC	Chevy Chase, Md.
Robert C. Sears, Inf.	Springfield, Mass.
William T. Smith, CAC	Detroit, Mich.
Frank W. Iseman, Jr. FA	Ithaca, Mich.
George W.R. Zethren, FA	Fosston, Minn.
Allen F. Herzberg, SC	Cabool, Mo.
Ellsworth R. Jacoby, Inf.	Kansas City, Mo.
Carl W. Hollstein, Inf.	Spring Lake, N.J.
Robert J. Rogers, Inf.	New York, N.Y.
Thomas B. Whitehouse, Cav.	Rochester, N.Y.
Thomas J.J. Christian, Jr. FA	West Point, N.Y.
Donald R. Boss, CAC	Williamsville, N.Y.
Charles M. Walton, Jr. Inf.	Morganton, N.C.
Paul R. Okerbloom, SC	Columbus, Ohio
Leon R. Vance, Jr., Inf.	Enid, Okla.
Joseph G. Perry, CE	Lindsay, Okla.
Alfred V. Walton, Inf.	Shattuck, Okla.
William S. Boyd, Inf.	Butler, Pa.
Jack G. Merrell, Cav.	Jeanette, Pa.
Hugh A. Griffith, Jr. SC	So. Pittsburg, Tenn.
Tilden P. Wright, CAC	Littlefield, Texas
Walter J. Alsop, Inf.	St. George, Utah

To Brooks Field, Texas

Daniel F. Tatum, Inf.	Booneville, Ark.
Robert B. Miller, CAC	Clinton, Ill.
Frederick H. Foerster, CAC	Holyoke, Mass.
Benjamin F. Avery, 2d, Inf.	Aurora, N.Y.
Prentiss D. Wynne, Jr. CAC	Forest Hills, N.Y.
Richard S. Morrison, SC	Chillicothe, Ohio
Ernest B. Maxwell, FA	Fort Worth, Texas

To Langley Field, Va.

James D. Garcia, CAC	Del Norte, Colo.
Roger E. Phelan, FA	South Norwalk, Conn.
Maurice M. Miller, Inf.	Terrill, Iowa
Henry R. Sullivan, Jr.	Mt. Sterling, Ky.
Robert D. Hunter, Cav.	Albion, Neb.
Albert L. Evans, Jr., CAC	Fort Monmouth, N.J.
Salvatore E. Manzo, Inf.	Brooklyn, N.Y.
Raymond T. Peterson, Inf.	Flushing, N.Y.
Elwood P. Donohue, FA	Kingston, N.Y.
Matthew J. McKeever, Jr., Inf.	Westerleigh, N.Y.
Eugene A. Romig, Inf.	Byesville, Ohio
Milton B. Adams, Inf.	Corpus Christi, Texas
William A. Garnett, Cav.	Gainesville, Texas
Joseph T. Kingsley, Jr. CAC	Falls Church, Va.
Charles H. Bowman, Inf.	Casper, Wyo.

To Hamilton Field, Calif.

Harry N. Brandon, CE	Little Rock, Ark.
James E. Mather, Cav.	San Mateo, Calif.
George E. Howard, SC	Ill.
Norman J. McGowan, CAC	Chicago, Ill.
Elbert O. Meals, CAC	Lincoln, Ill.
Cecil C. McFarland, Inf.	Wichita, Kans.
Laird W. Hendricks, CAC	Jacksonville, Fla.
Edwin J. Latoszewski, FA	Jackson, Mich.
Strother B. Hardwick, Jr. FA	Bertrand, Mo.
William K. Martin, Inf.	Atlantic City, N.J.
John G. Pickard, CAC	Philadelphia, Pa.
William L. McDowell, Jr. Cav.	Hico, Texas
Richard V.W. Negley, Jr., Cav.	San Antonio, Texas
Melvin V. Engstrom, Inf.	Rawlins, Wyo.

Sal. Letter To March Field, Calif.

Harmon Lamoley, Jr., FA	Eufala, Ala.
Elmore G. Brown, Inf.	Sacramento, Calif.
David K. White, CAC	Montrose, Colo.
Warner W. Croxton, Jr., FA	Atlanta, Ga.
John W. Carpenter, 3d, FA	Peoria, Ill.
Charles H. Hillhouse, FA	LaFayette, Ga.
Leonard N. Palmer, SC	Council Bluffs, Iowa
Robert R. Little, FA	Southgate, Ky.
Elliott Vandevanter, Jr., Inf.	Baltimore, Md.
John E.L. Huse, Inf.	Bath, Me.
William C. Jones, Cav.	Manchester, N.E.
Adair K. Breckenridge, Cav.	Plattsburg, Mo.
John A. Chechila, SC	Skillman, N.J.
Joseph L. Dickman, Inf.	West Orange, N.J.
James A. Wilson, Inf.	North Baltimore, Ohio
Robert C. Whipple, Inf.	Erie, Pa.
Paul J. Long, Inf.	Patton, Pa.
Edwin P. Schmid, Inf.	Rapid City, S.D.
Richard G. Lycan, FA	Pullman, Wash.
Benedict E. Glawe, FA	Green Bay, Wisc.

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MOFFETT FIELD ATTRACTS MANY VISITORS

Public Relations activities at Moffett Field, Calif., showed a considerable increase during the early part of June, especially in view of the number of special groups visiting the field.

On four occasions the station played host to groups holding state and inter-state conventions in San Jose, 12 miles distant. California State postmasters, assembling in San Jose for their annual meeting, visited the field in a body as one of the big attractions on their convention program. They gathered at the 9th Air Base mess hall, where they had lunch, and later were taken to the giant hangar where they were shown the Pursuit ships, Bombers, Observation planes, and Basic and Advanced trainers.

Later in the month, the Fraternal Order of Eagles and the California State Veterinarians traveled to the Base to be shown over the field. Members of the Lions Club from California and Nevada were also guests on the field.

In addition to the activities on the field, representatives of the post went outside to take part in civic celebrations on two occasions. On Flag Day, the post sent a color guard, bearing the Flag and the colors of the 20th Pursuit Group to Palo Alto for ceremonies there. The same day, a detachment was sent to participate in the parade at San Jose. One hundred men and noncommissioned officers were in this mobile unit.

Officials at Moffett Field estimate that during the past few weeks more than 1500 persons visited the field in special groups.

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A large number of new recruits, assigned to Moffett Field during the past year, qualified in the Army's Alpha and mathematics tests.

In the period from May 1, 1939, to May 1, 1940, a total of 1560 men qualified in the Alpha test, while 1069 men passed the test in mathematics.

A SOLDIER'S PRIZE-WINNING ESSAY

Headquarters and Headquarters Squadron, 27th Bombardment Group, Barksdale Field, La., recently conducted an essay contest in the organization. The subject of the essay was: "What I expect to Realize in the Air Corps." Many entries were received, and in the final judging Private 1st Cl. Milton A. Duffey won first prize, and Private 1st Cl. Travis L. Goss, second prize. The prize-winning essay of Private 1st Cl. Duffey is given below, viz:

WHAT I EXPECT TO REALIZE IN THE AIR CORPS

"What I expect to achieve in the Air Corps" could be summed up in a very few words, such as, "Doing the job to which I might be assigned in such a manner that I will become an integral part of the Air Corps." But such a statement goes further than just the statement itself. It means that to achieve this, or any other such aim, I must first learn my job so thoroughly that there cannot be any doubt as to the perfect function of such a job. This is the first thing I expect to achieve.

First of all, we must have a sincere desire for any certain aim before we can expect to achieve anything, in any field. Next we must learn every phase of the job to which we might be assigned before we can expect to accomplish very much, and I expect to reach this certain aim by hard study.

I expect to specialize in one field continually. In my particular case, this is communications. It seems to the writer that a fast, accurate communication system is of the most vital importance to the Air Corps. It is a field that has unlimited possibilities and has much room for continual development and improvement. To be of much value to the Air Corps, and myself, I must first study and learn every phase of communications and keep abreast of the continual changes and improvements developing in this field from day to day.

The "Desire" for a certain thing and "Expecting to achieve it" are two different things. However, if we have a strong enough desire for a certain aim, we can achieve it by study and hard work. I not only have this desire, but sincerely expect to achieve the aim I have set for myself, - to become an expert on communications. I know this can be attained by a lot of hard study and work, and I am not afraid of either. I know there is a permanent place in the Air Corps for a soldier that knows his job a little better than the other man and executes it in such a manner that there are no mistakes or haphazard operations.

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Sixteen Reserve second lieutenants, who recently graduated from the Advanced Flying School, Kelly Field, Texas, reported for duty at Hamilton Field, Calif., on May 29th. They are scheduled to sail for Hawaii early in July.

"It is known," says the News Letter Correspondent, "that six out of the sixteen are in an excited state of mind. They plan to be married before sailing for foreign service."

V-8499, A.C.

## LOWRY FIELD STUDENT HONORED FOR HEROISM

Colonel Jacob H. Rudolph, Commanding Officer of Lowry Field, Denver, Colo., will recommend to the War Department that the Soldier's Medal be awarded to Private George S. Farwell, Air Corps, for his act of heroism in rescuing an eleven-year old girl from drowning in City Park Lake, Denver, Colo., on June 8, 1940.

Private Farwell, a member of the 95th Bombardment Squadron, March Field, Calif., is enrolled in the Aircraft Armors' course at Lowry Field. On the date of the incident, less than 24 hours after his arrival in Denver, he and a brother student, Private William D. Pollock, were strolling along the shore of City Park Lake. Attracted to the water's edge by the cries of Mr. and Mrs. Casey Espinosa, who had overturned their rowboat, the boys learned that 11-year old Alice Gregory had also fallen from the capsized boat and was submerged at a point about 25 feet from shore. Farwell immediately removed his clothes and dived into nine feet of water to recover the unconscious girl. After effecting her rescue, Private Farwell applied resuscitative measures and revived her. No other persons were in the vicinity until the rescue was completed. Private Pollock, Farwell's companion, and other witnesses testified that but for the timely action of Private Farwell Alice Gregory would have drowned at the bottom of the lake.

When police arrived, Farwell identified himself, then hastily donned his clothing and disappeared in the crowd. Radio commentators and newsmen remarked in their stories on Farwell's modesty and avoidance of publicity.

Private Farwell later received a personal commendation from Mayor Stapleton, of Denver. In the presence of Colonel Rudolph, the Mayor praised Farwell's performance. He said: "Your exemplary conduct reflects great credit on you and your organization."

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## WEST POINTERS VISIT LANGLEY FIELD

Officers and enlisted men of the various organizations stationed at Langley Field, Va., were hosts on June 17th to a contingent of 150 students, representing the 1941 U.S. Military Academy graduating class, who started their summer session of military activity that morning with a tour of the Base Engineering Department, the 2nd Bombardment Group and the 8th Pursuit Group. Three groups of fifty men each were shown about the airdrome by the members of the cadet activity board,

which consisted of Lieut. Colonel Clyde V. Finter, Major E.A. DeWitt, Captain Kenneth G. Gould, 2nd Lieuts. Harvey C. Dorney, John P. Healey, Cyrus W. Kitchens, Jr., and Keith K. Compton.

The visiting students from the Hudson valley began the day's chore at 7:45 o'clock that morning with a visit to the Base Engineering Department, where the importance of the machine shop, aero repair and wood working sections was described. Later the cadets were shown the numerous types of airplanes assigned to the 2nd Bombardment and the 8th Pursuit Groups.

At 9:20 a.m., a truck convoy carried the cadets from the apron in front of the Base Engineering shop to Messick Point to observe heavy demolition bombing and aerial machine gun demonstrations by flyers of the 8th Pursuit and 2nd Bombardment Groups.

The afternoon activity for the cadets included rides in the modern B-17 "Flying Fortresses" of the 2nd and 25th Groups on routine training flights. Other recreational activities were on hand for the visiting future generals who were not engaged in flying.

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## NEW OFFICERS FOR 2ND BOMBARDMENT GROUP

With the arrival on June 3rd of 23 new officers from Brooks and Kelly Fields, an intensive period of training was started. Up to the present, practically every hour of the day these new officers are in classrooms receiving instruction in many phases of ground training or in the air receiving instruction in bombing, machine gun operation, formation flying, and transition training on multi-engined aircraft all those factors that are necessary to become a well informed officer and pilot in heavy bombardment.

The new arrivals are members of Class 40-B graduating from the Advanced Flying School, Kelly Field, Texas, on May 11, 1940, and who were commissioned second lieutenants in the Air Reserve. They are:

Lincoln E. Behling, William M. Bowden, Winfred O. Craft, James O. Cobb, Joe Gillespie, Jr., A.J. Hanlon, Jr., Isaac J. Haviland, Jr., John B. Holst, David A. Hornby, Carl A. Hustad, Robert Keatts, James H. Keenan, John N. Lavigne, Otto B. McIver, Chester H. Morneau, Mitchell J.B. Mulholland, Douglas Northrop, Everett J. O'Connor, William W. Ottinger, Paul M. Person, John Toomey, Clinton W. Uhr, Craig E. Walling.

The May 11th graduating class consisted of two officers of the Regular Army and 211 Flying Cadets.

The class of student officers and Flying Cadets which began training at the nine elementary civilian flying schools in September, 1939, graduated from the Advanced Flying School, Kelly Field, Texas, on June 21, 1940. A total of 410 students (officers and Flying Cadets) began the nine-months' course of flying training, and of this number 99 officers and 137 Flying Cadets, total 236, graduated.

The list of the officers who graduated is given elsewhere in this issue of the News Letter. The Flying Cadets who graduated are listed below, as follows:

Knudson, Cecil Cephas	2	Phoenix, Ariz.
Evans, Claude F.	5	Berkeley, Calif.
Craig, Richard M.	2	Burbank, Calif.
Thacker, Robert Eli	2	El Centro, Calif.
Pengelly, Wilfred Richard	5	Fresno, Calif.
Ault, Richard Leroy	5	Long Beach, Calif.
Allen, Bruce G.	4	Los Angeles, Calif.
Baldwin, Robert P.	5	Los Angeles, Calif.
Smith, Bernard P.	1	Los Angeles, Calif.
Williams, Duward J.	2	Los Angeles, Calif.
James, Albert William	2	National City, Calif.
Graham, Donald W.	5	Oakland, Calif.
Meyer, Philip Carl	5	Oakland, Calif.
Tolhurst, Charles Edward	5	Oakland, Calif.
Clark, Walter E.	5	Ontario, Calif.
Hewins, Charles F.	5	Pasadena, Calif.
McPherson, Donald G.	5	Pasadena, Calif.
Smith, Fred Myron	2	Pomona, Calif.
Clarke, Owen Field	4	San Diego, Calif.
McIntyre, Bryce W.	5	San Diego, Calif.
Keeling, Gerald F.	5	Fort Collins, Colo.
Oyler, George Clinton	5	Fort Collins, Colo.
Foster, Leo J., Jr.	2	Denver, Colo.
Gadd, Wesley P.	5	Waterford, Conn.
Baggott, Frederick Ward	3	Panama City, Fla.
Corbin, Charles Culver	1	Macon, Ga.
Van Mullen, Louis D.	5	Chicago, Ill.
Warden, Clifford Vincent	5	Chicago, Ill.
Seldon, Wilson Joe	5	Champaign, Ill.
Perry, Leland Dale	4	Cienc, Ill.
Rawls, David Gray	2	Dixon, Ill.
Nelson, Robert Leonard	1	Moline, Ill.
Potter, Frank W.	2	Moline, Ill.
Marr, Jack Franklin	5	Oak Park, Ill.
Burge, Edward Longfellow	4	Urbana, Ill.
Giffin, Morgan Allen	5	Rantoul, Ill.
Richards, Robert Harding	4	Indianapolis, Ind.
Morris, James W.	5	West Lafayette, Ind.
Larson, Harold J.	4	Clear Lake, Iowa
Linder, Kenneth A.	5	Oakland, Iowa
Faust, Carl W.	2	Emporia, Kans.
Casper, Kenneth Dan	2	Rumboldt, Kans.
Park, James Sevier	4	Louisville, Ky.
Back, Klair E.	5	Whitesburg, Ky.
Foster, Marion H., Jr.	3	Alexandria, La.
Loane, Ernest W., Jr.	5	Presque Isle, Me.
Davis, Clay R.	2	Baltimore, Md.
Fletcher, Arthur Amos, Jr.	2	Brentwood, Md.
Steadman, Beverly E.	5	Junction City, Kans.
Carlson, Earl D.	2	West Newton, Mass.
Berry, Austin Luther	2	Belding, Mich.
Colovin, James Edward	4	Mackinaw City, Mich.
Tuma, Edward James	2	Brimson, Minn.
Powell, Harvard Wendell	2	Duluth, Minn.
Patterson, James T.	5	Minneapolis, Minn.

Hild, Fred Edward	5	Minneapolis, Minn.
Cool, Paul E.	4	Pontiac, Mich.
Barr, Bernice S.	2	Boyle, Miss.
Eakes, Raymond Timothy	1	Philadelphia, Miss.
Walter, Harvey S., Jr.	5	Columbia, Mo.
Horgan, Maurice Chapman	2	Joplin, Mo.
Barnes, Carl R.	5	Kansas City, Mo.
McDavid, Andrew Eugene	4	McComb, Miss.
Greiner, Paul E.	2	Butte, Mont.
Blankenhorn, Chas. E., Jr.	4	Great Falls, Mont.
Jaynes, Roy A.	5	North Platte, Nebr.
Flesher, Robert E.	5	Omaha, Nebr.
Reichstadt, Robert	4	Omaha, Nebr.
Riordan, Leonard D.	4	Omaha, Nebr.
Pease, Harl, Jr.	4	Plymouth, N.H.
McKenna, Robert E.	3	Kearney, N.J.
Zubko, Boris M.	4	Kearney, N.J.
Hundt, George R., Jr.	2	Trenton, N.J.
Kirkup, Joseph K.	3	Bay Shore, L.I., N.Y.
Lawrence, Henry J.	5	Long Island, N.Y.
Hubbard, Edward George	5	New York, N.Y.
Shapiro, Leonard	3	New York, N.Y.
Walmsley, Hallock P.K.	3	New York, N.Y.
Ball, Alfred John, Jr.	3	Jamaica, N.Y.
Eaton, Frederick C., Jr.	2	Scarsdale, N.Y.
McCurdy, Leon H.	5	Sheds, N.Y.
Smith, Robert T.	5	Lincoln, Nebr.
McCarten, Robert Damien	2	Fargo, N.D.
Johnson, Kenneth Leonard	5	Jamestown, N.D.
Van Sickle, Wendell Mac	5	Akron, Ohio
Lavelle, John D.	5	Cleveland, Ohio
DeJohn, Benedict Desmond	5	Cleveland, Ohio
Eakin, Ralph David	1	Cleveland Heights, Ohio
Pelton, William Allen	5	Cleveland Heights, Ohio
Murray, John Edward	1	Columbus, Ohio
Conway, Daniel R.	5	Shaker Heights, Ohio
Sprinkle, Thomas W.	5	Wilmington, Ohio
Fish, Robert William	4	Peoria, Ohio
Alleman, Virgil Calvin	4	Bristow, Okla.
Tidwell, Ralph McKinley	2	Durant, Okla.
Kelsay, Clyde Bruce	2	Marlow, Okla.
Hubbard, James H.	2	Chickasha, Okla.
Ahern, Robert U.	5	El Reno, Okla.
Stephens, Dorwood Cecil		Norman, Okla.
Kelly, Thomas C., Jr.	1	Oklahoma City, Okla.
Wilcox, Roland M.	3	Oklahoma City, Okla.
Carmack, Beverly E.	5	Oklahoma City, Okla.
Wilson, Richard R.	1	Oklahoma City, Okla.
Lasselle, Dale	5	Sherwood, Ore.
Lehnhard, Donald F.	1	Glenshaw, Pa.
Coffey, Robert Lewis, Jr.	3	Johnstown, Pa.
Tiller, Francis Eugene	2	Aiken, S.C.
Boatwright, Lewellyn T., Jr.	5	Columbia, S.C.
Mitchell, Harry Leonard	2	Spartanburg, S.C.
Otay, Kirkwood, III	3	Sumter, S.C.
Pittman, Paul Cochram	4	West Durham, S.C.
Wright, Allen Murray	5	Dyersburg, Tenn.
Large, William Robert, Jr.	5	Baytown, Texas
Surles, Donald C.	2	Cisco, Texas
Boedecker, Charles W.	5	Dallas, Texas
Daugherty, Jean H.	2	Dallas, Texas
McAuliff, Jack	5	Dallas, Texas
Hastings, Harold Thomas	4	Denison, Texas
Walker, Leo N.H.	2	Houston, Texas
McCauley, Harris K.	2	Lubbock, Texas
Katterjohn, Henry M.	5	Port Neches, Texas
Doolittle, Glen Alden	2	San Antonio, Texas
Lustcke, Carl J., Jr.	5	San Antonio, Texas

Lowry, Leon Lloyd	5	Plainview, Texas
Elder, James Allen	4	Wichita Falls, Texas
Johnson, Loren Lavar	4	Rayson, Utah
Egan, John L.	5	Logan, Utah
Alston, Jack H.	5	Salt Lake City, Utah
Beall, Warren Sheldon		Seattle, Wash.
Greene, Paul James	5	Seattle, Wash.
Hanson, Melvin Richard	2	Spokane, Wash.
Forman, Wade Klet	3	Albright, W. Va.
Mizo, Raymond William	5	Anawalt, W. Va.
Patton, Robert A.	5	Ronceverte, W. Va.
Cooper, Earl James	4	Stevens Point, Wisc.
Best, Everett W.	5	Powell, Wyo.
McBride, George Herman	1	Atlanta, Ga.

The numeral following each name on the above list represents the Air Corps station at which the graduate was assigned to extended active duty under his status as a second lieutenant in the Air Reserve, viz:

1. Brooks Field, Texas
2. Hamilton Field, Calif.
3. Langley Field, Va.
4. March Field, Calif.
5. Randolph Field, Texas.

As will be noted from the above list, California, with a total of 19, leads the States in representation of native sons in the graduating class, followed by Texas with 12; Illinois and Oklahoma, 10 each; Ohio, 9; New York, 8; Nebraska and South Carolina, 5 each; Minnesota, 4; Michigan, Mississippi, Missouri, New Jersey, Utah, Washington and West Virginia, 3 each. None of the other States is represented by more than two graduates.

Among the cities represented in the graduating class, Cleveland, Ohio, and its vicinity, leads with 5 students, followed by Los Angeles, Calif., and Oklahoma City, Okla., with 4 each; Omaha, Neb., New York City and Dallas, Texas, 3 each. None of the other cities are credited with more than two graduates.

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#### COURSE IN AERIAL PHOTOGRAPHY FOR OFFICERS

Six officers began a course in Aerial Photography at Lowry Field, Denver, Colo., on July 1st. The class will run for a period of six months and will cover the full course of subjects from photographic chemistry and optics to the operation of the most intricate aerial cameras. The course will also include the essentials of aerial photographic mosaic mapping and in that respect this class is very fortunate in having an opportunity to study under Captain Edward F. Kump, Corps of Engineers, who is a recent addition to the school faculty and who will treat the subject of Aerial Mapping with a view to coordinating it with the needs and activities of the Corps of Engineers. Military authorities have long recognized the need for such coordination, and Captain Kump's activity at the School of Photography should do much to fill this need.

Making up the class are the following Air Corps officers: 2nd Lieuts. M. R. Schoephoester, Bolling Field, D.C.; Albert M. Welsh, Maxwell Field, Ala.; James F. Satchell, Scott Field, Ill.; P. C. Shaner, Mitchel Field, N.Y.; Karl

Polifka, Moffett Field, Calif.; and Thomas D. Brown, Fort Lewis, Wash.

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#### WAR DEPARTMENT SPECIAL ORDERS Changes of Station

To Brooks Field, Texas: Captain Richard C. Lindsay, from 97th Observation Squadron, Mitchel Field, N.Y., to duty with 22nd Observation Squadron.

To Chamute Field, Ill.: Major Harry A. Johnson, from duty as student at Naval War College, Newport, R.I.

To Fort Monroe, Va.: Major Arthur I. Ennis, from Office of the Chief of the Air Corps, Washington, D.C., for duty with the Staff and Faculty of the Coast Artillery School.

To Fort Lewis, Wash.: Colonel Robert E. M. Goodrick, from Moffett Field, Calif.; Captain George G. Northrup, from McChord Field, Wash., for duty with 1st Photographic Squadron.

To Langley Field, Va.: 1st Lieut. Arthur A. Fickel, from Mitchel Field, N.Y.

To Lowry Field, Colo.: Lieut. Col. Early E. W. Duncan, from assignment and duty at Athens, Greece.

To Long Beach, Calif.: 2nd Lt. Wm. L. Travis, from March Field, Calif., for duty with Organized Reserves, 9th Corps Area.

To London, Eng.: Lieut. Col. Frank O'D. Hunter, for duty as Assistant Military Attache and Assistant Military Attache for Air, American Embassy, from duty in similar capacity in France.

To MacDill Field, Tampa, Fla.: 2nd Lieut. Richard A. Livingston, from Barksdale Field, La.

To Moffett Field, Calif.: Colonel Henry W. Harms, from Headquarters, 9th Corps Area; Majors Leland R. Hewitt, from Randolph Field, Texas; David M. Schlatter and 1st Lieut. Harvey P. Huglin, from Kelly Field, Texas, all for duty at West Coast Air Corps Training Center.

To Montgomery, Ala.: Lieut. Col. Floyd E. Galloway, from Army War College, to duty at Southeast Air Corps Training Center.

To Oxnard, Calif.: 2nd Lieut. John R. Kilgore, from Allan Hancock College of Aeronautics, Santa Maria, Calif.

To Washington, D.C.: Major John DeF. Barker, from duty as instructor, Command and General Staff School, Ft. Leavenworth, Kans., to duty in the Office of the Chief of Staff; Major Pardoe Martin, from detail with Organized Reserves, 9th Corps Area, Long Beach, Calif., to duty in the Office of the Chief of Air Corps.

To Wright Field, Ohio: Major Charles W. Steimetz, from duty as Asst. District Supervisor, Central Air Corps Procurement District, Dayton, Ohio, and Major Edward H. White, from Office of the Chief of the Air Corps, Washington, D.C., for duty with Materiel Division; Captain Alfred R. Maxwell, for duty as Assistant Commandant, Air Corps Engineering School.

To Stockton, Calif.: Colonel Leo A. Walton, from duty as Instructor, Air Corps Tactical School, Maxwell Field, Ala., to duty at the West Coast Air Corps Training Center.

To West Point, N.Y.: 1st Lt. Marshall Bonner from Kelly Field, for duty at U.S. Mil. Academy.

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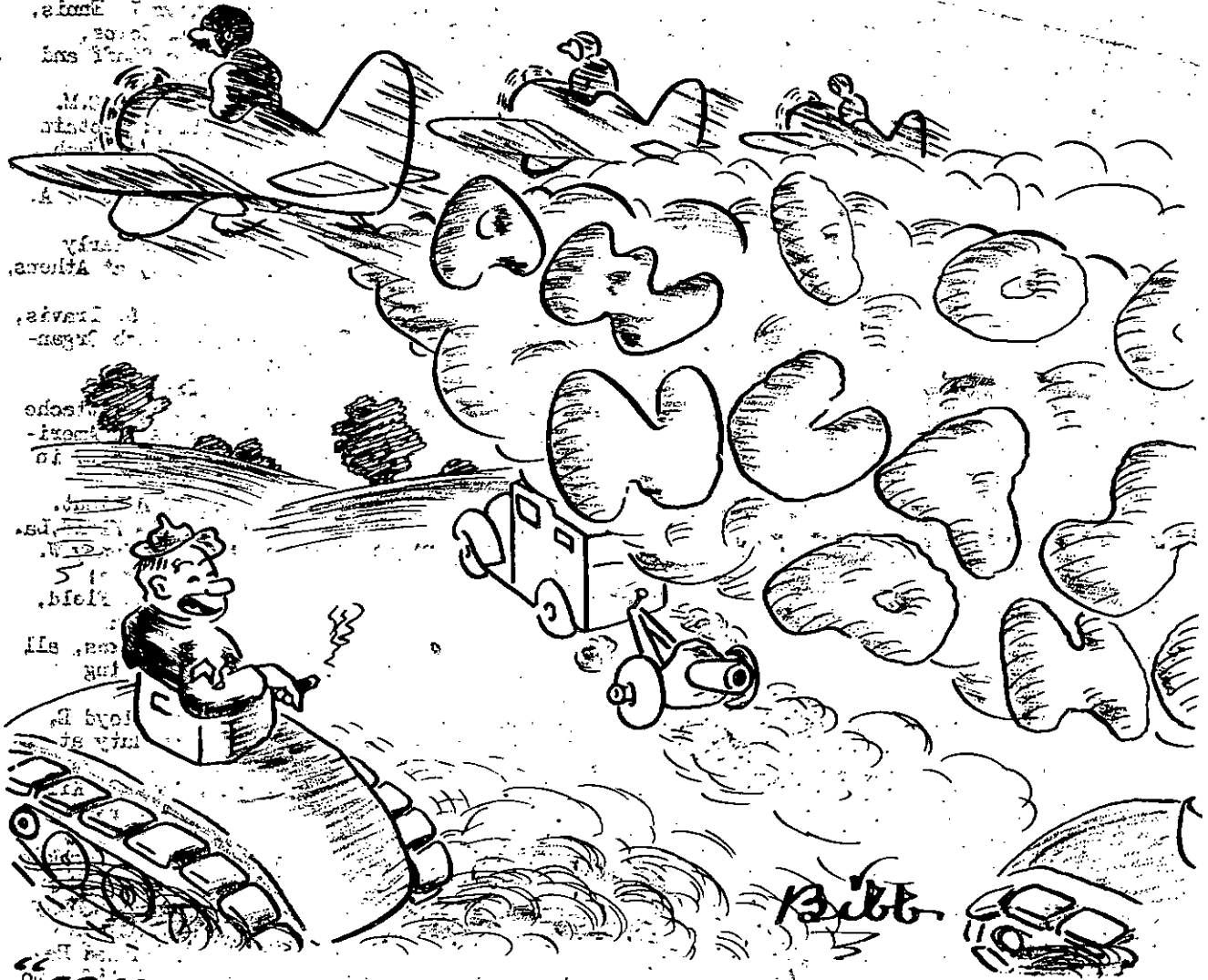
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**"SOMEBODY MUSTA MIXED ALPHABET  
SOUP IN HIS LIQUID SMOKE!"**





# AIR CORPS NEWS LETTER



GAIL TAYLOR  
100-2ND WING

VOL. XXIII

JULY 15, 1940

NO. 14



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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## CORROSION CONTROL IN AIRCRAFT STRUCTURES

By J. Teres, Materiel Division

Aside from appearance considerations, corrosion is very detrimental. Even the slightest amount of pitting on a stressed section may reduce the fatigue strength as much as 50 per cent. Corrosion is electrochemical in nature. When current is drawn from a dry battery, the zinc container corrodes. A similar action occurs if aluminum and copper are in contact and an electrolyte, such as salt water, is present. Electricity is generated at the expense of the aluminum which is dissolved. All metals, however, are not similarly affected. For example, if the copper in the above case had been cadmium plated, the current would have been reduced to a negligible amount, the corrosion being correspondingly reduced. A dissimilar metal is often placed over a stronger material to protect it. Examples of this are cadmium plate over steel, galvanized zinc on steel, and pure aluminum on the surface of Alclad.

There are two corrosion types of alloys; one in which the constituents are in solid solution, the other in which at least some of the constituents are in suspension. Examples of the first type are Monel Metal and Brass. These act electrochemically as though they were pure metals. The second have crystals of dissimilar composition in the alloy and are generally less corrosion-resistant than alloys of the first type.

Why do pure metals, which are not in contact with other metals, corrode? This is a question which naturally comes to the mind of the reader. Very pure zinc has been prepared. This zinc corrodes slowly in an acid solution which would dissolve ordinarily pure zinc in a matter of minutes. Traces of impurities, scratches, dirt, and other discontinuities act as though the metals were in contact with a dissimilar material.

Since corrosion formation is a serious condition, much effort has been expended in corrosion prevention. Two types of corrosion prevention almost

universally employed are (1) an oil film of some type, and (2) paint. Both are effective because they insulate the metal from the corroding media (electrolyte). The anodized film on aluminum is another coating which reduces corrosion because of its insulating property.

Potassium dichromate, sodium chromate, zinc chromate, water glass, and amine soaps are corrosion inhibitors in aqueous solution. These inhibit corrosion either by reacting with the corroding media or by formation of inert film on the surface of metal. An example of this is the use of chromate capsules in aircraft fuel tanks. Zinc chromate primer acts with combined effect of an insulating material and an inhibitor.

As stated in the first paragraph, plating and cladding are used in minimizing corrosion. In general there are two types of metallic coating. The first type is one in which the outside metal protects by virtue of the fact that it is more corrosion-resistant electrochemically. In this class of coating, which mechanically protects the core, are nickel, copper and chromium plate, and stainless clad steel. If pores exist or develop, corrosion is accelerated in these pores.

The second class of metallic coating protects the base metal by virtue of the fact that the surface material corrodes in preference to the core. In contrast to the above type, pores which exist in the surface coating do not adversely affect its corrosion resistance. Representative coatings of this type are cadmium and zinc plate on steel and aluminum on Alclad aluminum alloy.

Several examples of accidental dissimilar metal couples have been brought to the attention of the Materiel Division by the Service. In one case, an iron washer had dropped into a fuel tank, resulting in a hole being formed in the bottom exactly the size of the washer. In another case, a brass fitting was

(Continued on Page 2)

## ACTIVITIES OF LANGLEY FIELD PURSUITERS

### 35th Pursuit Squadron:

On June 19th, six officers of the Squadron proceeded by air to Patterson Field, Fairfield, Ohio, on temporary duty for the purpose of assisting in continuation and completion of accelerated service tests on P-40 type airplanes. Second Lieuts. Gilbert L. Meyers and Leonard C. Lydon ferried two of the Squadron's P-40's to Patterson Field for the tests. The officers traveling by transports were 2nd Lieuts. William V. Momyer, Joe K. McNay, George F. McCafferty and Joe L. Mason.

The specialized training program for the new officers of the Squadron is progressing according to schedule, with very few "breath taking" incidents. The training to date has included familiarization and formation flying in the P-36A's, instrument flying in the AT-6, and work in the Link Trainer. The older pilots are well pleased with the work of the new officers and have great hopes for their future success in the Squadron.

### 36th Pursuit Squadron:

Two P-40's and six pilots of this Squadron are at Wright Field, Ohio, in connection with an accelerated service test. The pilots and mechanics of the Squadron are anxiously awaiting the results.

The loss of the Squadron's YP-37's is salvaged by the continued delivery of P-40's. Several have been assigned to the Squadron and more are about ready for delivery.

The Squadron welcomes to its ranks 2nd Lieuts. W.P. Maiersperger, J.P. Kelleher, P.P. Howell, Jr., D.J. Clapham, E.J. Cook, G.L. Austin, Jr., G.R. Bickell, D.B. Biddlecome, L.R. Blackmon, K.D. Boggs, R.H. Christman, J.N. Ewbank, Jr., O.B. Farley, J.T.H. Laycock, A.E. Olson, Jr., I.C. Connor, Jr., and D.D. Champlain. These officers are recent graduates of the Training Center. Their advanced training is continuing at Langley Field, and the Squadron Commander is well pleased with the progress they are making.

### Hrs. and Hqs. Squadron, 36th Pursuit Group:

The 36th Pursuit Squadron made the 36th Pursuit Group a present of twelve P-37's the other day. The boys are looking forward to flying the ships, and maybe we in the Headquarters Squadron will get those 260 hours this fiscal year.

We put on a gunnery demonstration for the West Point Cadets today (July 1st) with the 2nd Pursuit Squadron and the

boys set the panels on fire with the first pass. Those .50 calibre tracers sure do the work.

The 36th Pursuit Group, which now considers itself a veteran organization, having four months' active service, is now receiving its quota of newly assigned officers for purpose of training. All officers receiving indoctrination training in this Group are attached from the 8th Pursuit Group (F), which is now filled to overflowing capacity in the matter of pilots.

The Group recently participated in the Third Army Maneuvers at Barksdale Field, La., furnishing two flights. Captains G.O. Barcus led Flight "A" and J.A. Bulger, flight "B."

On May 27th, the Group participated in the Aeronautical Exhibition at Bolling Field, D.C., forming part of the 8th Pursuit Group flight. On May 29th, the Group again took part in the exhibition, this time having the 8th Pursuit Group as part of its flight, with Major Schramm, the Group Commander, leading.

The newly assigned AT-6's have been kept upstairs most of the time, mainly in connection with instrument flying. They remained on the ground only for 20 and 40-hour checks and other maintenance work.

### 22nd Pursuit Squadron:

The group of new student officers have been progressing as per schedule and have begun their formation work of last week. They are all looking forward to individual combat work in the P-36's.

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### Corrosion control in Aircraft Structures

(Continued from Page 1)

drilled inside of the wing. Brass turnings were allowed to remain in the structure, causing serious corrosion of its members.

In general, corrosion can best be prevented by proper choice of component parts, and proper treatment before assembly. Aluminum alloys should preferably be in contact with themselves or Cadmium plate, when applicable, is next best. Stainless steel is better than brass or Monel metal, but should have a coating of zinc chromate primer between the steel and the aluminum alloy. Contacts between aluminum alloys and copper alloys, nickel alloys, and rusting type steels should be held to absolute minimum.

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Orders assigning Lieut. Colonels N. Duncan and Ira C. Eaker as students in the 1940-41 water at the Army War College, have been revoked.

FINAL SHORT TERM CLASS GRADUATES FROM TACTICAL SCHOOL

Brigadier General Frederick L. Martin, commanding the Third Wing, GHQ Air Force, Barksdale Field, La., delivered on Saturday morning, June 29th, the graduation address and presented diplomas to the 99 officers who graduated from the fourth and last of the series of three-month courses at the Air Corps Tactical School, Maxwell Field, Ala. this course beginning on April 8, 1940.

The Air Corps Tactical School is being suspended indefinitely because of the Air Corps expansion program and, effective July 1, 1940, Maxwell Field was converted into a training center.

The closing ceremonies were brief and inauspicious. General Martin was introduced by Colonel Walter R. Weaver, Air Corps, Commanding Officer of Maxwell Field. Among other things, General Martin said:

"There is presumed to be a certain distinction attached to being the first or last of anything. You gentlemen, therefore, are entitled to place your own valuation on whatever distinction evolves from the fact that your's is the last class to graduate from the Air Corps Tactical School as it is now constituted. Effective tomorrow (June 30), this institution closes as a school for an indefinite period. This action is taken with great reluctance and after the most serious deliberation. This deliberation included a careful weighing of the well known value of the instruction and research conducted here against the pressing need for its personnel and physical plant for other activities. The program which the Air Corps must accomplish within the next few months requires diversion of a large part of the Air Corps Tactical School personnel and facilities to other uses as an emergency measure. However, re-opening of the school at the earliest practicable date is contemplated. With that in view, a nucleus of personnel will continue on duty with the Tactical School for the purpose of perpetuating its identity, preparing extension courses and performing such other functions as may be assigned by the Chief of the Air Corps."

At the conclusion of General Martin's address, diplomas were presented to the graduates, one of whom was Major Thomas J. Walker, Jr., U.S. Marine Corps, and one, Second Lieutenant Chiang Wego, Chinese Army, the son of Generalissimo Chiang Kai-Shek.

The staff and faculty of Maxwell Field's last class follows:

Commandant: Colonel Walter R. Weaver;  
Asst. Commandant: Colonel Willard F.

Harmon, Jr.

Secretary: Lieut. Colonel Harlan W. Holden;

Directors: Colonel Leo A. Walton, Lieut. Colonel Sidney Erickson (Inf.), and Major Muir S. Fairchild;

Instructors: Lieut. Colonel John C. Mullenix (Cav.), Lieut. Colonel John Y. York, Jr., A.C.; Major Allison J. Barnett (Inf.); Lieut. Commander Joseph L. Kane (U.S. Navy); Major George W. Ricker (C.A.C.); Major Alden H. Waitt (C.W.S.); Majors Frederick Von H. Kimble, Frederick M. Hopkins, Jr., Byron E. Gates, Charles E. Thomas, Jr., Roland Birn, Randolph P. Williams, James E. Parker, Augustine F. Shea, Ralph F. Stearley, Ralph A. Snavely, Robert C. Oliver, Earl E. Partridge, Air Corps; Captains Stephen C. Lombard, F.A., and Earl W. Barnes, Air Corps.

The following Air Corps officers completed the last course:

Colonel

Junius H. Houghton

Lieut. Colonels

Frank H. Pritchard Earle G. Harper  
Alonzo M. Drake Carl F. Greene  
Ira R. Koenig

Majors

Edward E. Hildreth	James W. Hammond
Harold R. Wells	Pardoe Martin
Earle J. Carpenter	Hilbert M. Wittkop
Homer B. Chandler	Leslie P. Holcomb
George G. Cressey	John G. Moore
Henry G. Woodward	Luther S. Smith
Harold H. Carr	Edward H. White
Rufus B. Davidson	George A. Whatley

Captains

Turner A. Sims, Jr.	Robert W. Stewart
Samuel W. Van Meter	Harold H. Bassett
Charles A. Bassett	Howard Moore
Narcisse L. Cote	Thomas L. Bryan, Jr.
Joel G. O'Neal	Daniel C. Doubleday
Thurston H. Baxter	Pearl H. Robey
Harvey F. Dyer	George P. Moody
Chas. B. Stone, 3d	John G. Fowler
Walter W. Gross	Thomas S. Power
James A. Ellison	Merlin I. Carter
Hoyt L. Prindle	Robt. B. Davenport
Herbert M. Newstrom	Harold W. Grant
Edgar R. Todd	William B. Offutt
Robert F. Tate	Norman B. Olsen
John J. Morrow	Daniel B. White
R. Loyal Easton	Roy T. Wright
Charles G. Goodrich	Edward W. Anderson
A. Van P. Anderson, Jr.	John C. Covington
John F. Wadman	Winslow C. Morse
Emmett F. Yost	Llewellyn O. Ryan
Robert K. Taylor	William C. Mills
Lilburn D. Fator	John K. Gerhart
Lloyd H. Tull	Leon R. Brownfield
Leland S. Stranathan	James McK. Thompson
Roger V. Williams	Mintborne W. Reed
	1934, A.C.

### Captains (Continued)

Reginald Heber	Ralph P. Swofford, Jr.
Homer L. Sanders	Howard M. McCoy
Walter R. Agee	Edwin S. Perrin
Sam W. Cheyney	Morris J. Lee
Trenholm J. Meyer	Millard Lewis
Dudley D. Hale	Joseph A. Miller
Thomas L. Mosley	

### First Lieutenants

Earle W. Hockenberry	Arnold T. Johnson
Gerald E. Williams	Carl Swyter
John J. Hutchison	Edward M. Gavin
Donald L. Hardy	Harry N. Renshaw
Edwin G. Simenson	

### Other Arms

Lieut. Colonel Adrian St. John,  
Captain Ralph B. Strader, Chemical Warfare Service.

Captain Edward L. Strohbem, Field Artillery.

Major Thomas J. Walker, Jr., U.S. Marine Corps.

Second Lieut. Chiang Wego, Chinese Army.

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### CONTRACT FOR WRIGHT ENGINES

A recent announcement of the Acting Secretary of War, the Hon. Louis Johnson, was to the effect that a contract was awarded to the Wright Aeronautical Corporation, Paterson, N.J., for Model R-1820-65 engines in the total amount of \$1,488,272.00.

Recently, under existing contracts, the Boeing Aircraft Company, Seattle, Washington, was given orders for additional 4-engine Bombers of the "Flying Fortress" type, and these engines are required as Government-furnished equipment for those airplanes.

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### AIR CORPS CHIEF INSPECTS LANGLEY FIELD

Langley Field, Va., was informally inspected on June 27th by Major General Henry H. Arnold, Chief of the Air Corps, who arrived at 12:05 p.m. in the command plane of the Army Air Corps, a Douglas C-41, piloted by his aide-de-camp, Captain Eugene H. Beebe. General Arnold was the command pilot. The plane came from Bolling Field, D.C.

Other personnel in the Transport plane were Colonel George H. Stratemeyer, Lieut. Colonel Arthur B. McDaniel and Major Patrick W. Timberlake, all Air Corps officers on duty in the Office of the Chief of the Air Corps in Washington; Tech. Sgt. Henry V. Puzenski, crew chief, and Staff Sgt. Robert H. Meade, radio operator.

A special Pursuit gunnery demonstration at Plum Tree Island and a bombing demonstration at Mulberry Island, for the benefit of General Arnold, was scheduled for the afternoon.

General Arnold was greeted in front of the Operations Office at Langley Field by a battery of Air Corps photographers also by a number of high ranking officers of the Air Base. These included Major General Delos C. Emmons, Commanding General of the GHQ Air Force; Col. Jacob W.S. Wuest, Air Base Commander; Lieut. Colonel Theodore J. Koenig, Commander of the 25th Bombardment Group (Heavy); Major Harold L. George, Commander of the 2nd Bombardment Group (H); Major Edward M. Morris, Commander of the 8th Pursuit Group (Fighter); Major Ned Schramm, Commanding Officer of the 36th Pursuit Group (Interceptor); Major Harry B. Sepulveda, Adjutant General, Second Wing, and others.

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### WEST POINTERS KEEP 2ND BOMB. GROUP BUSY

"This Group," says the News Letter of the 2nd Bombardment Group, Langley Field, Va., "has seen quite a bit of activity during the past two weeks. Three contingents of West Pointers in groups of 150 each have been down to see what makes the Air Force tick, and well, they found out - and how! They took in the field proper on inspection trips, etc. This Group fed them, and from what yours truly could find out from several cadets, the chow was swell. Seems as though most of the boys from the Point wish to become Air Force officers when they graduate next spring. The big thrill came for all of them when they were taken for rides in the huge Flying Fortresses and each given a chance to fly the great Bombers for a few minutes from the co-pilot's seat. What a thrill! We hope they will long remember the 2nd Bombardment Group and, as many as can possibly do so, become Air Corps officers in the future."

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### K I S

The News Letter Correspondent of the Air Corps Materiel Division recently noted the above letters in one of the engineering laboratories on a blackboard which ordinarily contains directions for the working operations of engineers. A second glance, however, had a calming effect, for the explanation of the three letters, which at first appeared a slight misspelling of a highly significant word, showed that the application was to Authorities for Pursuit

(Continued on page 11)

## EXPANDED CIVILIAN PILOT TRAINING PROGRAM

In the June 15, 1940, issue of the Civil Aeronautics Journal there is carried the recent announcement of Chairman Robert H. Hinckley, of the Civil Aeronautics Authority, regarding immediate steps to be taken to provide for the primary training of 45,000 new pilots by July 1, 1941. Following the pattern established during the past year in the Civilian Pilot Training Program, which will have turned out 9,810 new pilots by June 30, the enlarged program will undertake, as a first step, to train 15,000 additional pilots by September 1, 1940. The instruction of this group was to be under way by June 15, 1940.

"The Civil Aeronautics Authority can undertake this task at such short notice," said Chairman Hinckley, "because we are already mobilized to do so. During the past year the Civilian Pilot Training Program operated with thorough effectiveness in 550 centers distributed through every State in the nation, Alaska, Hawaii, and Puerto Rico. At these centers more than 500 small commercial aviation operators are already organized to furnish a thoroughly proven course of flying instruction. Facilities for complete ground-school instruction are immediately available at 435 colleges and universities and in 75 communities where last year's training was conducted on a non-college basis. All of these groups have been thoroughly trained in the required Government procedure, in instruction standards, and in measures for insuring safety in this type of aviation. We know this organization is efficient. This year's graduates have been pronounced, by independent inspectors, to be far above the average of civilians of equal flight experience trained by usual methods of instruction. During almost an entire year of intense flying activities once regarded as inherently hazardous, only one student has been lost in an aircraft accident. This mobilized organization is fully prepared for immediate action."

By June 30, 1940, 9,000 students in 435 colleges will have completed a ground-school course of 72 class hours and a primary flight training of from 35 to 50 hours. In addition, 750 students in noncollege units will have completed similar courses. A further 60 students are receiving primary flight training in so-called spin-proof airplanes in an experimental program to test the effectiveness of such planes in elementary instruction. Meanwhile, 75 students who received their

elementary training during the spring of 1939, when the basic course was tried out at 13 colleges, have been undergoing a special 45-hour course of secondary training.

"In launching our program during this past year," Chairman Hinckley stated, "one of our largest tasks was to make sure that the flying instructors in the course were thoroughly capable of teaching students along the lines set out in the so-called controlled course of the Civilian Pilot Training Program. During the year, 1,200 of these instructors have been put through rerating examinations. An additional 825 instructors have been given a special 10-hour course of refresher training. Two hundred instructors have been given refresher training in the advanced or secondary course which we plan to establish this summer for those students who have already graduated from the primary training."

Between June 15 and September 1, 1940, the Civilian Pilot Training Program will give primary training to 15,000 pilots. This instruction will be identical with that given during the past school year and will consist of the same ground course of 72 hours and flight course of 35 to 50 hours. A large nucleus of enrollees is already available in the form of students who have passed the ground instruction in the college and noncollege units but for whom no flight scholarships were available. While college training is desirable, it will not be required and it is estimated that a substantial portion of this summer's trainees will be made up of young Americans not now enrolled in regular college courses.

In addition, the Authority plans, this summer, to extend secondary instruction of 45 additional flying hours to 1,000 students who have already taken their elementary training. Five hundred of this year's instructors will be given refresher courses of 25 hours to fit them for secondary instructors.

During the fall semester of the coming school year, 15,000 additional primary pilots will be trained. Three thousand of those who have passed the primary training will be given secondary instruction. An additional 1,000 primary instructors will be given refresher courses of 15 hours. During the spring semester the program calls for training 15,000 more primary pilots and 5,000 secondary pilots. The combined primary and secondary courses, which will give trainees a minimum of 80 hours, are considered equivalent to the Army and Navy primary flight instruction stages of 65 and 72 hours.

(Continued on Page 6)

POWER PLANT LABORATORY CONSTRUCTION AT WRIGHT FIELD  
By the Materiel Division Correspondent

As the group of new Power Plant Laboratory buildings nears completion, the south end of the field assumes a new contour and it will soon be difficult to remember how the Power Plant Laboratories looked when . . . Of brick construction and simple design, the buildings form a decidedly impressive mass, all the more impressive when the importance of their purpose is remembered - the development of the most reliable and efficient engines possible for Army aircraft. These new buildings include a building for offices and drafting rooms, a dynamometer laboratory for testing and calibrating large engines and certain accessories under altitude conditions, and additional torque stands for endurance testing of complete large power plants.

The Laboratory Building, 200 feet by 50 feet, has two floors and a basement. The main floor will provide about 25 offices for officers and administrative and engineering personnel. A number of the offices will be about 10 by 20 feet and a few others will be larger. There will also be a conference room. The second floor will have an exceptionally well-lighted drafting room and additional space for offices. Fireproof vaults for confidential records are provided on both floors. Occupation of this building will release some much-needed space for enlarged overhaul shop facilities in the present Power Plant Building.

The new Dynamometer Building will have one story with basement and, with a connecting corridor to the present building, will cover an area of about 30,000 square feet. Two test rooms with adjoining soundproof control rooms will be provided for testing both liquid-cooled and air-cooled engines developing 8,000 h.p. from sea level up to 15,000 feet altitude. The dynamometers are designed for testing any shape of engine and form of drive, including counter-rotating concentric propeller shafts. This building will also contain three large laboratories designed respectively for testing turbo superchargers, carburetors, and aircraft heat exchangers, under simulated altitude conditions. The basement of the building will contain blowers, exhausters, refrigeration equipment, pumps, etc., requiring about 12,000 h.p. in electric motors. To house additional switchboards for controlling this electric power, a 53 by 68-foot extension has been added to the south end of the present building. A water cooling

tower will be erected over the present cooling pond.

The east extension to the torque stand building will provide four engine rooms, with related control, and auxiliary rooms, arranged to accommodate engines of any form in sizes up to 8,000 horsepower. The 45-foot square air passages will permit testing of propellers up to 40 feet in diameter, and supplementary engine cooling will be provided. The sound dissipating stacks will be 80 feet high. The small oil storage building north of the torque stands will be enlarged to three times its present size to house fuel pumps and provide additional oil storage.

Expanded Pilot Training Program  
(Continued from Page 5)

respectively.

Over and above this program aimed at the creation of a reservoir of new pilots, Chairman Hinckley announced that the Authority plans to "salvage" the experience of thousands of civilian pilots who had begun flying careers at their own expense but who for one reason or another have allowed their pilots' certificates to lapse. Some 5,000 active and inactive pilots with commercial ratings are to be given 25-hour refresher courses. Some 7,000 inactive private pilots are to be given 15-hour refresher courses. Twenty-five-hour refresher courses are to be made available to approximately 5,000 solo pilots. A special 15-hour course will be given to 25,000 students who will have qualified as private pilots under the Civilian Pilot Training Program but who are not immediately selected for the secondary training.

Applications have already been received from several hundred additional colleges and aviation operating companies, and from thousands of individual candidates for training who have been unable so far to take part in the program due to limitation of available funds.

K I S (From Page 4)

chase which the engineers were requested to write in as simple a form as possible. KIS simply meant "Keep it simple."



## PHOTOGRAPHIC LABORATORY AT MAXWELL FIELD

Maxwell Field, Ala., has a most modern photographic laboratory, which is operated by Flight C, 1st Photographic Squadron. The flight is a comparatively new organization, having been constituted at Maxwell Field on February 1, 1940. It is commanded by 1st Lieut. James H.C. Houston, Air Corps. Its authorized complement is five officers, 22 enlisted men and one especially equipped photographic airplane.

Other elements of this Squadron, activated the same time as Flight C, are stationed, as follows: Flight A, Bolling Field, D.C.; Flight B, Mitchel Field, L.I.; New York; Flight D, Scott Field, Belleville, Ill.; Flight E, Moffett Field, Calif., and Flight F, Fort. Lewis, Washington. The Headquarters of the Squadron is at Bolling Field, D.C.

Basically, the purpose of Flight C is the accomplishment of necessary photography approved for military mapping. These missions are assigned directly by the Chief of the Air Corps, Washington, D.C. Many tasks have been completed recently, among them being the mapping of a huge area in Texas and an assignment for the Mississippi River Commission. Both missions were accomplished uneventfully. The Flight also performs all the military photography required for Maxwell Field.

The photographic laboratory is located in the basement of Austin Hall (Post Headquarters), Maxwell Field. Its general activities consist of aerial and ground photography, copying, printing, enlarging, finishing and filing. Its dark rooms are air cooled and have the latest equipment for aerial film developing.

The Flight has many cameras for both aerial and ground work; for ground photography there are 16 and 35 millimeter movie cameras, 8 x 10 view and 4 x 5 speed graphics; for aerial photography it has a K-10 (can be used on either ground or aerial missions); K3B which takes pictures 7 x 9 on a 75 foot roll of film containing 110 exposures; a K7C taking a picture 9 x 18 inches (one roll of film for this camera contains 45 exposures); a five lens mapping camera (its roll of film is six inches wide and 120 feet long with 200 exposures to the roll); equipment for night flashlight photography.

Lieut. Houston, Commanding Officer of Flight C, was born in Maryland on January 17, 1909. He rose from the enlisted ranks to his present grade. He graduated from the Air Corps Training Center as a Pursuit pilot; also from the photographic course at the Air Corps Technical School. He came to Maxwell

Field from Lowry Field, Denver, Colo., on July 21, 1939.

Officers on his staff are 2nd Lieuts. Elmo P. Torkelson, Adjutant; Robert M. Batterson, Jr., Supply Officer, and Paul Turner, Jr., Production.

All staff noncommissioned officers assigned to Flight C are qualified aerial photographers. Their names and duties follow: Master Sgt. Harvill B. Srote, first sergeant; Tech. Sgt. Barron C. Powers, assistant laboratory chief; Staff Sgt. Albert R. Weaver, mosaic assembly; Staff Sgt. Ralph S. Davis, draftsman (topographic) and Staff Sgt. Raymond A. Starr, supply.

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## GENERAL ARNOLD AND STAFF FLY TO ALASKA

The Chief of the Air Corps, Major General Henry H. Arnold, accompanied by members of his staff, left Bolling Field, D.C., at 7:00 a.m., July 10th, on a ten-day inspection trip to Alaska for the purpose of examining the development of the recently authorized Air Corps bases now being established there.

Accompanying General Arnold were Lieut. Colonels Arthur B. McDaniel, Ira C. Eaker, Major Harold H. Clark, Captain Eugene H. Beebe, with Technical Sergeant H.B. Puzenski, flight engineer, and Staff Sergeant Robert Meade, radio operator, both of the latter from Bolling Field. The flight is being made in a C-41 twin-engine Transport plane, and the itinerary will include Spokane, Wash.; Prince George, British Columbia; Fairbanks and Anchorage, Alaska. Certain other points in Alaska will be visited for the purpose of looking over possible auxiliary landing fields.

The air trail to Alaska and the terrain in that area are not unfamiliar to General Arnold. He commanded the Army Air Corps special flight to Alaska in 1934, leading ten B-10 airplanes to that territory on a mapping and aerial survey mission. As a result of the successful accomplishment of this flight, General Arnold was awarded the Distinguished Flying Cross in 1934.

The new air base, to be known as Elmendorf Field, near Anchorage, Alaska, and the cold weather base to be known as Ladd Field, at Fairbanks, recently authorized by Congress and for which appropriations totaling over eighteen million dollars were made immediately available, will be inspected.

General Arnold and his staff plan to return to Washington about July 20th.

Captain Beebe and the two noncommissioned officers accompanied Gen. Arnold on numerous long distance inspection flights during the past several years.

V-8514, A.C.

Hqrs. and Hqrs. Squadron:

This Squadron is participating in the weekly demonstrations of demolition bombing staged for the benefit of the visiting Cadets from the U.S. Military Academy. A large number of Cadets are also given "hops" in the large four-motored Bombers each week.

The training of enlisted bombardiers constitutes a major part of the training objective of the Squadron, particularly from high altitudes at night.

During the month of June, the Group assigned to this Squadron 23 recruits and prior service men. The Commanding Officer gave them their initial address on "What is given in the Army Air Corps." The address was well enjoyed and understood, and it appears evident that these men will be of great benefit to this Squadron in the very near future.

96th Bombardment Squadron:

On the week ends of June 15th, 22nd and 29th, we had the hangar open for inspection by the West Point Cadets visiting Langley Field. Later, several groups were given local flights in B-17 airplanes. On June 27th, the Squadron participated in a demonstration bombing mission for General Arnold.

On June 28th, the newly assigned officers to the Squadron made a cross-country flight to Mitchel Field, N.Y. Three BT-14's were flown to Boston. Scheduled air training is rapidly nearing completion, and all trainees will be qualified B-18 and B-17 co-pilots.

49th Bombardment Squadron:

Sixteen recruits joined the Squadron during the past two weeks.

The training of the new class of student officers is progressing very satisfactorily.

On June 17th and June 24th, the 49th participated in the bombing demonstrations on Plum Tree Island for the West Point Cadets.

The entire Squadron departed for Mitchel Field, N.Y., June 21st, on a navigation training flight, and returned to Langley Field on the 23rd.

20th Bombardment Squadron:

The training of the seven new junior officers assigned to the Squadron is proceeding at a fast rate. Already they are qualified as A-17, A-17A and BT-14 pilots and as B-18, B-17 and B-17B co-pilots.

The second and third groups of West Point cadets who, like the first group, are eating at the 20th mess, are unani-

Entering the nine civilian elementary schools for primary flying training on June 29, 1940, were 593 Flying Cadets, consisting of 31 enlisted men of the Regular Army and 562 candidates from civil life. The names of these Flying Cadets are listed on pages 11 to 14, inclusive, of this issue.

In the matter of representation of students in the new class, California leads all the States with a total of 65, followed by Texas, practically always her closest competitor, with 60. Other States which are represented by five or more students are New York with 31; Pennsylvania, 28; Ohio, 27; Illinois, 25; Oklahoma, 18; Massachusetts, Michigan and Oregon, 15 each; Idaho, Missouri, North Carolina and South Carolina, 13 each; Alabama, 12; Georgia, South Dakota and Utah, 11 each; Kansas, Minnesota, New Jersey, Washington and Wisconsin, 10 each; Colorado, Florida and Virginia, 9 each; Arizona, Kentucky, Minnesota, New Mexico, 8 each; Arkansas, Connecticut, Iowa, Mississippi, North Dakota, 7 each; Nebraska, 6; Indiana, Tennessee and West Virginia, 5 each.

A NEW USE FOR LETTER FILES

With the present Air Corps expansion, various supply hangars have been put to uses foreign to the original intention. The Air Corps Supply Hangar at Albrook Field, Panama Canal Department, might come under two new classifications, the first being that of a maternity ward and the second that of an incubator.

A shipment of four-drawer letter files was recently received from the States at Pier 18 in Balboa, where they were stored for several days before being called for by the Albrook Field trucks. When the cases were received at the supply hangar at Albrook Field, the usual inspection ensued. As a drawer of one of the files was opened for inspection, lo and behold! There in the strange basinnet, snug as three bugs in a rug, were three tiny kittens with their eyes still closed. Needless to say, the triplets caused no end of excitement among the personnel in Base Supply, this being the second time such a blessed event had affected the hangar.

The kittens were wrapped in suitable swaddling-bands, and with the care only an experienced hand could administer were taken back to their anxious mother at the pier. Reports have it that both mother and children are doing well, and that father is out celebrating Father's

## ACTIVITIES AT GLENDALE FLYING SCHOOL

Boasting a total of 1,404,400 flying miles by Air Corps Flying Cadets without an accident, the training detachment at Glendale, Calif., completed its first year with an enviable record.

The slogan of the Cal-Aero Academy, contractors for the training of this detachment, is: "The policy of this training school is dedicated first to safety and, second, to technical perfection." Apparently the Cadets of the detachment took this slogan seriously.

With eight buildings already in various stages of construction, and the remaining three about to be started, the new Cal-Aero training field at Oxnard, Calif., will be ready to start Flying Cadet training on August 3, 1940.

A remarkable construction record is being set in erecting the \$225,000. plant in a period of forty working days.

The new field being built by Major C.C. Moseley, operator of Cal-Aero, will supplement the training plant at Glendale, Calif., which has been the site of one of the detachments during the past year.

With a brigade of local dignitaries on hand to extend the welcome of the County, Cal-Aero's new supplementary training field at Oxnard, Calif., was opened on July 1st. Eighty-six Flying Cadets of Class 41-A made their first flights on that day.

Twenty PT-13A planes had been assigned to the field, and 18 Cal-Aero instructors, headed by William Clark, are in charge. Lieut. John R. Kilgore, Air Corps, is commanding officer of the detachment.

It is planned to have each group of Cadets spend five weeks at Oxnard, returning to the main Cal-Aero base at Glendale for the second five weeks of their primary training.

## DEFENSE AGAINST CHEMICAL WARFARE

How to recognize the various gases and what steps to take in defense against chemical warfare are now among the subjects being taught officers and men at Moffett Field, Calif., by Captain E.M. Hampton, Post Chemical Warfare Officer.

Captain Hampton, a graduate of West Point, and of the Army's Chemical Warfare School at Edgewood, Md., arrived at Moffett Field recently to take up his duties. He will act in an advisory capacity on the Commanding Officer's staff, and will serve as instructor for officers and men in the use of masks

and decontamination equipment and in the protection of the field from gas attack.

## MEMORIES OF BYGONE DAYS

The Commandant of the Air Corps Advanced Flying School, Kelly Field, Texas, Colonel E.A. Lohman, recently received a communication from 1st Sergeant M.S. Monahan which should set a new record in the "Do you remember?" department. Sergeant Monahan served with the Army from 1905 to 1920, and now resides in Battle Creek, Mich. In his letter, dated June 29, 1940, and which is quoted below, its form has been retained, viz:

"The Commanding Officer,  
Kelly Field, Texas.

Dear Sir:

as a former Regular Army man discharged "Character Excellent", 1st Sgt., Company C 40th Inf., June 1920, 15 years service, I thought I would write about things I saw in Kelly Field in 1911. In the first place Lieut. Kelly was an officer in "G" Company of the 30th Inf., while I was a member of that command and came to Texas to learn to fly, and I was close by at the time he was killed, during maneuvers in 1911.

Also one day the 18th Inf. was playing the Engineers and a young Lieutenant named Foulais was playing first for them although he was a Signal Corps officer. There was a rumor around that he would fly to the game and he did and landed right along side 1st Base, dressed in his baseball uniform, flying one of those machines that the pilot sat out in front and if I remember right he stopped in 20 or 30 ft.

I wrote a song for the Air Corps at Kelly to the tune of the Georgia Tech song:

Oh we'll air condition the area  
Wherever our ships patrol,  
That never a hostile Bomber  
Will ever reach its goal.  
Let the Navy watch the ocean,  
And the Caissons onward Roll.  
And we'll air condition the Area  
Wherever our ships patrol.

Respectfully yours,  
M.S. Monahan  
Battle Creek, Mich.

P.S. I know this can be improved upon, but I got the urge."

Master Sergeants Calvin T. Stevenson, 46th School Squadron, Randolph Field, Texas, and James D. O'Donnell, 26th Air Base Squadron, Maxwell Field, Ala., are placed on the retired list, effective July 31, 1940.

## ADVANCED FLYING SCHOOL GRADUATES LARGEST CLASS

The Air Corps Advanced Flying School, Kelly Field, Texas, on June 21, 1940, graduated the third class of student officers and Flying Cadets in the calendar year of 1940. It was the largest class to graduate in the history of the Advanced Flying School, established in 1917, and brings the total number of graduates in 1940 to 673 men.

On June 14th, 100 of the 236 men graduating on June 21st completed the course of instruction at Kelly Field and reported to Randolph Field, Texas, to attend the Flying Instructors' School. Upon the completion of this course they will be qualified as instructors for the tremendous Air Corps expansion now under way. These hundred students returned to Kelly Field for their graduation, following which they resumed their course at Randolph Field.

The graduation ceremonies began at 9:30 a.m., when General R.C. Richardson, Jr., U.S. Army, Commandant of the Cavalry School at Fort Riley, Kansas, addressed the graduating class. His son, Lieut. R.C. Richardson, III, graduated with this class. A member of the 1939 graduating class from the U.S. Military Academy, Lieut. Richardson completed the nine months' flying course of 210 hours in the air and 500 hours of ground instruction to become an integral cog in Uncle Sam's line of defense. During the course of the graduation ceremonies, General Richardson pinned the "wings" on his son.

The graduating class completed three months of intensive training in modern, basic combat and advanced training planes at Kelly Field. Formation flying, cross-country flying, instrument flying and night flying composed most of the flying course. Before entering the Advanced Flying School, the students completed two courses each of three months' duration, one at a civilian school, under Army supervision, and the other at Randolph Field. The ground school course covered the subjects of navigation, meteorology, airplane structure and design, airplane engines, radio, and allied tactical and military subjects.

Brigadier General Richardson's address:

"General Lackland, Colonel Lohman, members of the instructional staff, members of the graduating class, distinguished guests, ladies and gentlemen:

A few weeks ago I received a letter from the late Colonel Robins, inviting me to come here to address this graduating class. Naturally, I was pleased and gratified to have such an honor con-

ferred upon me. I was looking forward, with a great deal of pleasure, to renewing my acquaintance with Colonel Robins. Fate stepped in and robbed us of his presence - took him away from us at a time when we were so desperately in need of men like him to give us counsel in this great expansion program. But fate cannot rob him of his memory, and I know that you will agree with me that he would have it as it is today. We cannot help but feel that his spirit at least is here with us.

Not long ago I had an interesting and almost weird experience. I came down to San Antonio from the maneuvers one night, and was standing on the control tower at Operations Office witnessing a sight which was almost fantastic. It was night flying of your class - planes taking off every ten minutes and going out into nowhere, and then coming in from there and settling down to land. I was filled with admiration for your skill and piloting; to know that you were officers of our Army.

To young men like yourselves, air-planes are as natural and normal as automobiles, but to me of my generation it is almost impossible to realize that the dream of mankind to fly came true in our lifetime."

Briefly tracing the history of the airplane, from the time of the first flights by the Wright Brothers in 1903 at Kitty Hawk, N.C., down to the entry of the United States into the World War, General Richardson then went on to say:

"When, however, our sovereignty was challenged in 1917, American military and industrial genius developed our flying force into an air complement of 20,000 officers, 149,000 enlisted men and 16,000 airplanes, all within 18 months. This was an achievement of the first magnitude. During that war, airplanes changed as if by magic as one new type supplanted another within incredibly short periods. There were quickly evolved fast single seater planes for pursuit and the more cumbersome night and day bombers. In their day they were considered marvels of engineering skill, but between those planes and the modern pursuit and bombardment types there is a greater gap than between the pre-war Model T Ford and the 16-cylinder Cadillac of today."

From this beginning you have witnessed the growth of air power to its modern proportions. And yet despite its growth which confounds the world and which from now on will be a challenge to your training, I feel that aviation is still in its infancy and that it is

THE JUNE, 1940, CLASS AT CIVILIAN ELEMENTARY FLYING SCHOOLS  
Flying Cadets - Civilians

To Alabama Institute of Aeronautics, Inc., Tuscaloosa, Alabama

Owen, Robert	Ala.	Egan, Frank DeSales, Jr.	N.Y.	Liles, Amon Edward	N.C.
Blakeslee, John Wm.	Conn.	Giblin, Richard B.	N.Y.	Murray, James Lore	N.C.
Sena, Giovanni Nichols	Conn.	Glottone, Frank Louis	N.Y.	Peschau, Ernest F.	N.C.
Bing, Andrew Jackson	Ga.	Guay, Robert Edward	N.Y.	Dollenberg, Fred Paul	Pa.
Ammerman, Wm. Sydney, Jr.	Ky.	Hall, Robert Turnbull, Jr.	N.Y.	Janke, Herbert Gust	Pa.
Brown, Richard Lee	Ky.	Harrington, Earl James	N.Y.	Smith, Herman Fount	Pa.
Doyle, James Francis	Ky.	Kneeland, Herbert D., Jr.	N.Y.	Ziegler, Jean Leroy	Pa.
Scott, Robert T.	Ky.	Kutschora, Walter F.	N.Y.	Griffith, Charles E.	R.I.
Stinson, Robert G.	Ky.	Lowry, Daniel William	N.Y.	Martin, Rawley White	S.C.
Burnham, Hartley M., Jr.	Mass.	Rogers, James Woodrow	N.Y.	Barnard, Wm. F.	Va.
Cullen, Arthur V., Jr.	Mass.	Smith, Donald Louis	N.Y.	Boswell, Irving Ward	Va.
Smith, Frazer Talmadge	Mass.	Smith, John Michael	N.Y.	Cavendish, James C.	Va.
Sugden, Thomas Wm., Jr.	Mass.	Spawn, Douglas Wilson	N.Y.	Dawson, John Curtis	Va.
Clainos, Nicholas D.	N.H.	Waslenko, Michael, Jr.	N.Y.	Hatfield, Douglas H.	Va.
Ashby, William Kenneth	N.Y.	Young, Courtland H., Jr.	N.Y.	Jones, Robert Randolph	Va.
Braman, John Joseph, Jr.	N.Y.	Butler, Fenton Harris	N.C.	Towles, Clarence S. Jr.	Va.
Culver, Daniel Emery, Jr.	N.Y.	Gwynn, Harold Frank	N.C.		

To Chicago School of Aeronautics, Glenview, Illinois

Whalen, Robert William	Conn.	Strong, Walter James	Me.	Greenbaum, Harry I.	N.Y.
Hudson, Roland Lee	Del.	McInnis, Vincent John	Mass.	Hillmann, David A.	N.Y.
Tingle, Alvin Orlando	Del.	Sattler, Dennis O.	Mich.	Kilcourse, Robert S.	N.Y.
Fattig, Robert Dale	Ind.	Kohlwes, James Grant	Mo.	Schuster, Wm. Richmond	N.Y.
Hauptrich, Leonard Matthew	Ind.	Whiting, Samuel	N.H.	Seubert, Herbert Louis	N.Y.
Hoke, Robert Irvin	Ind.	Dorn, Wilfred Charles	N.J.	Smith, Arthur E., Jr.	N.Y.
Ingram, Virgil, Jr.	Ind.	Geyer, Leonard Tony	N.J.	Weiner, Robert	N.Y.
Kessler, Robert Noble	Ind.	Heissenbittel, Wm. Geo.	N.J.	Wright, Noel Alister	N.Y.
Lehr, Ralph Waldo	Ind.	Hoey, Charles Joseph	N.J.	Dorfman, Julius	Pa.
McWhirter, Russell E.	Ind.	Stone, James J.	N.J.	Dowse, Robert Dove	Pa.
Moore, Charles Edwin	Ind.	Ulichny, Robert William	N.J.	Gibson, James Alexander	Pa.
Persinger, Thomas Earl	Ind.	Elliott, Frank Bower	N.J.	Bemel, John Atwood	Wis.
Powers, Robert Bruce	Ind.	Bradbury, Paul Wenzel	N.Y.	Casati, Robert Herman	Wis.
Williams, George Kenneth	Ind.	Genovese, Emil Joseph	N.Y.		

To Dallas Aviation School and Air College, Dallas, Texas

Baker, Leonidas	Ala.	Abraham, Jake Lewis	Miss.	Bohlman, Vincent Roy	Texas
Birnn, Richard Roland	Ala.	Anders, Abram Howell	Miss.	Couch, John Pinkney	Texas
Lewis, Wyatt Hubbard	Ala.	Bullock, Joe R.	Miss.	Gonzales, Horace Roger	Texas
Overstreet, Charles S. Jr.	Ala.	Myers, Martin P., III	Miss.	Gray, Robert Manning	Texas
Penton, Corbet Leo	Ala.	Shaw, Oliver Abbott, Jr.	Miss.	Crumbles, Wilbur John	Texas
Rawlinson, Bolling H.	Ala.	Burruss, John Martin	Nebr.	Hall, Lyman Henry	Texas
Reese, William Glenn	Ala.	Covington, Thomas T., Jr.	N.C.	Hendrick, Wm. Bain	Texas
Speir, Robert Allison	Ala.	Moore, Wayne Gragg	N.C.	Hopkins, Samuel I., Jr.	Texas
Ward, Oliver C.	Ala.	Odom, William E., Jr.	N.C.	Jackson, Robert LeRoy	Texas
Hickey, Sanford Wayne	D.C.	Sally, William Albert	N.C.	Kester, John J., Jr.	Texas
David, Robert G.	Fla.	Young, William Blakley	N.C.	Knight, John Clifford	Texas
Denton, Velpeau Curtis	Fla.	Davie, Charles Norman	Pa.	Mansell, Morris Enoch	Texas
Gardner, Gordon Woodrow	Fla.	Knight, Charles Craig	Pa.	Marshall, Bert Wylor	Texas
Hamilton, Jack Gleaton	Fla.	Nairn, Regis Charles	Pa.	McQuiston, Benj. F.	Texas
Keel, Henry Arthur	Fla.	Brady, Henry Grady, Jr.	S.C.	McLeland, Don Hubert	Texas
Langberg, Maurice K.	Fla.	Davis, Thomas H., Jr.	S.C.	Melton, Wm. Curtis, Jr.	Texas
Miro, Rudolph Membielo	Fla.	Dreisbach, Lauren Dwight	S.C.	Montgomery, Chas. A., Jr.	Texas
Almand, Paul Edward	Ga.	Foster, Wm. Wallace, Jr.	S.C.	Neal, Van Edgar	Texas
Bolton, William Maddox	Ga.	Gladden, William Ross	S.C.	Pattillo, Samuel Seay	Texas
Carter, George Albert	Ga.	Green, William E.	S.C.	Reed, Raymond Joseph	Texas
Parks, Oattis E.	Ga.	Hays, Ned Sprunt	S.C.	Russell, Bedford Eldon	Texas
Parryman, James E.	Ga.	Heinitsh, Reginald D., Jr.	S.C.	Smith, Coleman H.	Texas
Talley, Thomas Pater	Ga.	Kilgore, Carey Rogers, Jr.	S.C.	Smith, Herbert E., Jr.	Texas
Warren, Thomas N., Jr.	Ga.	McCowan, Samuel B.	S.C.	Staples, George M.	Texas
Crooks, William Ross	Ind.	Hobley, Francis B., Jr.	S.C.	Strauss, Joseph David	Texas
Beery, Harold F.	Iowa	Bailey, James Edmund, Jr.	Tenn.	Tarbox, Elmer L.	Texas
Clark, Austin W.	La.	Brandon, Wm. Harold	Tenn.	Terry, Lloyd Warden	Texas
Jullienne, Paul S., Jr.	La.	Allen, Charles T., Jr.	Texas	Wallis, Wade C., Jr.	Texas
Calvert, Lawrence Arthur	Me.	Barman, Charles Wm.	Texas	Woerdell, Herman Otto	Texas
				Wooten, James L., Jr.	W. Va.

To Cal-Aero Training Corporation, Glendale, Calif.

Baird, Joe Pilcher	Ariz.	Brown, Owen K.	Idaho	Skeldon, Joseph Leonard	Ohio
Brown, Howard Eugene	Calif.	Brown, Wallace B.	Idaho	Stillwagon, Richard Wm.	Ohio
Burns, Robert Davis	Calif.	Campbell, Clayton J.	Idaho	Wiandt, William Joseph	Ohio
Cave, Glen Edward	Calif.	Glenny, Gale S.	Idaho	Martin, Clarence A.	Okla.
Chapen, Charles H., Jr.	Calif.	Harrington, Robt. Edward	Idaho	Rousek, Jay Phillip	Okla.
Chittum, Warren A., Jr.	Calif.	Iller, Warner J.	Idaho	Carroll, Glen Howard	Ore.
Dean, David Kenedy	Calif.	Killian, Carl L.	Idaho	Grimm, Joseph Sasek	Ore.
Dickey, Allan Loomis	Calif.	Lowe, Edmund Alvin	Idaho	Hayes, Thomas Lloyd	Ore.
Epperson, Elmer Harrison	Calif.	Mohn, Leon	Idaho	MacPherson, John Gumeson	Ore.
Graham, Owen R. S.	Calif.	Bradford, Dana William	Mont.	Good, Donald Edward	Ore.
Halzel, Leo B.	Calif.	Clark, Glen W.	Mont.	Rankin, Robert Rolla	Ore.
Henson, Lathon Eugene	Calif.	Groteau, Hubert Pierre	Mont.	Smith, Francis Hubbard	Ore.
Little, Jack Merwin	Calif.	Fletcher, Robert K.	Mont.	Ahrens, Marvin Henry	Tex.
Mason, Vincent Elmore	Calif.	Murphy, John Robert	Mont.	Appling, Hobby Lincoln	Tex.
O'Malley, Wm. Joseph	Calif.	Nelson, Dwight Q.	Mont.	French, Wm. Edgar, Jr.	Tex.
Phenis, Allen Carl	Calif.	Otten, John McMillan	Mont.	Howard, Joseph Dugat, Jr.	Tex.
Rhame, David Pope	Calif.	Shinn, Shirl Powell	Mont.	Hubbard, Henry Frank	Tex.
Salvatore, Alexander R.	Calif.	Stover, Robert Arthur	Mont.	McChristy, Albert J., Jr.	Tex.
Sault, William Edwin	Calif.	Terrett, Luther Clampit	Mont.	Perrin, Charles Irvin	Tex.
Smith, Donald Thorpe	Calif.	Noriega, Virgil	Nebr.	Pickoff, Julius	Tex.
Smith, George Francis	Calif.	McEwen, Clarence J., Jr.	Nev.	Snow, Paul Homer	Utah
Stafford, Robert Farrell	Calif.	Flower, Frank Augustus	Ohio	Brooks, Harold Weldon	Wash.
Wilkins, Charles Howard	Calif.	Hoose, Richard Alfred	Ohio	Chatterton, David H.	Wash.
Williams, Kenneth Rea	Calif.	Markley, Joe Francis	Ohio	Loomis, Roland Holliday	Wash.
Yunker, Earl Jaye	Calif.	Mohn, John Henry	Ohio	O'Leary, Larry Richard	Wash.
Bartlett, Frank K.	Idaho	Moore, Paul Gregory, Jr.	Ohio	Roberts, Eugene Paul	Wash.
Beus, Eldon C.	Idaho	Morris, William Joseph	Ohio	Keyes, Milton E.	Wyo.

To Lincoln Airplane and Flying School, Lincoln, Neb.

Timmons, Alderson	Del.	Burrell, Harry Rice	Neb.	Houseal, Donald Edwin	Pa.
Callison, Russell Lee	Ill.	Drury, Ralph William	Nebr.	Klingensmith, Kenneth M.	Pa.
DuKet, Gerard Ronald	Ill.	Tudor, David Beemer	Nebr.	Lynch, Thomas Joseph	Pa.
Frizen, John Edward	Ill.	Eakes, Harvey Leonard	N.C.	Miller, Titus Alfred, Jr.	Pa.
Klein, Robert Francis	Ill.	Mills, Daniel Clemmer	Ohio	Shoup, Harry Wesley	Pa.
Miller, John Forrest	Ill.	Weible, Robert Colt	Ohio	Smith, Milton M.	Pa.
Renn, Howard H.	Ill.	Merkel, Howard W.	Okla.	Thomas, Frank L.	Pa.
Countryman, Dayton W.	Iowa	Brandt, Gordon Lewis	Pa.	Vitunac, Walter C.	Pa.
Dunlap, Norman Paul	Iowa	Christensen, Einer P., Jr.	Pa.	Wilson, Charles Ervin	Pa.
Humphrey, Donald James	Iowa	Davis, Emmett Patterson	Pa.	Mehess, Gus John	S.D.
McCracken, Murro Alvin	Iowa	Farrier, Grenville C., Jr.	Pa.	Wierenga, Melvin Edward	S.D.
Wood, Keith Samuel	Iowa	Fitzgerald, Robert J.	Pa.	Poage, Oren James	W. Va.
Von Arb, George Wm., Jr.	Kans.	Goodman, Jerome Nathan	Pa.	Brunner, Dennis Joseph	Wis.
May, Richard Henry	Mich.	Grippi, Mario Peter	Pa.	Hahn, Russell Henry	Wis.
Grable, Francis Lorenz	Mo.				

To Parks Air College, East St. Louis, Illinois

Hearn, Robert A., Jr.	Ark.	Wallis, Edward Bullock	Ky.	Klod, Melvin W.	N.J.
Nash, Lloyd W.	Conn.	Butman, Paul Milton	Mass.	Zergiebel, Malin Frank	N.J.
Rogers, Derrol Wilson	Conn.	Copson, David A.	Mass.	Groves, Francis Albert	N.Y.
Ryan, Edward	Conn.	Cross, Adelbert DeHart	Mass.	Mahan, James Bernal, Jr.	N.Y.
Smith, Raymond Miller	Conn.	Fuller, Benj. A. G. II	Mass.	Ventresca, Andrew David	Pa.
Kerry, Richard John	Fla.	Hartmann, Robin Max	Mass.	Robinson, James Dallas	C.R.I.
Rivers, Robert Ernest, Jr.	Ga.	Hewey, Calvin Partridge	Mass.	Clossey, Leonard Corbitt	Vt.
Strickland, Pat Nelson	Ga.	McCafferty, George O.	Mass.	Koch, William P.	Vt.
Schofield, Earl Spikes	Ill.	Shedden, Richard A.B.	Mass.	Zembon, Louis B.	Vt.
Sundstrom, Karl Gustaf	Ill.	Svirsky, John A.	Mass.	Conaway, Roy H.	W. Va.
Morris, Wm. Wallace, Jr.	Ind.	Digby, Robert Henry	Mich.	Goodell, Ralph J. McL.	W. Va.
Patrick, Merrill Francis	Ind.	Klosterman, Leonard Carl	Mich.	Prine, Edgar Kenneth	W. Va.
Downard, Harland W.	Ky.	Reeves, Otts Bernard	Miss.	Abben, Leo Elmer	Wis.
Gardner, Frank Stanley	Ky.	DeMuro, Philip Galiano	N.J.	Ehricke, Dennis Wm.	Wis.

Ryan School of Aeronautics, Ltd., San Diego, Calif.

Beal, Lawrence W.	Ariz.	Macia, James H., Jr.	Ariz.	Biller, John Howard	Calif.
Crist, George Harvey	Ariz.	Ransier, Harry DeLosse	Ariz.	Classen, Thomas John	Calif.
Harper, Dee Allen, Jr.	Ariz.	Akers, Oliver Bruce	Calif.	Colley, John Thomas	Calif.
Johnson, Stanley J.	Ariz.	Beales, Frank H.	Calif.	Eby, Wesley Pickett	Calif.

Emberson, Channing B.	Calif.	Granzow, Kent Rayburn	Colo.	Yerby, John Barton	Ore.
Epperson, Paul Leonard	Calif.	Hall, Wesley H.	Colo.	Gager, Mortimer D., Jr.	Tex.
Fleet, James Wm., Jr.	Calif.	Herzberger, James Robt.	Colo.	Jackson, Donald Calvin	Tex.
Guillon, Alfred V., Jr.	Calif.	Mellon, Archie	Colo.	Kahn, Louis Samuel	Tex.
Henson, Hershell Roy	Calif.	Orpen, Julius Harry	Colo.	Slaughter, John Arthur	Tex.
Miller, Joseph Braverman	Calif.	Hicks, Hillard Durwood	Idaho	Burgess, Merlin Karl	Utah
Oliver, Frank Davis	Calif.	Soule, James Donald	Idaho	Daymuff, Harry James	Utah
Pope, Francis Joseph	Calif.	Bowman, Sam William, Jr.	N.M.	Johnson, Don Howard, Jr.	Utah
Price, Galen Barger	Calif.	Daniel, Howard Quentin	N.M.	Keele, Ralph B.	Utah
Reid, Richard Stetson	Calif.	Henderson, David Louis	N.M.	Miller, Lowell Storrs	Utah
Svenningsen, John	Calif.	Johnson, Warren L.	N.M.	Rice, Arthur T.	Utah
Templeton, Thomas W.	Calif.	Luther, William Elsie	N.M.	Stirk, Reginald F.	Utah
Tribbett, Everett Edward	Calif.	Richards, Edmund Burke	N.M.	Walker, Leland A., Jr.	Utah
Wenzlik, Edward Theodore	Calif.	Smith, Frank Lewis, Jr.	N.M.	Wursten, Ervin	Utah
Whipple, Robert Warren	Calif.	Wicks, Clark Johnson	N.M.	Del Missier, Bruno Carl	Wash.
Whitney, Wayland Briggs	Calif.	Nowell, Robert Bolling	N.C.		

ALLAN HANCOCK COLLEGE OF AERONAUTICS, SANTA MARIA, CALIF.

Gaulden, Charles Lewis	Calif.	Christensen, James S.	Minn.	Davis, David Elmer	Ore.
Hite, William Newton	Calif.	Dickinson, Wesley Edward	Minn.	Fendall, William Gray	Ore.
Homan, Frederic Theodore	Calif.	Drey, David Leo	Minn.	Mulligan, Martin Doyle	Ore.
Jenks, Frederick Perry	Calif.	Kreis, Bertram R.	Minn.	Richens, Kent J.	Ore.
Kelleher, William F.	Calif.	Mink, Roy Hamilton	Minn.	Savage, Columbus	Ore.
Krieger, Mendel Morton	Calif.	Smith, Walter R.	Minn.	Taylor, Tom Howard	Ore.
Morris, Jack Edmund	Calif.	Swensen, Melvin Roy	Minn.	Wienert, John Conn	Ore.
Price, Charles S.	Calif.	West, Howard Darnell	Minn.	Albaugh, John Ewing	S.D.
Pursley, William Henry	Calif.	Anderson, Joseph Reid	Mo.	Cox, Francis M.	S.D.
Rush, Arthur Clement	Calif.	Brunk, Allen Hendrix	Mo.	Hemmingsen, Harry K.	S.D.
Van Horne, James Herbert	Calif.	Corwin, Charlton W., Jr.	Mo.	House, Gale Woodrow	S.D.
Gardner, Laurence Ernest	Colo.	Cross, Thomas Frederick	Mo.	Hovik, Clifford Selmer	S.D.
Parker, Francis Thomas	Colo.	Hulett, Elroy Manker	Mo.	Kvam, Carlyne Raymond	S.D.
Schmidt, Ralph L.L.	Ill.	Marshall, Roy Finley	Mo.	Petersdorf, John Edwin	S.D.
Younggren, Paul Robert	Iowa	Pelkey, Ernest Edwin	Mo.	Schroeder, Allen Wayne	S.D.
Cables, James Russell	Kans.	Tucker, Amin John	Mo.	Townsend, Edwin Cole	S.D.
Breidenthal, Robert E.	Kans.	Tucker, Norman Percy	Mo.	Matthews, Jewell, Jr.	Tex.
Cravens, Samuel C., Jr.	Kans.	Arnold, Earl H.	N.D.	Woodward, Valin Ridge	Tex.
Hesselbarth, John E.	Kans.	Binkley, Donald R.	N.D.	Chamberlin, Wm. LeGrande	Utah
Meier, Joseph Eugene	Kans.	Easton, James Leroy	N.D.	Beaty, Sherman R., Jr.	Wash.
Ross, Orville Bergier	Kans.	Nossom, Erling John	N.D.	Chetwood, Gage Park	Wash.
Young, George Addison	Kans.	Rowe, Paul R.	N.D.	McNees, Richard Brown	Wash.
		Timlin, Francis Eugene	N.D.		

SPARTAN SCHOOL OF AERONAUTICS, TULSA, OKLA.

Davis, Woodrow Alvin	Ala.	Betz, Roscoe Armstrong	Mich.	Unrue, Howard E., Jr.	Ohio
Curl, Charles Clyde, Jr.	Ark.	Charnley, William Russ	Mich.	Weaver, Douglas Charles	Ohio
Driver, Charlie Childers	Ark.	Chipman, George Hardy	Mich.	Blair, Veemon Paul	Okla.
Hamberg, Walter, Jr.	Ark.	Hunt, Horace S., Jr.	Mich.	Brown, Paul Eugene	Okla.
Lund, Nicholas Horner	Ark.	Knibbs, Leonard H.	Mich.	Coggeshall, Robert D.	Okla.
Slade, Jack Stuart	Ark.	Lombard, John Darr	Mich.	Fronkier, Henry Benjamin	Okla.
Hageny, Mark Conwell	Ga.	Simpson, Charles Philip	Mich.	Hale, Russell D.	Okla.
Ashbrook, Russell Edwin	Ill.	Stephenson, Gilbert G.	Mich.	Johnrow, Lawrence N.	Okla.
Burks, Richard W.	Ill.	Theroux, Louis Noel	Mich.	Keester, John Fred	Okla.
Burling, Philip Ruben	Ill.	Koser, Jack Donald	Mo.	Lee, Jay Smith	Okla.
Cain, Carroll Joseph	Ill.	Tesch, William Arthur	Mo.	Maxwell, Wilton B.	Okla.
Ferguson, Paul James	Ill.	Anderson, Thomas Wm.	Ohio	Mays, Ivan K.	Okla.
Flaherty, Wm. Joseph	Ill.	Below, Richard Charles	Ohio	Miles, James Eugene, Jr.	Okla.
Ford, John Michael	Ill.	Bergmyer, Roland Wilson	Ohio	Smith, Samuel R., Jr.	Okla.
Jacobowitz, John Mathias	Ill.	Burns, John P.	Ohio	Strader, Noel R.	Okla.
Knapp, Ralph Leslie	Ill.	Danner, Carl Edwin, Jr.	Ohio	Wallace, Sachse	Okla.
Lewis, Harold Edwin	Ill.	Engeman, Charles Thomas	Ohio	Wolf, Harold Joseph	Nebr.
Morgan, Milford B.	Ill.	Fogarty, Robert John	Ohio	Chick, Warren Blakley	S.C.
OPizzi, Paul T., Jr.	Ill.	Guthridge, Charles Boyd	Ohio	Matyczzyk, Stanley Andrew	Pa.
Pagel, Donald Edward	Ill.	Hunicutt, Wesley E.	Ohio	Croft, Wm. Dudley, Jr.	Tenn.
Warne, Gideon Willis	Ill.	Mahlenberg, David D.K.	Ohio	Hall, James N.	Tenn.
Wilkerson, Clyde Raymond	Ark.	Murray, Charles Edward	Ohio	Hodges, Fred S.	Tenn.
Galbreath, Samuel C.	Md.	Payne, James O.	Ohio	MacArthur, Donald, Jr.	D.C.
Grove, Robert Monroe	Md.	Smith, Robert Eugene	Ohio	Braswell, Daniel Ernest	Texas
Beth, Warren A.	Mich.	Nesselrode, Clifford C.	Kans.	Coleman, Heber Harold	Texas

SPARTAN SCHOOL OF AERONAUTICS (Continued)

WILLIAM

Coleman, Heber Harold	Texas	McGill, Walter Scott, Jr.	Texas	Cowart, Wm. Slater, Jr.	Va.
Corley, Quentin D., Jr.	Texas	Propst, John Robert	Texas	Brown, Harvey N.	Wis.
Fielding, Al Mead	Texas	Reavis, Hubert R.	Texas	Hoy, William Astor, Jr.	Wis.
Freyer, George Frank	Texas	Rose, Henry John	Texas	Swanson, Darwil Earl	Wis.
Hamner, Lawrence R., Jr.	Texas	Warner, Ned Louis	Texas	Zellner, Charles Thomas	Wis.
Larkin, Joe Mac, Jr.	Texas	Webb, Dallas Woodrow	Texas		

FLYING CADETS - ENLISTED MEN

Alabama Institute of Aeronautics, Inc.

Barrett, Fred Hannington	Maine
Mitchel Field, N.Y.	
Schindler, Andrew R.	N.Y.
Mitchel Field, N.Y.	
Harris, William Graber Robrecht	Va.
Fort Monroe, Va.	

Dallas Aviation School and Air College

Cox, Willis Shivers	Ala.
Maxwell Field, Ala.	
Mangan, James Harrison	Fla.
MacDill Field, Tampa, Fla.	
Crain, James Bernard	La.
Maxwell Field, Ala.	

Cal-Aero Training Corporation

Sparks, Joseph Gray	Ariz.
Moffett Field, Calif.	
Schofield, Martin Benjamin	Okla.
Fort Crockett, Texas	

Lincoln Airplane and Flying School

Heckart, William Thomas	Ill.
Fort Wayne, Mich.	

Parks Air College

Weldon, Thomas Franklin, Jr.	T.H.
Fort Shafter, T. H.	
Potter, Kenneth Eiram	Maine
Lengley Field, Va.	
Walker, William George, Jr.	Mass.
Hqrs. Det. 1st C.A., Boston, Mass.	
Powell, Charles Edward, Jr.	Miss
Barksdale Field, La.	
Sutton, William Wayne	N.C.
Fort Bragg, N.C.	

Ryan School of Aeronautics, Ltd.

McKenney, Ezra W.	Colo.
Lowry Field, Colo.	
Wood, Everett Austin, Jr.	Colo.
Lowry Field, Colo.	
McLaughlin, William Carr	Kans.
McChord Field, Wash.	

Allan Hancock College of Aeronautics

Adams, Homer Eschal	Calif.
Moffett Field, Calif.	
Brady, John Franklin	Calif.
Hamilton Field, Calif.	

Allan Hancock College of Aeronautics (Contd.)

Briggs, James Denison	Calif.
Hamilton Field, Calif.	
Gallienne, Winfred Hugh	Calif.
March Field, Calif.	
Roth, Harry Robert	Calif.
Sacramento Air Depot, Calif.	
Senderson, William Martin	Calif.
Moffett Field, Calif.	
Stefanech, Leslie Woodrow	Calif.
Moffett Field, Calif.	
Torgerson, Vernon Dorian	Calif.
Moffett Field, Calif.	
Nesbit, Joseph Houston	N.D.
Moffett Field, Calif.	
Nuttall, Alfred Charles	Wash.
Moffett Field, Calif.	

Spartan School of Aeronautics

Wayne, Heath Hudson	Ill.
Selfridge Field, Mich.	
Delaney, John Hilgers	Mich.
Selfridge Field, Mich.	
Watson, Ralph J.	Ohio
Patterson Field, Ohio	
Dallas, Frederick William, Jr.	Texas
Camp Bullis, Texas	

RECAPITULATION

	No. of Students
Alabama Institute of Aeronautics.....	53
Chicago School of Aeronautics.....	41
Dallas Aviation School and Air College.....	91
Cal-Aero Training Corporation.....	83
Lincoln Airplane and Flying School.....	44
Parks Air College.....	47
Ryan School of Aeronautics.....	62
Allan Hancock College of Aeronautics...	77
Spartan School of Aeronautics.....	95
<b>Total</b>	<b>593</b>

The first PT-18 airplane was recently received at the Materiel Division, Wright Field, Ohio. Manufactured by the Stearman Company, this biplane trainer is equipped with a Jacobs 7-cylinder engine developing 225 h.p. at sea level. A two-blade propeller measures 8 feet, 6 inches in diameter. The gross weight of the airplane is 2,685.5 pounds. With the exception of the engine and the gross weight, the PT-18 model is identical in all respects with the PT-17 airplane.



## MANEUVERS IN THE HAWAIIAN DEPARTMENT

By the Wheeler Field Correspondent

Monday, May 13th, saw the official start of the Hawaiian Department annual maneuvers. Mainly interested in the activities of the 18th Wing, the 6th Squadron stood ready to play its assigned part.

To many of the officers of the 6th Pursuit, this was a new experience. We had heard of maneuvers before, but had never actually participated in the real thing. Therefore, anticipation was high, and all concerned were eagerly awaiting the signal to go. For the first two days, action, as far as flying was concerned, simply didn't come. However, paper work, rations, Command Posts and Journals kept us pretty much on the go. Then, on the 15th came word to go on readiness. Anything might happen, and the entire 6th Squadron was excited. Ships were placed in dispersed positions on the field; ground anti-aircraft guns were manned, and the old "Let 'em come" attitude was everywhere in evidence. Next, an "Alert" signal and then came the long awaited word to take to the air. The enlisted men of the Squadron, as well as the officers, got a real kick out of the show. There were patrols at different altitudes, attacks on "enemy" Bombardment, protective patrols for Wheeler and Hickam Fields, and every type of aerial activity that would serve to make the Hawaiian Islands even more impregnable.

There were activities of this kind until noon on Friday, and then came a rest. Some needed it, but apparently others could have gone on forever. Nevertheless, there was rest until Sunday night, and word was given to go on the "Alert" Monday morning.

If it is ever necessary to put this invaluable training to an acid test, we can hope for no higher spirit and better morale than has been shown, not only by the 6th Pursuit Squadron but by the entire 18th Pursuit Group.

Since May 13th, the 78th Pursuit Squadron has been engaged in the Department Maneuvers, along with the rest of the 18th Pursuit Group. The officers and men have had a taste of what the "real thing" is like, with alert calls at all hours of the night or day to repel attacking "enemy" planes, piloted by our beloved rivals at Hickam Field. A wonderful time was had by all on May 15th, when maneuvers really got under way. From 8:17 a.m. until 5:00 p.m., missions were being flown, with the planes taking off from dispersed positions around the field. Six Bombers came over very low just as the Pursuit

planes were taking off the airdrome, and a thrilling attack took place directly over the field. Captain Jenkins with Lieuts. Gregory and Spurgeon strafed Hickam Field, flying at zero altitude in approved attack style and catching the Bombers on the drome entirely unawares. Beginning at 10:45 p.m., May 22nd, the 78th Pursuit Squadron went on a 24-hour alert duty.

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## WEST POINT CADETS AT WRIGHT FIELD

The last contingent of U.S. Military Academy cadets, consisting of a third of the 1941 class, arrived at Wright Field, Dayton, Ohio, on July 2nd and left on the 6th, an extra day having been included in order that the July 4th holiday might be observed.

An interesting feature of these visits was the bringing together of two former cadets of the class of 1928 in the persons of Captains S.R. Brentnall, of Wright Field, and C.F. Born, of the Military Academy. Both played end position on the football team of their class, Captain Born being chosen as All-American End for 1927. He is now on duty as an instructor at the Academy.

Captain Brentnall was in charge of arrangements pertaining to the brief courses of instruction enjoyed by the West Pointers while at the Materiel Division. For this purpose he was excused from his regular work in the Production Engineering Section. Although these two classmates have come together at various times since graduation, they were photographed together for the first time since football days.

The effect of the visit to Wright Field and the inspection and acquaintanceship courses in the engineering laboratories was most favorable upon the cadets. For the first time, according to one of them, the term "product of inertia" appeared as something besides words in a book. Many of them expressed amazement at the size and activity of the place. All were interested in the many complicated engineering problems under attack. One youth was heard to remark sagely that, although present needs in the Air Corps seem to point to simplification of aircraft and equipment in the light of present European activity, it was much easier to have achieved the more complicated developments and simplify them than it would be to have accomplished only the simple developments and suddenly be faced with the problems of the more refined and complicated developments. One can always simplify on the basis of experience, but to obtain the experience and development necessarily

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based upon years of test and laboratory work is not so easy. Achievement in any form is a prize not ultimately lost.

### ALBROOK FIELD PERSONNEL FLY TO THE SAN ANTONIO AIR DEPOT

Twenty-five officers and 29 enlisted men of the 19th Wing, led by Lieut. Colonel Francis M. Brady, Wing Executive, recently made a trip to the San Antonio Air Depot from the Canal Zone in order to return new ships to the Panama Canal Department.

The flight started on May 29th, with six B-18's carrying the men. Four of the B-18's were exchanged in the States for B-18A type airplanes, in order that more "over the water" flying may be attempted. The B-18A has full feathering propellers. Other ships returned to the Panama Canal Department were C-33's and O-47A's. Two of the B-18A planes were assigned to France Field and two to Albrook Field. Each field gets one C-33, while the O-47's went to the 39th Observation Squadron, a comparatively new organization at France Field.

The flight to the States was without incident. A stop was made at Guatemala City the first night. Gas was obtained at Tejeria, Vera Cruz, Mexico, the following day, with the night being spent at Brownsville, Texas. The trip was continued on into San Antonio the following day.

The flight of B-18A's remained at Duncan Field, San Antonio, until June 5th, and returned to Albrook and France Fields on June 7th. The O-47 flight remained until Friday, June 14th, and reached the Canal Zone the following Tuesday morning, as did the two C-33's.

The only incident on the return trip was a forced landing, due to motor trouble, by 2nd Lieut. J.D. Moorman, of France Field, pilot of an O-47. The landing at San Geronimo, Mexico, was negotiated without trouble. Major Harry Weddington landed with Lieut. Moorman, and the other members of the flight continued to Tapachula, where the night was spent. The flight continued to Guatemala City for the following night, then on to San Jose, Costa Rica, and back home.

Participating in the flight were Lieut. Colonels Francis M. Brady (flight commander) and Edwin J. House, Majors Harry Weddington, Elmer T. Rundquist and Arthur L. Bump, Captains Roger J. Browne, Morley F. Slight and John D. Morley (flight surgeon), 1st Lieuts. Richard T. King, Henry K. Mooney, Byron E. Brugge, Clarence M. Sartain, Graves H. Snyder, Donald N. Wackwitz, 2nd Lieuts. John D. Whitt, James D. Berry,

John D. Moorman, Howard F. Bronson, Hugh D. Wallace, John H. Carter, Albert M. Cate, John K. Hester, Herbert A. Von Tungeln, Charles W. Bogan, William Boyd, Paul D. Wood, David McN. Peffer and Clinton C. Wasem.

Crew members included Master Sgt. George D. Maikemas, Tech. Sgts. Paul Knopke, Leo A. Swaner, Paul H. Martin, Staff Sgts. Luther E. Johnson, Willie B. Irwin, John P. Sullivan, Henry Pike, John H. Makepeace, Joseph Fleury, Walter W. Bosch, Ernest McElroy, James E. Mitchell, Robert Spittler, Earle H. Sale, William James, Ernest D. Kent, Clarence Herrman, Sgts. Lawrence E. Christenson, Berlin F. Wells, Roger B. Hoy, Clarence V. Rose, Cpl. Reeves M. Pratt, Privs. William Moroz and Francis D. Mehalik.

### ALBROOK'S MASCOT SENT TO THE SEASHORE By the News Letter Correspondent

Since the entry of the airplane into modern military and commercial activity, a constant and colorful romance has ridden hand in hand with the efficiency and intricate engineering of the services. The mascot has always been a superstition, especially with closely related groups of airmen.

We in the Army Air Corps give little thought to romance and mascots, as our efficiency and discipline make a thoroughly business attitude the prime requisite to our ultimate objective. In the Air Corps, as in all other highly technical organizations, however, there seeps now and then a bit of human non-military life and humor.

Down at Albrook Field on the "Ditch" we have a mascot of which we are very fond. His undying devotion as well as his faithful service have made him an important cog in the wheels of fellowship at this airdrome. I say "his devotion," because he is a friend to all and left his former master to remain here with the men who thought so well of him. I speak of his "faithful service" because he is the first to fall out for work call and each morning leads some detail to its objective. He has more hours in the air than most of the men at the field and has yet to be grounded for a "full flap" taxi in. Our mascot has never bailed out, and we sincerely believe he would stick to his post to the end. The other fields in this vicinity have learned to expect him ever so often, as he does not limit his flying to "all locals."

The men at this station were in a quandary some time ago as to what to do

(Continued on Page 17)

## THE AIR CORPS BOARD AT MAXWELL FIELD

One of the most important and yet least publicly known elements in the U.S. Army's scheme of advancing the science of military development and employment is the Air Corps Board stationed at Maxwell Field, Ala.

With the conversion of the Air Corps Tactical School into the Southeastern Training Center on June 30th, it was feared that the Air Corps Board might either be transferred or its activities suspended indefinitely, as was done in the case of the Air Corps Tactical School. On June 15th, however, the War Department announced that the Air Corps Board would remain at Maxwell Field and continue its studies.

Little is known of this Board outside of the military service. Its personnel consists of a small group of especially selected officers detailed by the Chief of the Air Corps to review such problems as are referred to it for consideration and analysis. The Board may also initiate special studies relating to plans for national defense.

The majority of the matters undertaken by the Board being of a confidential nature, it has refrained from public dissemination of its activities. Consequently, it has received meager attention from the public press.

The office of the Board, which has promulgated policies relating to many of the Air Corps' most important projects, is located on the second floor of Austin Hall, Maxwell Field.

Lieut. Colonel Edgar P. Sorenson, Air Corps, director of the Board, is particularly well fitted by education and aeronautical experience for his difficult assignment. He has a degree of Bachelor of Science from the University of Washington and a Master of Science degree from the Massachusetts Institute of Technology. His military aeronautical ratings are Command Pilot, Combat Observer, Balloon Pilot and Balloon Observer. He has also graduated from two of the U.S. Army's senior service schools—the Command and General Staff School, Fort Leavenworth, Kansas, and the Air Corps Tactical School. Colonel Sorenson was detailed to Maxwell Field as a member of the Air Corps Board on September 3, 1937.

Other members of the Board are Lieut. Colonel Robert Kauch, Majors Max F. Schneider, Orvil A. Anderson, Thomas M. Lowe and Captain Harry A. Montgomery, all Air Corps. First Lieut. John R. Sutherland, Air Corps, has been on special detail with the Board for the past several months. Major Sargent P. Huff, Ordnance Department, is under orders to join the Board and is expected to ar-

rive about August 1st. All were detailed by the War Department as members of the Board because of their special qualifications.

In addition to its stenographic employees, Miss Kathleen Harrison and Miss Lorene J. Wallace, the Board has an analysis unit as part of its staff. This analysis unit is composed of Federal Civil Service employees. The major function of this unit is to analyze statistically items of data furnished by Air Corps combat units. The unit at present consists of Dr. Howard E. Heinecke, physicist, formerly an instructor at Rensselaer Polytechnic Institute, Troy, New York; Mr. J.H. Van Trump, junior physicist, formerly an instructor at William Jewell College, Liberty, Mo., and Miss Sylvia Aird, a recent graduate of the University of Alabama.

## AIRCRAFT PARTICIPATION IN PUBLIC DISPLAYS

The Hon. Louis Johnson, Acting Secretary of War, announced recently that the War Department has found it necessary to adopt a policy denying participation of army aircraft in public events, such as state fairs, opening of commercial airports and other similar activities.

Colonel Johnson stated that the War Department appreciates the desire of the public for aircraft displays at these events, as evidenced by the numerous requests being received, and regrets the necessity of this decision, but pointed out that to comply with them all would materially interfere with the tremendous Air Corps expansion program now in progress. "This program," he continued, "is an important element of our national defense preparation, which is provided for by law and which must take precedence over all other demands for the use of aircraft and Air Corps personnel."

## Albrook Field Mascot (From Page 16)

with "Old Pete." He is a kindly old dog with short black hair which is splotched with a skin disorder. He has weathered about eleven wet and dry seasons and now finds himself lame and unable to eat properly. We have pulled several 20 and 40-hour inspections on the old boy and recently sent him to the Department training center at Rio Hato. The cooler weather and salt breezes from the Pacific may help to bring him back to health. That ancient adage has it that a man's best friend is his dog, and we do not intend to let our's down.

Gen. Richardson's address (From P. 10)

still in an embryo state with endless possibilities before it. You have chosen therefore for your career the military arm of great power, the one upon which the eyes of the world are focused, the thoughts of mankind are concentrated. Technology has placed in your hands magnificent equipment which of itself can exert no power. Once, however, it is touched by your skill, it springs to life and stands ready to obey you in proportion to your training. Unless your training is carried on and keeps pace with the ever-changing equipment, you will be the slave of your machines instead of their master.

The three schools through which you have just passed have given you superb training, but they have laid a good foundation only and what you know is merely the beginning and not the end. You have so much more to learn that you will understand me when I say that in receiving your diploma you do not automatically increase your knowledge or your capabilities. You should therefore approach the mastery of your profession in a humble spirit and not allow false pride to keep you from exercising intelligent caution when in the air. Men are always admired for their lack of pretense, and you can only win out by asking advice on matters of which you may not yet be the master. Ofttimes, through embarrassment or to save face, men will be imprudent when their good reason dictates caution. You must constantly examine yourself to find any deficiencies in training, and if you do so unremittingly no one will ever be able to challenge the claims that have been made for air power and the efficiency of the Air Corps.

As effective, however, as air power may be, alone it cannot win battles. It has been shown in this war to be the most powerful support that the other arms could desire, but it has been only by the closest cooperation between the air and ground forces that the Germans have achieved their amazing victories. In our service there has been lacking that close and intimate team work between the Air Corps and the other arms that is so essential to make us efficient combat forces. But from now on it is hoped that our training will correct this deficiency, as all officers should have an intimate knowledge of air power. Conversely, air officers like yourselves must know how to operate with and support the ground troops. The obligation to seek perfection in the knowledge of how to make war rests upon the officers of all arms of the service, because an officer of the Army is in a

sense a trustee of the people. They have faith in him and have confided to him the protection of their homes and lives. He therefore has a greater obligation to attain perfection in his training than has the average man in his civil life.

The world is now engaged in a battle of nations that surpasses in fury any similar event in the history of mankind. It may soon develop into a battle of the continents. Daily we have watched the consequences that befall nations when they go to war unprepared and we have felt keenly our inability to respond to their despairing cry for quantities of material aid. These tragic events have aroused our people from their indifference to their own national defense because they now see with terrifying clarity what can happen to nations when they neglect the most elementary measures of self-preservation.

The thought that dominates the minds of our people is the possibility of our country being drawn into this war, in consequence the whole machinery of government and industry is being put in motion to supply our armed forces with unlimited war material. But we must not forget that men too are needed men like you, strong, courageous and intelligent, to use this material and train others to use it. Without trained men inanimate material is of little value.

Upon graduation today you will find yourselves in positions of grave responsibility. The question that you must answer is how are you going to meet them and what rules of conduct shall be your guide. At the outset of one's career it is puzzling and confusing at times to know just what course one should follow, especially in trying to live up to the ethics and tradition of the Army. A distinguished citizen once gave me two rules of conduct which have helped me very much and which I pass on to you for what they are worth: The first was - "Think out what you believe to be right." Take a little time to consider well your action and once having made up your mind that it is right, go ahead and do it and pay no attention to anyone's criticism.

The second maxim was - "Do the most important thing first." It is so easy to do the trivial and unimportant things, but the important thing is usually the most difficult, requiring concentrated thought. If accomplished, however, you will find that its execution invariably solves simultaneously many minor problems.

In your new life you will find that the Army has always been governed by a very high ethical code, at the top of

which is the cardinal virtue of Duty. An officer should carry these four letters branded on his brain, as without a high conception of duty he betrays his trust; whatever other fine qualities he may possess. By duty I mean a complete forgetfulness of self and a subordination of all personal convenience to your military obligations. There is often a temptation to take the easiest way and the line of least resistance - putting off until tomorrow what should be done today - which only results in mediocrity and a low standard, something to be avoided at all costs.

The arm of the service which you have chosen is a noble one, and to be an aviator is in itself a title of distinction. Despite the ever growing familiarity with aviation, it has lost none of its power to captivate the imagination and arouse in our hearts feelings of wonder that man could transcend so brilliantly his own ambitions. As for myself, I never see an airplane flying in the sky that there does not come to my mind the lines:

The earth has its boundaries

And the ocean its beaches,

But the sky stretches forth

To the uttermost reaches.

Here you have learned how to find your way through these limitless aerial reaches, and in order that others may know that you possess their knowledge the Army pins upon the breast of your uniform an appropriate emblem of flight - the wings of a bird. The mere sight of a pair of wings on the uniform evokes in the beholder feelings of admiration for the qualities that it represents - daring, skill, self-confidence and courage. They set the individual apart from the crowd and put upon him the stamp of a man who has been tested and found true. What greater badge of manhood could one desire?

In closing, may I congratulate you upon the splendid achievement of having won your wings while yet so young and wish you all possible success in the coming years. And in so doing I congratulate our country which has as its defenders men like you."

The names of the 236 graduates of the Advanced Flying School, Class 40-C, were published in the July 1, 1940, issue of the News Letter.

#### GRADUATIONS FROM THE TECHNICAL SCHOOL

On July 5, 1940, 89 students graduated from the Airplane Mechanics course, Department of Mechanics, Chanute Field Branch of the Air Corps Technical School. This graduating class was one

of the first of the enlarged classes of 100 students, and that 89 of the men successfully completed the course further attests to the high calibre of enlisted men in the Army Air Corps. Of the 11 who failed to finish the course within the allotted five months' time, approximately one-half were washed back a class or transferred to AFI (Awaiting Further Instructions) because of hospitalization or other reasons.

Below is a list of the stations from which these men were assigned to the Technical School, giving the number of graduates for each one, viz:

Stations			
Barksdale	10	McChord	4
Atlanta	2	Maxwell	6
Bolling	4	Moffett	6
Chanute	3	Mitchel	3
Hamilton	10	Philippine Army	
Kelly	3	Air Corps	1
Louisville	2	Randolph	2
Langley	15	Selfridge	5
March	12	Sill, Fort	1
Total number of students graduated - 89			

#### ESTABLISHMENT AND REDESIGNATION OF AIR CORPS TRAINING CENTERS

The War Department, on July 15, 1940, made the following announcement regarding three of its Air Corps Training Centers:

The Air Corps Center located at Randolph Field, Texas, is redesignated as the "Gulf Coast Air Corps Training Center."

The "West Coast Air Corps Training Center," which will consist of an Air Corps Training Center Headquarters and such basic, advanced and specialized flying schools and other schools that may be placed under its jurisdiction by the War Department, is established with headquarters at Moffett Field, Calif. It will consist of the Commanding Officer and such officers, not to exceed five, as he may assign from units comprising the West Coast Air Corps Training Center.

The "Southeast Air Corps Training Center," which will consist of an Air Corps Training Center Headquarters and such basic, advanced and specialized flying schools and other schools that may be placed under its jurisdiction by the War Department, is established with headquarters at Maxwell Field, Montgomery, Alabama. It will consist of the Commanding Officer and such officers, not to exceed five, as he may assign from units comprising the Southeast Air Corps Training Center.

## WEST POINT CADETS VISIT WRIGHT FIELD

On Tuesday, June 18th, the first of three groups of U.S. Military Academy cadets, consisting of approximately 150 men, arrived at Wright Field, Dayton, Ohio, for the purpose of obtaining a brief familiarization course regarding the functions and activities of the Materiel Division. This is the first instance of such a course being incorporated in the curriculum of the Military Academy training.

The arrangements for making this opportunity available to the complete class of 194 cadets are as follows: The class, numbering 450 cadets, was divided into three increments of 150 each. The first group left West Point on Saturday, June 15th, for Langley Field, Va., where the cadets remained until Tuesday, visiting the N.A.C.A. laboratories and observing bombing and gunnery demonstrations. About noon they departed for Patterson Field, arriving about 4:00 p.m. Wednesday and Thursday mornings were given over to the inspection of Materiel Division laboratories, with special lectures and demonstrations of equipment by Air Corps officers. On Thursday afternoon they were taken to the Fairfield Air Depot at Patterson Field for similar demonstrations of activity. On Friday morning they departed for West Point.

Transportation was accomplished by 15 Army C-39 Transport airplanes, each of which carried 10 cadets and their luggage, besides the crew. Three officers on duty at the Military Academy accompanied the group, namely, Majors John M. Weikert, Robert W. Harper and Captain Charles F. Born. The return of the group to West Point on Friday made it possible for the second group to board the same transports on Saturday and follow the same schedule, covering approximately one week's time. A third week will similarly accommodate the third contingent of the class.

After greeting the cadets upon their arrival at Patterson Field on Tuesday afternoon, they were ushered to their quarters in the Patterson Field gymnasium. Luggage was hastily opened, for the visit commenced with a dance in their honor at the Patterson Field's Officers' Club. Hosts and hostesses of the dance were Colonel Oliver P. Echols, Assistant Chief, Materiel Division, and Mrs. Echols; Lieut. Colonel Lester T. Miller, Commanding Officer of Wright Field, and Mrs. Miller; Lieut. Colonel M.G. Estabrook, Commanding Officer of Patterson Field, and Mrs. Estabrook; Mrs. Harrie Carnell, Mrs. Roger Woodhull, and Mr. and Mrs. Delmar Hughes, of Dayton. Dayton debutantes

gladly consented to aid the younger feminine generation of Patterson Field in entertaining the guests.

On Wednesday morning, parties were forgotten and the cadets buckled down to the serious business of attempting in concentrated doses to cover the principal technical developments in progress at Wright Field. Busses conveyed them the approximate six miles from Patterson to Wright Field, where they were welcomed in a brief and informal address by Colonel Miller.

Colonel Miller touched briefly upon the problems confronting the Air Corps today and upon the fact that some of the cadets present would undoubtedly be instrumental in helping to solve them. He noted the fact that possibly for some of them it had been their first flight and warned them not to be discouraged if the pleasure had been somewhat dampened by air sickness. Humorously he reviewed his own experience in learning to fly and said that it was some time before he could feel quite sure of not being assailed by some slight hint of air sickness. "Few pilots take as long to get over this handicap as I did," he explained, "but get over it I did, and today I doubt if there is as tough a stomach in the Air Corps."

The program for Wright Field ended with a demonstration of flying Wednesday forenoon, the cadets leaving for Patterson Field for a tour of the shops and factories of the Air Depot immediately after lunch. The Materiel Division was delighted to have as visitors this fine looking group of young Americans, and it is hoped that such visits are made an annual habit.

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## A HOME-COMING AT WRIGHT FIELD

Wright Field welcomed in July five officers formerly stationed thereat, viz: Lieut. Colonel John Y. York, who from 1929 to 1933 served with the Industrial War Plans Section; Majors James E. Parker, who from 1928 to 1933 was test pilot and student of the Air Corps Engineering School; E.H. White, who served with the Materiel Division from June 1937, to June, 1939, and since has been in the Office of the Chief of the Air Corps; R.P. Williams, who in 1935 was assigned on temporary duty at Wright Field in connection with the Air Corps-National Geographic Society Stratosphere Balloon Flight, and who more recently has been instructor in the Tactical School; and Harry Reichelderfer, Signal Corps, who served in the Aircraft Radio Laboratory from September, 1935, to July, 1938.

# AIR CORPS NEWS LETTER



VOL. XXIII AUGUST 1, 1940 NO. 15





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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### NOTES ON THE RADIO COMPASS By the Materiel Division Correspondent

One of the most valuable aids to air navigation is the radio compass, particularly under conditions of poor visibility, at night, or when flying over water. It must be remembered, however, that the radio compass is an aid to navigation to be used in conjunction with the magnetic compass and other methods of navigation; not an independent navigation unit. During recent years the radio compass has been greatly improved by increased sensitivity; small streamlined loops; improved receiver operation; simplification of control; and, greatest of all, by being made fully automatic, giving continuous indication of relative bearings in degrees.

In this full-automatic compass, the left-right indicator on the instrument panel has been replaced with one having a dial calibrated for zero to 360 degrees, with a pointer pivoted at the center. All the pilot has to do is to tune in a station. The compass automatically finds and holds the loop on null and the indicator needle shows the angle between the heading and the airplane-station line. For homing, the pilot tunes in a station ahead on line of flight and holds the pointer on zero. The indicator of this compass always points to the station and there is no 180-degree ambiguity. When the airplane passes over the station the needle swings around to 180 degrees and the pilot can tell by a glance that the station is now in the rear.

In time of war it is expected that all ground radio stations will be placed under military control, partly to prevent their use as homing stations by enemy airplanes. However, many conditions will arise when friendly ground stations will be placed on the air to be used as homing stations by friendly airplanes which are employing the radio compass as an emergency means of navigation. Both the British and the French placed large orders for aircraft radio compasses in this country.

#### Broadcast and Beacon Bands

In general, the radio compass is more reliable on the beacon band than on the broadcast band, since the ground-wave gets stronger and the sky wave weaker as the frequency is decreased. Also, in the beacon band considerable care has been taken to allocate frequencies so that there will be no interference to aircraft, although under rare conditions of extraordinarily good transmission trouble has been experienced from the sky wave of distant stations, causing interference. The higher the frequency the stronger the sky wave, resulting in possible error in the broadcast band, particularly on channels which are not clear. In the broadcast band, station frequencies have been allocated to permit the greatest number of stations to operate without causing too many complaints from broadcast listeners on the ground. However, in an airplane, at several thousand feet altitude, especially at night, the reception of strong distant stations is sometimes considerably better and they will often cause interference with weaker local stations.

The airlines have issued instructions to their pilots to use habitually stations in the beacon band for compass operation. However, broadcast stations are much more powerful than radio range stations, and powerful, clear channel stations especially will often provide excellent results. By continually using the radio compass the pilot soon learns to recognize the bearings which are reliable and those which should be disregarded. As a general rule, bearings are not reliable if two or more stations are heard in the headset or if the indicator is continually jumping around.

#### Frequency Coverage

Recently the frequency coverage of newer radio compasses has been extended to 1750 kcs. to permit our airplanes flying in Central and South America to

V-8527, A.C.

home on the stations of the Pan American Airways. However, caution should always be employed when using the radio compass at these higher frequencies. The indicator needle will oscillate more and mountains will cause some course changes. However, by following the indicator the compass will always bring the airplane to the station, although the track may be devious.

Every radio compass when operating as a compass employs full automatic volume control. The equipment therefore when operating as a compass should not be used for aural radio range reception since the automatic volume control cuts a strong signal down and brings a weak signal up, thereby broadening the course and making off-course signals appear as on-course signals. For example, the airplane may be in the "A" quadrant. The "A" should be heard by the pilot since it is much stronger than the "N." Automatic volume control, however, will cut the "A" down and bring the "N" up, resulting in an on-course signal. When aural reception is desired the compass equipment should be operated on "REC.ANT" or "REC.LOOP." In any position, interconnected inter-phone volume controls should be turned full-on and the "audio" knob on the compass control box adjusted for comfortable level.

Aural reception of simultaneous radio range signals is only slightly affected by automatic volume control, since the carrier is always on; however, the cone of silence is made much sharper with a leveling off of the build-up on both sides of the cone. The compasses must be operated on "REC.ANT" or "REC.LOOP" for good aural course definition of all radio ranges of the non-simultaneous variety.

#### Conclusions

To sum up: When operated as a compass, there is a slight distortion of reception of radio range signals of simultaneous ranges. ALWAYS USE MAXIMUM INTERPHONE VOLUME AND MINIMUM AUDIO VOLUME ON COMPASS. To receive non-simultaneous radio ranges place on "REC.ANT" or "REC.LOOP." Incidentally, the automatic volume control feature which is now a part of the present type command set is being eliminated on the new type command set, since this feature is a source of danger when following the radio range and has disadvantages in trying to tune in one of the two stations which are close in frequency.

At the time of installation all radio compasses are so calibrated that the pointer is on zero for stations dead ahead. To take side bearings it is necessary to take into account the quad-

rantal error. This error is caused by the distortion of the radio wave by the airplane structure. Quadrantal error curves show the correction which has to be applied to the indicated radio bearing in order to obtain the correct radio bearing. On present type compasses, if the pilot does not have a quadrantal error chart available in the airplane, he can point the airplane toward the station, bring the right-left indicator to zero, and read the magnetic compass. On future production of radio compasses a device will be provided for setting up the quadrantal error on the compass itself so that a quadrantal error chart will be unnecessary after the curves have been run and the error set up.

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#### MAJOR DOOLITTLE RETURNS TO ACTIVE SERVICE

It was a matter of rejoicing among the old timers at Wright Field to see "Jimmy" Doolittle, Major, Air Reserve, in the cafeteria in uniform once more. Major Doolittle has been called to one year's active service with the Air Corps and reported on July 1 to the Supervisor of the Central Air Corps Procurement District for duty. Assigned as an Assistant Supervisor of the Central Air Corps Procurement District, he will be stationed at Indianapolis.

Major Doolittle's career, both as an Air Corps officer and as a Reserve officer since his separation from active duty in 1930, is too well known to need recounting here. From the old McCook Field days, he is remembered as a test pilot who was always so anxious to try out the newest and most radical designs of aircraft coming to the Division that he could scarcely wait to lay hands on the controls.

Biographical notes glanced through at random contain the following colorful lines: "First to Cross the U.S. in Less than 24 Hours - September 5, 1922;" "Saved Life by Parachute September 1, 1929, Cleveland;" "Saved Life by Parachute June 1931, St. Louis;" "Demonstrated Curtiss Pursuit Planes to Chilean Government, 1926;" "First American Flyer to Cross Andes in Plane, 1926;" "Flies on Back Through Sky;" "Awarded Distinguished Flying Cross, 1929;" "Elected President of the Institute of Aeronautical Sciences, 1940." These are but a few of the events that flash across the "Doolittle" pages.

Not only did Major Doolittle receive a hearty welcome from all who knew him at Wright Field, but all were glad at the prospect of his being at the field frequently in connection with his duties at the nearby station.

of From time to time Captains Bundy and Meyer, of Section I, Kelly Field, have presented awards which have had a stimulating effect on careless flyers and definitely restrained other Flying Cadets from joining the ranks of those branded as "careless."

The masterpiece was recently presented after proper military ceremony for such occasions. Adjutant Breitweiser published the orders and had Flying Cadet "A" front and center. The Adjutant then proceeded thusly:

"The Greeks had a name for him - 'Pegasus.' He was a flying horse of great ability. Pegasus was an inspiration to the poets of his day. He flew around with the greatest of ease on his fire-red wings. The sun-god rode on his back from morning until night, blazing a course across the sky, tearing clouds to bits, sunburning the backs of the slaves working in the fields of the Senators and Caesars. But Old Peggy had weak points. When he finished his daily jaunt from East to West, he had to land! It was then that his troubles began. All that light and heat during the day just ruined his eyes. When he got on the ground he couldn't see a thing on his right side. So he was always knocking his fetlocks against chairs, Roman temples and things.

"We at Kelly Field also have a name for him - 'Pejackass.' He is a Flying Cadet of very little ability, and an inspiration only to the latrine orderly. He flies around only by dint of an hard work on the part of his instructors. Little green men run from his left-wing-tip along the wing, up to the cockpit and dive off behind the firewall. 'Pejackass' also has his weak points - accustomed as he is to catching these green men, he just can't take his eyes off the left side of his ship after he lands. So he breaks the backs of the slaves of the Instructors and Chiefs of the Sections by tearing up three wings, a complete empennage and half a fuselage, not to mention a propeller and various and sundry other minor things that mean nothing to anyone except the poor enlisted men who lose all their sleep and rest and other things that are done at night, while they work, work, work, trying to keep their ships in the air."

Captain Meyer then "unveiled" the award which Captain Bundy presented in the true French fashion. The award was a suitably decorated set of horse blinders of Flying Cadet "A" may be seen wearing his cherished head-piece whenever

he is on the flying line. Somehow we feel that taxiing accidents will suffer a very sharp decline this season.

But our story must not end here. We had expected and planned that it would; even had the ACNL contributions ready for the mail when we discovered that our story of Flying Cadet "A" receiving an award had just begun. Let us continue with the story of the careless Flying Cadet.

Captain "Dyke" Meyer smiled benevolently as Captain Bundy placed the new Easter Horse Hat upon the Flying Cadet's head. Captain Meyer smiled, but not quite so benevolently, when Colonel Eugene H. Lohman also made a presentation - a shiny new automobile jack upon which were inscribed the words: "Capt. D.F. Meyer - For Outstanding Presence of Mind."

Major Isaiah Davies opened the "Surprise Party" - and it was a surprise to the majority of the assembled instructors since Captain Meyer had put out very little information on the matter. In a very serious strain, Major Davies went into the appreciation of the Commandant and of the Flying Department officials for the efforts put out by their instructors in meeting the strenuous requirements of the expansion. Of course, all knew that "valuable" flying time was not being wasted just for a little back slapping - after all, Kelly Field really is under pressure. When Major Davies mentioned scientific research, the News Letter contributor, having recently demonstrated - for science - that a BT-8 still will ground loop even if it is in New England, became a bit nervous. Probably he alone at that early stage smelled a rat - except possibly Captain Meyer.

Many have argued, many have become indignant discussing the subject: "Will the AT-6 stand up under a Belly-Landing with the new type gas tanks and gas lines?" Probably becoming disgruntled that none of the students of the past three classes have undertaken to carry on this research (a compliment to instructor personnel of the field, by the way) and realizing that the information was vital to his country's Air Corps, Captain Meyer settled the argument and will submit his findings to Wright Field. The complete report is not ready as yet, but we suspect that belly forced landings for the AT-6 will be the order. "The Air Corps," said Colonel Lohman, "is grateful to Captain Meyer for his complete disregard to personal safety in carrying out this research." Captain Meyer's flight of

eleven junior instructors had a very different reaction to the entire affair. Lieut. Breitweiser, sensing this feeling of the flight, has put it very well into the following words:

"Was it Shakespeare, Shelly, or Sergeant Carpenter ('Asleep in Back Seat' Carpenter, now) that said 'into each of our lives a little rain must fall?' The philosophy is very comforting at times. It forms a cloak to hide gaping hurts from the caustic and unsympathetic public gaze. Of course, there is a limit to the situations this little maxim can be stretched to cover. It is a little too transparent to blot out the view of an AT-6 squatting awkwardly on the ground, wheels in non-landing position. It can't quite erase the bewildered look in the eyes of Sport, Dyke's dog, dashing frantically around trying to find out who bounced the baggage compartment like a rubber ball. And it doesn't serve to drown out the strangely Napoleonic cry of "No corporation."

But still it is soothing and we have one in our midst who is making the most of it - fail though the saying did to help us move a three-ton ship high enough to lower the wheels, it still is strong enough to offer consolation to the distinguished, if forgetful, commander of our expedition for his passing lapse of memory. After all - quote - Every man has one crack-up coming to him - unquote. And Dyke's only regret is that the wheels didn't fall instead of the rain.

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#### KELLY FIELD OFFICER COMMENDED

First Lieut. E.V. Robnett, Jr., Air Reserve, of Oklahoma City, Okla., recently received commendation from the Commanding Officer of the Air Corps Advanced Flying School, Kelly Field, Texas, for exceptional performance of duty in extinguishing a blaze in a military aircraft which threatened the entire field. Lieut. Robnett reached the burning ship from a nearby car before mechanics, who had an equal opportunity of extinguishing the fire, had time to gather their wits. Robnett dashed from his car, grabbed the fire extinguisher, and gained control of the fire long before the fire truck arrived.

Lieut. Robnett's quick thinking and physical courage saved the airplane and any possible damage to personnel and property. Had the plane burned completely, it probably would have ignited many nearby ships and possibly the wooden war-time hangars. Lieut. Robnett attended Oklahoma University and is on extended active duty as instructor at the Advanced Flying School, Kelly Field.

#### DETACHMENT LEAVES FOR WESTOVER FIELD

A contingent of two officers (Major John R. Drumm, A.C., and 2nd Lieut. Lyman H. Goff, Jr., Air Reserve) and 50 enlisted men of the 26th Air Base Squadron departed by train and truck from Maxwell Field, Ala., on July 22nd for Westover Field, Holyoke, Mass., as a guard and caretaking detachment pending arrival of the Base Squadron and other elements assigned that Air Base. The 26th Air Base Squadron was activated at Maxwell Field on February 1, 1940 and Lieut. Colonel Arthur J. Melanson is its present commanding officer.

The noncommissioned officers who departed on July 22nd in the initial cadre for Westover Field were Technical Sergeant George Woskow, Staff Sergeants Henry S. Berry, Thomas T. Sleep, Sergeants Raymond L. Chambers, Herman W. Hearn, Preston Young, Corporals Roy E. Thompkins, Thomas J. Connelly and James W. Brown.

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#### FLIGHT FROM SCOTT FIELD TO PUERTO RICO

A flight of six officers and three enlisted men left Scott Field, Belleville, Ill., on the morning of July 20th for three months of detached duty in Puerto Rico. The party was sent from the 15th Observation Squadron and traveled in three O-47A's. They made numerous stops on their 2500-mile journey to the Caribbean island. Emergency equipment was carried by each member of the party in the event of an emergency landing in the sea or jungle.

The group included Captain J.A. Ronin, commanding; Lieuts. R.C. Orth, H.C. Bastin, R.J. Hughey, R.M. Fawcett, M.J. Fitzgerald; Staff Sergeants William A. Puzlin, George Rector, and Pvt. 1st Class J.L. Burke.

The emergency jungle kits carried on the flight were fitted into the back of the parachute and included three waterproof cases, containing matches, iodine and quinine, a prismatic compass with luminous dial, a large machete knife in a leather sheath, emergency rations, fishing line, hooks, and a mosquito headnet. Each member of the party carried a .45 caliber automatic and 20 shells. The planes were equipped with a rubber raft, and each man wore a rubber life vest.

The party went by the way of Maxwell Field, Ala.; Miami, Fla.; Havana, Cuba; Guantanamo, Cuba; Port au Prince, Haiti; Ciudad Trujillo, Puerto Rico, and thence to Borinquen Field, Puerto Rico.

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CABIN SUPERCHARGING OF BOEING STRATOLINER  
By Captain D. J. Keirn, Materiel Division

To: SAC

The ability of aircraft to operate at high altitude has been recognized by the military air forces since the inception of the airplane as a military machine. It has not been until recently that the possibility of pressured cabins has been investigated as a means of improving conditions for the occupants of the airplane. The pressure cabin accomplishes this by supplying these occupants when flying at high altitudes with an air pressure equivalent to that of the altitudes in which they normally live and have their being.

The first investigation was conducted and later the first successful airplane, using a pressure cabin, was designed and flown by personnel of the Materiel Division, Wright Field, Dayton, Ohio. Since that time the airlines have recognized the possibility of utilizing pressure cabins in their commercial transports in order to enable them to operate at altitudes above all terrain in this country, and to allow greater latitude in going over or around storms.

The Materiel Division was invited to send observers on a shake-down run of one of the first of these pressurized cabin airplanes, which is to be put in service by Transcontinental and Western Air, Inc.

The following observations were made by the writer during three flights from Kansas City to Albuquerque, Albuquerque to Burbank, and Burbank to Kansas City. There was no opportunity to examine the cabin supercharging equipment in detail, but the system was explained by Transcontinental and Western Air, Inc., flight engineers, and its functioning noted:

(1) The cabin supercharging is accomplished by two centrifugal blowers mounted behind the fire wall and driven through extension shafts by the two inboard engines. No clutch or speed change is provided. The blower impellers are geared approximately 10.6 to 1.

Air from the compressors is conducted through ducts to cabin supercharger regulator valves, located in the bottom of the cabin. These valves regulate the flow from the compressors to 1 1/2 pounds of air per minute per valve.

This provides approximately 10 cubic feet of air per cabin occupant per minute for full passenger and crew complement at 8,000 feet cabin pressure.

(2) From the regulators, the air passes through radiators to ducts along the floor, along the center of ceiling of cabin, and to individual adjustable

ports at each seat. A thermostatic control regulates the production of steam generators on the inboard engine exhaust pipes. This steam passing into the radiator heats the air into the cabin.

(3) Air is exhausted from the cabin through grills under the seats and passes through valves in the cabin supercharger regulators. These valves maintain a cabin pressure of 8,000 feet for altitudes from 8,000 to 14,500 feet, above which altitude a constant differential of 2 1/2 pounds per square inch is maintained. A pressure relief valve in the rear bulkhead of the cabin is set to open at approximately 2.65 pounds per square inch.

(4) For operation below 8,000 feet, two manually-operated valves at the engineer's position shut off the compressor outlets into the cabin. "Pop-off" valves in the discharge ducts of the compressors serve to prevent surging of the compressors. A third control at the engineer's station opens a ramming air intake to the cabin air duct system and an exit duct in the cabin floor.

(5) At the engineer's station are a cabin altimeter and a cabin rate of climb indicator. These instruments, in conjunction with the airplane flight instruments, were observed during climb and descent. On all the flights observed, the cabin rate of climb followed the airplane rate of climb up to 8,000 feet, at which time the ramming air intake and exit valves were closed and the cabin superchargers turned on. The cabin pressure remained approximately 8,000 feet and the cabin rate of climb indicated no greater than 100 feet per minute rate of change in cabin altitude when the rate of climb of the airplane varied from 0 to 600 feet per minute. Above 14,500 feet, the cabin regulator maintains a pressure in the cabin of 2 1/2 pounds above atmospheric pressure.

(6) The flights from Kansas City to Burbank were made at 18,000 feet, which resulted in a cabin pressure altitude of approximately 10,800 feet and the return at 19,000 feet with cabin pressure altitude of 11,500 feet. During climb or descents above 14,500 feet, the cabin rate of climb follows the airplane rate of climb with apparently a twenty or thirty second time lag and considerable damping resulting in a more uniform cabin pressure than external atmospheric pressure.

(7) Under cruising conditions, cabin pressure regulation and ventilation appeared excellent. The thermostatic

heater control maintained a cabin temperature of approximately 70 deg. The windows were provided with sheets of plexiglas or similar material spaced about 1/8 inch from the window by means of strips of rubber. This space effectively prevented condensation or frosting of the windows, although the free air temperature varied between 14 and 19 degrees Fahrenheit. It was understood that this means was not sufficient at very low temperature.

(8) The only mechanical difficulty experienced occurred when the airplane flew into a light hail storm at 18,000 feet. It is believed that the inlet ducts to the cabin compressors became choked with ice. The intake ducts, the entrance to which is located in the leading edge of the wing, contains a rain trap and an automatic valve designed to suck open if the leading edge inlet becomes obstructed. It is believed that the automatic valve became obstructed also. The result was an increase in cabin altitude to 14,000 feet; however, no ill effects were noticeable in the cabin. The cabin conditions became normal again after passing out of the precipitation. This difficulty indicates the need of an auxiliary hot air intake.

(9) Two other difficulties in the present cabin supercharging and ventilating were noted. The first is that there appeared to be insufficient air circulation in climb below 8,000 feet when the ramming air intake was in use. This may have been due to insufficient ram to force the necessary air through the duct system during climb.

(10) The second was the high temperature of the supercharger air during the climb from 8,000 feet. The cabin temperature during this climb was about 82 degrees Fahrenheit. This would indicate the need for an intercooler or a two-speed transmission or variable speed drive to the compressor. These difficulties will probably be corrected before the airplane is put in regular service. Provisions are made to connect to an external air conditioning system while on the ground.

The following conclusions were reached:

(1) The cabin supercharging incorporated in the Boeing stratoliner presents a practical means of operating a transport airplane at altitudes below 20,000 feet.

(2) That the means employed to provide pressure regulation in the cabin appears to be satisfactory.

(3) That some means of reducing the temperatures of the air out of the compressors during climb will have to be provided if the airplane is to be oper-

ated with comfort to the occupants during warm weather or in warm climates.

(4) That an auxiliary air intake to the compressors free from ice hazard must be provided.

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#### PROGRESS OF 24TH BOMBARDMENT SQUADRON

The 24th Bombardment Squadron (Light), Maxwell Field, Ala., which was activated on December 1, 1939, is an element of the 23rd Composite Group. Other units of the Group are Headquarters and Headquarters Squadron, 54th Bombardment Squadron (Medium) and the 1st Pursuit Squadron (Interceptor). The Group is commanded by Major Phillips Melville.

The 24th Squadron is commanded by Captain Joseph H. Atkinson. It is a complete and going organization. While not yet implemented with its authorized equipment (A-20's), it is conducting a modified training program with A-12's, a B-18 and two C-40's. The A-20's are expected in the very near future.

The Squadron staff consists of Capt. John M. Davies, Adjutant; 2nd Lieut. John L. Zoekler, Assistant Adjutant; 1st Lieut. John M. Reynolds, Operations Officer; 2nd Lieuts. Carrell T. Murrell and Rollin M. Winingham, Assistant Operations Officers; 2nd Lieut. Jean R. Byerly, Engineering Officer, with 2nd Lieuts. Edward J. Potter and William H. Yeager, Assistants; 2nd Lieut. Gerhard J. Schriever, Armament Officer, with 2nd Lieut. Harry L. Waesche, assistant; 2nd Lieut. Walter J. Wagner, Technical Supply Officer; and 2nd Lieut. Harry B. Pratt, Supply and Transportation Officer.

The Squadron noncommissioned staff consists of: 1st Sergeant, Paul W. Vereen; Line Chief, Master Sergeant Wm. H. Van Matre; Hangar Chief, Technical Sergeant Harry A. Terrell; Aircraft Inspector, Technical Sergeant Emil Brenckman; Communications, Technical Sergeant Julius Sossen; Armament, Staff Sergeant Harold M. Myers; Material and Squadron Supply, Staff Sergeant Archie Matthews; Operations Clerk, Staff Sergeant Leon M. Kennington; Technical Supply, Sergeant Barney Anderson; Squadron Sergeant Major, Sergeant Ralph G. Marshall; Instrument Instructor in Squadron School, Sergeant Robert J. Jones; Airplane Engine Instructor in Squadron School, Sergeant Walter E. Peterson; Mess Sergeant, Harris B. Goggans.

The Squadron recently obtained two YFM-1's from the Bell Aircraft Company of Buffalo, N.Y. Maxwell Field crews went to the factory by rail to ferry the new equipment to their home station.

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## FRANCE FIELD AIRMEN FLY TO ECUADOR

By the News Letter Correspondent

Six B-18 airplanes from the 6th Bombardment Group at France Field, Panama Canal Zone, with Major S.M. Connell in the lead plane, were flown on a training mission to Quito, Ecuador.

Leaving France Field at 7:30 a.m., Tuesday, July 9th, the formation arrived in Quito at approximately 12:45 p.m. The field at Quito has an elevation of 9,700 feet and is located in the midst of mountains and snow-capped peaks that rise to from 15,000 to 18,000 feet.

All of the France Field personnel encountered great difficulty in acclimating themselves to the high altitude and the lack of oxygen that is found at that height. The days were warm during the time that the sun was shining, but as soon as the sun disappeared below the horizon everyone began to wish that he was back again in Panama.

The hotel accommodations in Quito are quite different from any that had ever been encountered previous to this time. In the United States, a person would not think of taking a room without a shower or bath in it, but in Quito you were fortunate if your room had a lavatory installed. The rates were reasonable enough, so that a person did not pay much attention to the few inconveniences.

While in the capital city of Ecuador, all had many opportunities to visit the numerous places of interest. The native markets always hold much appeal for Americans. The St. Franciscan Monastery, which was built in 1534, contained many beautiful and costly works of art. Spending about three hours in the Monastery a person could obtain an idea of the grandeur of the place.

When the flight of B-18's left Quito on Friday, two Ecuadorian air mechanics were on board coming to Panama. These two men were Curtiss-Wright mechanics in Ecuador, and they were going to Buffalo, New York, in order to work on some airplane engines that were sent from Guayaquil, Ecuador, to the factory.

The three airplanes which were sent on the trip from the 3rd Bombardment Squadron at France Field were crewed by: No. 17, Major S.M. Connell, pilot, leading the 6-ship formation, with Lieut. J.A. Gunn, III, as co-pilot and Lieut. B.E. Brugge as navigator. Sgt. Ulrich was the engineer and Cpl. Lydic was the radio operator. In plane No. 13, Lieut. H.D. Wallace was pilot and Lieut. R.O. Good, co-pilot. Sergeant Gillaspay was the engineer and Sergeant Vallancourt the radio operator. This

plane flew in the number two position of the first element. Plane No. 14, flying in number three position, was piloted by Lieut. C.W. Bogan, with Lieut. S.P. LaBarbera as co-pilot, Sergeant Hilbert as engineer and Corporal Kitzmiller as radio operator. The three planes of the second element of the flight were all from the 25th Bombardment Squadron, and the crews were made up of officers and enlisted men from that organization.

The entire flight took off from the field at Quito at 12:00 noon on Friday, July 12th, for France Field. Flying over the mountains at 14,000 feet, they flew at that level until about ten miles off shore of Albrook Field. The flight then proceeded to France Field at 1,500 feet and landed there at 4:30 p.m. The entire trip was very successful, as far as training and experience were concerned.

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## FLIGHTS BY 39TH OBSERVATION SQUADRON

The 39th Observation Squadron recently listed two very successful unit flights to its credit. The first was a night flight taken by a six-ship formation. The route followed led from France Field across the Isthmus to Albrook Field, then up the Pacific coast to Aguadulce in the Republic of Panama. From Aguadulce the flight continued on across the Isthmus again and finally reached France Field by proceeding down the Atlantic coast. This was the first night formation as well as the first night cross-country flight undertaken by the Squadron since the delivery of its Observation planes, and everyone was highly pleased with their performance.

The second flight was taken as part of the recent Wing Exercise of the 19th Wing over various Central American countries. For this flight, the pilots of the 39th flew A-17 planes in formation. "We took off from France Field," reports the News Letter Correspondent, "and made Tegucigalpa, Honduras, early in the afternoon, after stopping for gasoline and lunch at Managua, Nicaragua. The next day we went on to Guatemala City. After a day and a half there, the flight moved down to San Salvador, in the Republic of El Salvador, for another overnight stay. On the following day, we took off from San Salvador and came back into France Field on a 6½-hour non-stop hop - which is really a hop in an A-17 formation!

"After this flight, which came as a climax to our fiscal training period, the Squadron is eager to get squared

(Continued on Page 9)

## ORGANIZING THE SOUTHEAST TRAINING CENTER

The Southeast Air Corps Training Center, with headquarters at Maxwell Field, Alabama, was constituted on July 8th, with Colonel Walter R. Weaver, Air Corps, commanding. The Center replaces the Air Corps Tactical School, which was suspended indefinitely on June 30th, due to the Air Corps augmentation, as Maxwell Field's major activity.

In addition to Maxwell Field, where the Center's headquarters and the advanced flying school are to be located, there will be a basic school at the Municipal Airport (about seven miles from Montgomery), a pursuit school at Selma, Ala. (40 miles from Maxwell Field) and a gunnery and bombing range at Eglin Field, Valparaiso, Fla. (140 miles south of Montgomery).

Colonel Weaver, who is now engaged in perfecting arrangements for the influx of Flying Cadets expected to arrive about September 1st, has already appointed the following officers on his staff: Lieut. Colonel Floyd E. Galloway, commanding officer, basic flying school; Lieut. Colonel Aubrey Hornsby, materiel officer; Major Luther S. Smith, director of training; Major William F. DeWitt, surgeon; Major William W. Welsh, executive officer, and 1st Lieut. John P. McConnell, Adjutant.

A contingent of five Maxwell Field officers went by rail last week to the plant of the North American Company at Inglewood, Calif., to ferry the five BT-14's to be employed at the Center.

A small group of officers are being retained at Maxwell Field as the Air Corps Tactical School nucleus.

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## COLONEL HARMON REPORTS AT RANDOLPH

Colonel Millard F. Harmon, former Assistant Commandant of the Air Corps Tactical School at Maxwell Field, Ala., has reported for duty at the newly named Gulf Coast Air Corps Training Center, the headquarters of which is at Randolph Field.

It is expected that he will be named Commanding Officer of the Training Center upon the departure of Colonel E.H. Lohman for his new station in the Sixth Corps Area. At present, Colonel Harmon is Executive Officer.

Colonel Harmon's assignment in pilot training activities is not a new one for him. After service overseas during the World War, he returned to Washington, where he was designated as Assistant Chief of the Training Section in charge of heavier-than-air training.

Upon the creation of a new primary flying school at March Field, Calif.

in 1927, Colonel Harmon was appointed Commanding Officer there and served until 1930, when he was detailed to the Command and General Staff School, Fort Leavenworth, Kansas, as instructor.

Colonel Harmon's staff at the Gulf Coast Air Corps Training Center consists of Major John R. Morgan as Executive Officer; Captain Carl R. Storrie, Director of Training; Captain William J. Clinch, Jr., Adjutant; and Lieut. Jacob E. Smart, Assistant Adjutant. Lieut. Colonel Fabian L. Pratt, Commandant of the School of Aviation Medicine, was recently added to the staff of the Training Center.

Training fields included in the Gulf Coast Air Corps Training Center embrace Randolph Field; Kelly Field; Brooks Field; the new field to be built at San Angelo, Texas; a bombardment training field, expected to be located near Houston, Texas, and, finally, certain of the civil elementary flying schools in the general area.

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## CHANGES AT SCOTT FIELD, ILL.

Lieut. Colonel Wolcott P. Hayes, Air Corps, assumed command of Scott Field on July 8th. He came to Scott Field from Atlanta, Ga., where he has been on duty as Air Officer of the Fourth Corps Area. Lieut. Colonel Hayes is not a stranger to Scott Field, however, as he served there in 1930, 1931 and 1932, after bringing the 15th Observation Squadron to this station from Selfridge Field, Mt. Clemens, Mich. He took part in an interesting "mail bag" transfer from an Army plane to a blimp at Scott Field in 1930. Without previous practice, three successful transfers of a 40-pound mail bag from the plane to the blimp were completed without mishap.

Colonel Arthur G. Fisher, Air Corps, who was relieved by Lieut. Colonel Hayes, goes to the Ninth Corps Area and will be stationed at the Presidio of San Francisco, Calif., as Air Officer at the Corps Area Headquarters.

Colonel Fisher came to Scott Field on March 6, 1937, from Maxwell Field, Ala. He served at Scott Field during the time when its status was changed to a heavier-than-air post, and has been Commanding Officer during the \$7,500,000 construction program to serve as the General Headquarters Air Force.

Lieut. Colonel Hayes was formerly Commandant of Luke Field, T.H., and is several officers who were at that field are included in the present personnel at Scott Field. In connection with the Pan-American Flight in 1926, Lieut. Colonel Hayes acted as an advance repre-

V-8527, A.C.



sentative of the flight, making arrangements for the reception of the American airmen in the various Pan-American countries, including the islands from St. Thomas to Trinidad.

U. S. AIR FORCE

PROMOTION OF AIR CORPS OFFICERS

The following-named Air Corps officers holding temporary rank in the grade of Major were given permanent commissions in such grade, with rank from July 1, 1940:

- |                        |                      |
|------------------------|----------------------|
| Elmer D. Perrin        | James B. Jordan      |
| Dale V. Gaffney        | Jack C. Hodgson      |
| Kenneth B. Wolfe       | Ray G. Harris        |
| John V. Hart           | James C. Shively     |
| Richard H. Magee       | James C. Cluck       |
| Henry H. Reilly        | William N. Amis      |
| Donald D. Fitzgerald   | Harold H. Carr       |
| Austin W. Martenstein  | Rufus B. Davidson    |
| Edwin B. Bobzien       | Stanley M. Umstead   |
| John D. Corkille       | Roland Birn          |
| Levi L. Beery          | Stanton T. Smith     |
| Carlton F. Bond        | Evers Abbey          |
| John DeF. Barker       | Joseph P. Bailey     |
| Warren R. Carter       | Kenneth C. McGregor  |
| Thad V. Foster         | Clarence F. Horton   |
| Harold A. McGinnis     | Pardoe Martin        |
| Harry A. Halverson     | Raymond R. Brown     |
| Charles T. Skow        | Edwin R. McReynolds  |
| Morton H. McKinnon     | David G. Lingle      |
| Elmer E. Adler         | Robert M. Webster    |
| Walter B. Hough        | Charles Backes       |
| William M. Lanagan     | Sigmund F. Landers   |
| George P. Tourtellot   | Milo N. Clark        |
| George H. Beverley     | Harrison G. Crocker  |
| Walter K. Burgess      | Ned Schramm          |
| Paul C. Wilkins        | Don McNeal           |
| Norman D. Brophy       | Jesse A. Madarasz    |
| Raymond Morrison       | Edward M. Robbins    |
| Wallace G. Smith       | James W. Hammond     |
| Charles A. Horn        | Randolph P. Williams |
| Byron E. Gates         | Francis B. Valentine |
| William L. Boyd        | Hobart R. Yeager     |
| Delmar H. Dunton       | Ronald A. Hicks      |
| Orvil A. Anderson      | James E. Parker      |
| Emile T. Kennedy       | Augustine F. Shea    |
| Hugh C. Downey         | Nathan F. Twining    |
| George W. Goddard      | Ralph F. Stearley    |
| Guy Kirksey            | R.L. Williamson      |
| Thomas H. Chapman      | A.R. McConnell       |
| Angier H. Foster       | Kenneth N. Walker    |
| Edwin Sullivan         | Oscar L. Rogers      |
| John R. Drumm          | Edgar T. Selzer      |
| Oliver K. Robbins      | Edward A. Hillery    |
| John S. Gullet         | Everett S. Davis     |
| John R. Glascock       | Donald R. Goodrich   |
| Ray L. Owens           | Julian B. Haddon     |
| George V. McPike       | Haynie McCormick     |
| George G. Cressey      | C. E. O'Connor       |
| Clarence E. Crumrine   | Park Holland         |
| Russell H. Cooper      | Donald F. Stace      |
| Henry G. Woodward      | Thomas D. White      |
| John R. Morgan         | Lawrence J. Carr     |
| Roscoe C. Wriston      | Harry C. Wisehart    |
| Charles E. Thomas, Jr. | John F. McElain      |

- |                        |                       |
|------------------------|-----------------------|
| Harlan T. McCormick    | Townsend Griffiss     |
| John L. Davidson       | Leo H. Dawson         |
| Hugo P. Rush           | Milton J. Smith       |
| Ernest S. Moon         | James F. Phillips     |
| Arnold H. Rich         | R. E. Culbertson      |
| Charles D. McAllister  | Ralph A. Snavely      |
| James T. Cumberpatch   | Robert B. Williams    |
| Don W. Mayhue          | John W. Warren        |
| Edmund C. Langmead     | P. W. Timberlake      |
| David W. Goodrich      | Clyde K. Rich         |
| James M. Bevans        | Laurence C. Craigie   |
| Paul H. Kemmer         | Chas. W. Lawrence     |
| Donald B. Phillips     | Wallace E. Whitson    |
| Cecil E. Archer        | Russel J. Minty       |
| Louis M. Merrick       | James F. J. Early     |
| Dudley W. Watkins      | Alden R. Crawford     |
| Lyman P. Whitten       | Thomas M. Lowe        |
| Ray H. Clark           | David M. Schlatter    |
| Homer W. Ferguson      | Charles T. Myers      |
| Robert W. C. Wimsatt   | Leslie P. Holcomb     |
| Donald F. Fritch       | Wilfrid H. Hardy      |
| John S. Griffith       | Joseph Smith          |
| Edmund C. Lynch        | Joseph H. Hicks       |
| Alfred A. Kessler, Jr. | Robert C. Oliver      |
| Mervin E. Gross        | John M. Weikert       |
| Benjamin W. Chidlaw    | John G. Salsman       |
| Orval R. Cook          | J. M. Fitzmaurice     |
| James W. Spry          | Hoyt S. Vandenberg    |
| Robt. W. Douglass, Jr. | Stewart W. Towle, Jr. |
| Oscar L. Beal          | Walter C. White       |
| Hilbert M. Wittkop     | Glen C. Jamison       |

CONTRACT FOR ADVANCED TRAINING PLANES

The Assistant Secretary of War announced recently the award of a contract to the Cessna Aircraft Company, of Wichita, Kansas, for AT-8 airplanes in the total amount of \$900,378.

This airplane is a bi-motored advanced training type and will be used for the training of advanced students in transition to twin-engine service airplanes. The AT-8 is to be powered with two Lycoming R-680-9 engines of 280 horsepower at 2200 r.p.m., and will have two Hamilton Standard constant speed propellers.

39th Squadron Flights (From page 7)

away for our next new assignment, which will involve spotting for the Field and Coast Artillery units of the Panama Canal Department."

Commemorating the tenth anniversary of the dedication of Randolph Field, the San Antonio NEWS recently published a 16-page souvenir edition. This special insert into the regular daily edition outlined the history of the "West Point of the Air," its aims, and the part it will play in the expanding pilot training program of the Air Corps.

## AIR CORPS ACTIVITIES AT GLENDALE, CALIF.

By the News Letter Correspondent

A new shop and classroom building for the use of Army Air Corps enlisted men in training as Air Corps mechanics at Curtiss-Wright Technical Institute in Glendale, Calif., is under construction and will be ready for occupancy August 1st, according to Major C.C. Moseley, operator of the big school.

The new building, which is 260 by 60 feet in size and will cost \$15,000.00, will house facilities for engine change classes.

A total of 1053 Air Corps enlisted men will be trained at the Curtiss-Wright Technical Institute, Glendale, Calif., as Air Corps mechanics and sheet metal workers, according to a recent announcement.

The men will be sent to the training detachment at Glendale in groups of 56 each two weeks, beginning August 12th. A total of 661 men will take the mechanics course and 392 the sheet metal construction course.

Curtiss-Wright Tech, one of several civilian schools maintaining a comprehensive sheet metal course, was pleased when Air Corps officers accepted its course just as it stood for the instruction of Army personnel.

During the past year, 406 enlisted men were trained as mechanics at Curtiss-Wright Tech, which is headed by Major Moseley.

Flying Cadet R.C. Harris, of Class 40-H at the primary training detachment at Glendale, Calif., became the detachment's first emergency parachute jumper when he accidentally dislodged the catch on his safety belt during a check ride with Lieut. R.L. Scott, and in the midst of a snap roll found himself in mid-air with no airplane to hang on to. The cool-headed Cadet, who reported that he had no sensation of falling, but merely seemed to be floating in mid-air, calmly pulled the rip cord, stowed it away in his pocket in keeping with Army tradition, and in due course of time landed in a soft plowed field.

Hitch hiking to San Fernando nearby, he startled Commanding Officer, Captain K.P. McNaughton, with a phone call, in which he reported: "Sir, this is Cadet Harris. I just fell out of an airplane."

Cadet Harris, whose home is in Glendale, Calif., thus preserved the "no-accident" record of his detachment.

"The airplanes which I have seen under construction here today are positively the equal of, or superior to,

the military aircraft of any nation in the world." So stated Brigadier General Barton K. Yount, Assistant to the Chief of the Air Corps, at the conclusion of a visit to the aircraft manufacturing plants in Southern California early in July.

Landing at Grand Central Air Terminal in Glendale, Calif., General Yount inspected the primary training detachment at the Cal-Aero School there and then toured the manufacturing plants in company with Major C.C. Moseley, head of Cal-Aero, and former Air Corps pilot.

In his subsequent interview with local newspapermen, General Yount expressed great enthusiasm over the aircraft construction program, as he had seen it during the day in the various factories under contract to supply the Air Corps new fighting aircraft.

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## ACTIVITIES AT MacDILL FIELD, FLA.

Having completed a full two months' period of occupancy of its new bases, MacDill and Drew Fields, Fla., the Headquarters and Headquarters Squadron, 29th Bombardment Group (H), GHQ Air Force, enters upon the third month of its Florida existence with what very closely resembles the routine calendar of training and operations of a Squadron normally based at a dyed-in-the-wool, permanently established airdrome.

Although faced with the task of acclimating itself to the unusual experience of operating from two entirely separate bases - a situation which necessitates maintaining the equivalent of two complete squadrons, one at MacDill Field and one at Drew Field, the Squadron nevertheless has, in addition to practically completing the process of acclimation, succeeded in carrying on the normal flying and training activities with which it would normally be charged.

While waiting for the development of a suitable bombing range, the Squadron has been conducting practice bombing through the medium of oil slicks on the waters adjacent to Tampa, thereby furnishing the bombardiers and combat crews of the organization with the opportunity of maintaining their usual proficiency along those lines, pending the completion of the recently selected bombing range, which is rapidly nearing completion. In addition to this bombing practice, various flights of a long-range navigation and local training nature have been accomplished for the purpose of furnishing the younger officers with the necessary transition and acclimation training on bombardment type aircraft.

For two days the citizens of Tampa, Fla., witnessed the formation flights of three B-18's of the 43rd Bombardment Squadron. These were the first formation flights performed since the arrival of the 29th Bombardment Group at MacDill Field, and everything worked with precision.

The training of enlisted men of the 43rd Squadron as bombardiers was begun on July 5th with several "dry runs" flights made to give the men several hours of practice before attempting the actual bombing. On July 15th, the actual bombing was started with the dropping of bombs on "slick" covered water. Articles and pictures are continually being published in the newspapers, thus giving the Tampa citizens an opportunity to follow the progress being made in the construction of MacDill Field.

In the 52nd Bombardment Squadron transition in the B-18's continue as junior officers are scheduled on daily familiarization flights in the medium bombers.

On July 4th, the 52nd Squadron was represented by a platoon of enlisted men in the annual Independence Day parade at Tampa. In command of the platoon were Lieuts. Busse and Mathewson, of the 52nd.

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#### PUBLIC RELATIONS ACTIVITIES AT CHANUTE

By the Chanute Field Correspondent

We like to believe that the Public Relations Office of this station is one of the most busy among the Air Corps stations, and if the accomplishments of the past six weeks are at all a criterion to go by, this attitude is justifiable. An article of approximately 1000 words, elucidating upon the opportunities offered by the Air Corps Technical School - all branches - was mimeographed and sent to every newspaper (dailies and weeklies) in the following States:

Illinois, Michigan, Iowa, Oklahoma, Ohio, Indiana, Wisconsin, Minnesota and Missouri. However, there are still nine additional States to be covered.

During this publicity campaign, an average of 300 to 450 releases were mailed to editors daily. The incoming mail and the scrap book have begun to show the results, and it was not at all uncommon to receive 25 or 30 clippings during the course of one single day. The opening paragraph of the release was designed to appeal to young men interested in aviation, and is quoted, as follows:

Many opportunities exist within the U. S. Army Air Corps for eligible young men of the nation due to the vacancies

created by the Air Corps Expansion Program. The Chanute Field Branch of the Air Corps Technical School at Rantoul, Ill., offers the chance for young men to acquire an education - an education on a par with that of any aeronautical institute of the nation - without cost to themselves or their families."

The courses were next listed chronologically and the total number of graduates for each course listed, together with entrance requirements for the Air Corps and further information relative to the Air Corps Technical School. The rehabilitation of Chanute Field was also stressed and dealt with as follows:

"The magnitude of the task at Chanute Field may be realized when it is considered that until recently only one-tenth of the present number were graduated annually. The Air Corps Technical School has become the "bottle neck" of the expansion, and to meet the situation, a new \$9,000,000 station is rising on the site of the old war-time structure at Chanute Field. A new barracks of 2200-man capacity is rapidly nearing completion. A modern central heating plant is already in operation and concrete roads and walks checkerboard the new area. Two new school buildings and hangars, the most advanced type in the Army, are in operation, with an additional structure to be completed in the near future. A modern hospital, 120-bed capacity, will be ready for occupancy during July, 1940. Warehouses, paved aprons, quarters, sewerage, water and lighting system and numerous other installations go to make up the enlarged physical plant of the Field."

The Personnel Officer reports that hundreds of inquiries have been received, requesting further information. As a direct result of these efforts, many recruits have been taken into the service. In view of the favorable results, the trouble and effort expended along this line have been more than worth while.

On June 27th, the RANTOUL PRESS published a four-page supplement to their regular issue. This Chanute Field souvenir edition contained 24 pages in all, and approximately 20 pictures of the Field and School activities, and a specially prepared article that covered one newspaper page, using standard type. Needless to say, the issue commanded special attention and thousands of copies have been mailed by the enlisted men to their families and friends in all parts of the United States.

Meanwhile, we are still going forward with the recruiting publicity, with the hope that the results will be just as favorable as they have been in the past.

## REBUILDING PROGRAM AT SCOTT FIELD

The \$7,500,000 rebuilding program at Scott Field, Belleville, Ill., is rapidly nearing completion. Landscape gardeners are now engaged in sodding around the headquarters building, bachelor officers' building, the new swimming pool and the officers quarters.

There is a story going the rounds of the field that one young lieutenant had some difficulty in locating his quarters after a cross-country flight. He left the field one day with construction material strewn around his front yard and returned a few days later to find a beautifully landscaped yard with a thick carpet of blue grass lawn. He rubbed his eyes in amazement. Could this be the Army? Sure 'nuf, 'twas.

Old Glory will be flying from a new 75-foot, neon illuminated flag pole in a very short time. The pole has been constructed directly in front of the new headquarters building and replaces the smaller pole which saw service from the World War days to the present.

The new swimming pool was not included in the original building plans, but somehow appeared in an advantageous spot between the Headquarters building and the bachelor officers' quarters. It has certainly been a popular place during some of the hot mid-western summer days. In fact, everyone seems to be thoroughly enjoying it except Major Albert McIntosh, Post Quartermaster, who is worrying a bit about just who is going to pay for the 200,000 gallons of water necessary to fill the pool weekly. To add to his troubles, it was discovered during the first few days after the pool was filled that several thousand gallons of water were being lost daily through a leak in the pool. Major McIntosh breathed a sigh of relief when that defect was corrected, but still scratches his head at least once a week when the pool is drained and refilled with nice fresh Mississippi River water that comes through a meter located somewhere on the post.

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## THE RECONSTRUCTION OF MOFFETT FIELD

Moffett Field, Calif., threw its gates open to the new Air Corps Expansion Program and, amid construction and reconstruction of the future West Coast Training Center, started taking in recruits for the Air Corps. Each day finds more new men pouring in to take their places alongside the veteran mechanics and the newly acquired men of the last expansion.

Tents have been set up for the temporary housing of the new men until bar-

racks are put in order to take care of the increased personnel.

As a result of appropriations for the new Army housing program, Moffett Field received \$9,364,000 to start the conversion of this post into the Training Center. The Air Base will soon be the home of two new school buildings, one building for instructors, and five temporary barracks for officers. There will also be a number of new "aprons" surrounding the air field itself, and "warming up mats" for airplanes.

Colonel Henry W. Harms, recently named as the new commandant of the West Coast Air Corps Training Center at Moffett Field, has considerable experience in the training of pilots.

Colonel Harms, who was transferred to Moffett Field from the Presidio of San Francisco, Calif., after a year's service there as Air Officer of the 9th Air Corps Area, has seen service both at Randolph and Kelly Fields, Texas, at the flying schools there. He was Assistant Commandant of the Primary Flying School at Randolph Field from 1932 to 1934, and Commandant of the Primary Flying School and Commanding Officer of Randolph Field from 1934 to 1937. He now holds the aeronautical ratings of Command Pilot, Combat Observer and Technical Observer, and is a member of several National Aeronautical Societies.

In addition to commanding the basic flying training at Moffett Field, Colonel Harms will be in charge of the Advanced Training Center at Stockton, Calif.

Training operations at Moffett Field will be started in October, with approximately 250 students under continual training. The class at Stockton will start in December, with about 225 students in continual training there.

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## MOFFETT FIELD PERSONNEL ATTEND McCHORD FIELD DEDICATION.

Four Moffett Field officers and several enlisted men recently returned from McChord Field, near Tacoma, Wash., where they went to participate in the dedication ceremonies of the Air Corps' new Northwest Air Base.

Lieut. Colonel Ross G. Hoyt, Commanding Officer of Moffett Field; Major George P. Tourtellot, of the 35th Pursuit Group; Captain Robert O. Cork, Base Operations Officer, and Lieut. Kermit A. Tyler, 9th Air Base Squadron, all flew to the scene of the ceremonies, Colonel Hoyt and Major Tourtellot both flying in P-36's, while Captain Cork piloted a B-18 Bombardment plane to the northern field.

to send PANAMA CANAL ZONE AIRMEN FLY TO GUATEMALA CITY  
By the Albrook Field Correspondent

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blisf  
Entertainment of many sorts, and valuable information on mass flights, along with an opportunity to observe many interesting sites and people, were provided recently for more than 80 officers in a 19th Wing maneuver to Guatemala City, Guatemala, and return.

The flight was headed by Brigadier General Herbert A. Dargue, Commanding General of the 19th Wing, whose staff consisted of 1st Lieut. M.F. Stalder, aide-de-camp; Lieut. Colonel F.M. Brady, Executive and Publicity Officer; Lieut. Colonel W.S. Graveley, Operations Officer; 1st Lieut. T.C. Darcy, Assistant S-3 and Communications Officer; 1st Lieut. W.R. Robertson, Assistant Operations and Communications Officer; Captain Forrest G. Allen, Assistant Operations and Airdrome Officer; 2nd Lieut. S.R. Cook, Assistant Operations and Airdrome Officer; 1st Lieut. George H. Macintyre, Adjutant and Billeting Officer; 2nd Lieut. W.E. Greer, Assistant Adjutant and Billeting Officer; Major Bayard Johnson, S-4, Materiel and Engineering; Captain C.L. Munroe, 2nd Lieut. P.B. Klein, J.W. Weltman and W. Martin, Assistants S-4; Lieut. Robertson, Billeting Officer (other than Managua and Guatemala; Captain F. B. Wood, Meteorologist; and Major W.R. Wilson, Flight Surgeon. Several of the above-named staff functioned only at Managua and Guatemala City.

A portion of the flight left Albrook Field on June 27th and spent the night at the Rio Hato gunnery camp, proceeding on the next day. Others left Albrook and France Fields on June 28th, and proceeded on to various Central American capitals to spend the night. Portions of the flight spent the first night out in San Jose, Costa Rica; Managua, Nicaragua; San Salvador, El Salvador; and Tegucigalpa, Honduras. On the following morning, June 29th, all components of the flight rendezvoused at a given place and continued on to Guatemala City, where they passed in review.

Brigadier General George H. Brett, Chief of the Air Corps Materiel Division, with several other Air Corps officers, already had arrived at Guatemala City, as had military attaches from various Central American countries. The flight was greeted by many high officials of the Government of Guatemala.

The first evening was spent with American Government officials, who gave a large reception, along with dancing to a famous marimba band, in honor of the visitors. More than 800 people at-

tended.

It so happened that the flight arrived in the Guatemalan capital in time to witness one of the most interesting spectacles ever seen by most of the visiting Air Corps officers - the celebration in honor of Guatemala's independence.

The entire Guatemalan Army, purported to be one of the best trained and most efficient in Central America, was seen in action. This included the various Indian troops from tribes scattered all over Guatemala. The Indian troops were brilliantly dressed in home-made uniforms, and it was remarkable to all who saw the drill that their uniforms, although made individually, were identical. Each tribe wore a different uniform.

The review started immediately following the arrival at the Campo de Marte of "El Presidente," who rode in on a spirited horse, accompanied by several members of his staff. Each Air Corps officer was presented to him in turn.

Then the Army, including Field Artillery, Infantry, anti-aircraft guns and troops mounted on trucks, also several groups of cadets from schools patterned after our West Point, went into action. They executed intricate maneuvers and drills, the like of which had been seldom seen by the visiting officers.

Every portion of the drill was presented with a precision that can come only from long hours of work and excellent instruction. The Indian troops were included in the presentation, and several ceremonies were conducted.

After an afternoon of visiting various interesting spots in the Guatemalan capital, members of the flight were the guests of a number of persons in the American colony for dinner.

Following this, the flight personnel attended the enormous military ball held at the Casino Militar. Dancing to two bands, meeting many interesting people in the Guatemalan Army and in the government corps, and an opportunity to meet and chat with Errol Flynn, famous movie actor, who was a guest at the ball, formed the entertainment of the night.

On the following morning, flight members departed, again spending nights in Central American capitals and continuing to home stations.

The only mishap on the trip was the forced landing of 2nd Lieut. John B. Henry on the beach at Corinto, Nicaragua, the details of which are given on page 4.

JUST ANOTHER DAY IN THE LIFE OF A PILOT

GRADUATIONS FROM A.C. TECHNICAL SCHOOL

During the recent maneuvers of the 19th Wing, there was a single mishap which, luckily, resulted in no personal injury to the pilot. While 2nd Lieut. John B. Henry, of the 37th Pursuit Group, Albrook Field, was flying one of a formation of 15 P-26 Pursuit planes, he encountered motor trouble and was forced to make an emergency landing.

The 15 ships were flying at an altitude of about 5,000 feet eighty miles northwest of Managua, Nicaragua, when the motor in Lieut. Henry's plane cut out. The terrain at this point is comprised mainly of lowlands, consequently giving Lieut. Henry ample opportunity to glide his ship five miles towards the coast and effect a landing on the sandy beach. The ship glided gently to the sand, taxied about 600 feet, struck soft ground and nosed over on its back. While the pilot struggled for about five minutes to free himself from his sandy imprisonment, the formation of P-26's circled overhead anxiously waiting for some glimpse of the pilot. Finally, he emerged, none the worse for his experience and sustaining not a single scratch.

The flight continued on the scheduled itinerary with the rest of the Wing maneuvers, while Lieut. Henry began wondering what to do next. A brief examination of his surroundings revealed that he was on an island cut off from the mainland by a small river. The entire populace of the island comprised three families, living in small native shacks. They were most hospitable and gave the pilot an evening meal of bananas and jet black coffee. A message was dispatched to the Wing command post and arrangements were made to return Lieut. Henry to Managua.

The tide was in at 4:00 o'clock the next morning, so the natives loaded their distinguished guest in a Cayuca and started down the small river to Corinto. They paddled about six hours before they reached the wide part of the river, where they were met by a small Nicaraguan coast guard cruiser. The ship took Lieut. Henry aboard and carried him the remainder of the distance to Corinto, where a U.S. Navy Amphibian met the Albrook Field pilot and took him to Managua.

The Wing maneuvers continued while Lieut. Henry remained at Managua and later he joined his comrades and returned to Albrook Field. The plane was removed from the beach by TACA, Central American Passenger Airway Corporation, and is at present undergoing repairs at Managua, from which place it is expected to be flown back to Albrook Field.

The first of the airplane mechanics classes to be enlarged to 200 students was graduated on July 19, 1940. Of the original number, 186 students were present at the graduation exercises.

The Chanute Field Branch of the Air Corps Technical School is beginning to feel the brunt of the Expansion Program, as full use of the new school facilities and the facilities of the old area are being made at this time. The airplane mechanics course, to mention a specific example, is now on a 200-man per class status, with a new class scheduled to begin instruction every two weeks.

One half of the airplane mechanics will receive their course in Hangar One, new area, while the remainder will occupy the old frame structures that were erected back in 1917-18.

Below is given the number of students from various stations who graduated on July 19th, viz:

Airplane Mechanics, Class 16

Atlanta	1	McChord	4
Barksdale	20	March	29
Bolling	8	Maxwell	10
Bragg, Fort	1	Mitchel	10
Chanute	8	Moffett	11
Duncan	1	Patterson	1
Fairfield	1	Philippine Army	1
Hamilton	13	Air Corps	4
Kelly	10	Randolph	5
Langley	31	Riley, Fort	1
Lowry	9	Sill, Fort	1

Total number of students graduating, 186.

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MOFFETT FIELD SOLDIERS ATTEND RODEO

Moffett Field soldiers joined in the "Whoop and Holler" at the Salinas Rodeo on July 18th and 19th, when about 400 members of this Air Base attended one of California's biggest Wild West Shows.

Emitting "Oh's and Ah's," the Air Corps boys watched the cowboys and girls go through their paces of tricks and fancy riding, bulldogging, calf roping and a multitude of interesting and exciting events.

The transportation and admission were arranged through the combined efforts of the directors of the Salinas Rodeo and the enlisted men's Athletic and Recreation Association. This Association is maintained and operated by the enlisted personnel of Moffett Field.

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Colonel Walter R. Weaver, Air Corps, has been assigned to duty as Commanding Officer of the newly organized Southeast Training Center at Maxwell Field, Ala.

## PERSONNEL CHANGES AT KELLY FIELD

With the return from the Air Corps Tactical School, Maxwell Field, Ala., of several Kelly Field officers and the departure of Major D.M. Schlatter and Lieut. H.P. Huglin for Moffett Field, Calif., to organize the West Coast Training Center, there have been many changes in the staff of Kelly Field.

Major Schlatter was replaced as Director of Flying by Captain B.M. Hovey, Chief of Section I. Captain Hovey has been stationed at Kelly Field for four years and knows the flying school system.

The changes in the squadron commands were as follows: Captain J.F. Wadman to command Headquarters and Headquarters Squadron, vice 1st Lieut. C.A. Clark, Jr.; Adjutant; Captain H.F. Dyer to command the 62nd School Squadron, vice Captain Leroy Hudson, Post Engineering Officer; Lieut. H.S. Bishop to command the 63rd School Squadron, vice Captain Dyer to the 62nd; Major Blackburn to command the Base Headquarters and 24th Air Base Squadron, vice Lieut. D. S. Campbell.

Changes in the Sections were as follows: Captains Ellison and E.R. Todd resumed their commands as Chiefs of the Second and Third Sections, respectively. Captain Bundy took the First Section, vice Captain Hovey, appointed Director of Flying.

## GUNNERY CAMP FOR FIRST PURSUIT GROUP

The entire 1st Pursuit Group, Selfridge Field, Mich., comprising the 17th, 27th, 94th and Headquarters Squadrons, entrained for the new gunnery camp located on the shores of Lake Huron adjacent to the city of Alpena, Mich., on July 15th. Extensive maneuvers are scheduled for approximately six weeks. The Alpena Airport is under the guidance of Captain Phelps Collins.

Camp Skeel, Oscoda, Mich., the regular summer camp in the northern part of Michigan, is undergoing repairs and additions at present, but is expected to be ready for use soon.

Lieut. Colonel Lawrence P. Hickey, A.C., will be in command of the 67 officers and 648 men who will be stationed at the gunnery camp near Alpena until August 22nd. The Group will then return to Selfridge Field to make way for the 39th, 40th and Headquarters Squadrons of the newly organized 31st Pursuit Group. This will probably be the only time that the personnel of the 31st Group will engage in maneuvers either at Camp Skeel or at Alpena, as this organization is scheduled to leave

Selfridge Field in the near future for another station.

According to reports, the civilians at Alpena and vicinity are daily viewing the proceedings with the utmost interest. Crowds gather daily in ever increasing numbers to view the activities of the Selfridge airmen.

The entire personnel engaged in the training at Alpena arrived there by land, air and sea by the afternoon of July 14th.

Sergeant Elmer Coleman, former Navy seaman and now serving with the Air Corps at Selfridge Field, was at the helm of the P-17 rescue boat which left the shores of the Selfridge air base on July 13th to cruise northward to Thunder Bay and Alpena. Sgt. Coleman, assisted by Pvt. 1st Class Douglas Riebe, will patrol the vicinity of the firing range for the protection of fisherman, bathers and others who may stray within the danger area during the gunnery practice. In addition, the two-man crew will handle possible airplane mishaps and give first aid to injured personnel.

Coleman and Riebe pushed off at 5:00 o'clock in the morning on their expedition, plotting their course through Lake St. Clair to Lake Huron and to their first stop, Harbor Beach. The 270-mile journey was continued the following morning.

These two "Air Corps sailors" will be relieved at the half way mark in the gunnery practice by Sergeant Howard Woolridge and Pvt. 1st Class Demar Hawker.

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## COLONEL GOOLRICK LEAVES MOFFETT FIELD

Literally putting their best foot forward, the entire staff of Moffett Field lined up on Saturday, July 6th, for the last inspection to be held by Colonel Robert E.M. Goolrick, who commanded this post for the past several months.

Colonel Goolrick and his staff inspected the entire command, which was massed on the parade ground according to organizations. Each unit on the field, the 20th and 35th Pursuit Groups; 82nd Observation Squadron; 9th Air Base Squadron; Signal Corps, Quartermaster Corps and Ordnance Detachments, and Guards marched to the parade ground and in their turn were inspected.

Colonel Goolrick left Moffett Field for his new post at Fort Lewis, Wash., on July 15th. He was replaced by Lieut. Colonel Ross G. Hoyt, former Commander of the 20th Pursuit Group which, prior to the Air Corps Expansion Program, had been stationed at Barksdale Field, La., and then moved to Moffett Field, Calif. and then moved to Moffett Field, Calif.

V-8527, A.C.

## FAMILIARIZATION FLIGHTS FOR 19TH WING PERSONNEL.

Bogota, Guayaquil, Lima, Caracas, La Guaira, Tegucigalpa and Barranquilla are no longer merely names on the map to flying personnel of the 19th Wing in Panama. Already all the pilots of the 19th Wing have made trips to the Central American countries, 81 officers having participated in the Wing Training Exercise completed during the period June 28th - July 3rd. Special flights have been made to Caribbean fields; to Quito and Guayaquil, Ecuador, and Lima, Peru.

Beginning in August, 1940, regular monthly flights are scheduled for personnel of the 19th Wing over four different routes. The first will proceed around the Caribbean in an anti-clockwise direction, with stops enroute at Barranquilla, La Guaira, Borinquen Field, Haiti, Cuba and Miami. The second of the series will take pilots each month to points in Colombia, including Cartegena, Medellin, Bogota, and Cali. The third series of monthly flights will proceed down the west coast of South America as far as Lima, with stops enroute at Guayaquil, Talara and Chiclayo. The fourth of the series will take personnel over the long familiar route to the Central American capitals, including Guatemala City, Managua and Tegucigalpa.

These flights are designed to acquaint the personnel of the 19th Wing with weather conditions, terrain, and landing field facilities within easy flying radius of the Canal Zone; also to make the acquaintance of military and civil aeronautical personnel in the various countries surrounding the Zone.

At the end of the Training Year, June 1941, pilots of the 19th Wing should know the routes mentioned as well as they know the airways between Mitchel Field and Langley Field, or Hamilton Field to March Field to El Paso.

## TRAINING FOR 74TH SQUADRON AT RIO HATO

Eight officers and approximately 140 enlisted men of the 74th Bombardment Squadron (M) are at this writing participating in a bombing and gunnery training program at the camp at Rio Hato, about 75 miles southwest of Albrook Field, Canal Zone.

The bulk of the Squadron made the trip by air on July 8th, but some of the equipment and men were transported by cars. Advance details moved out of Albrook Field on July 5th by truck to prepare the gunnery camp for use.

Officers participating in the en-

campment are 1st Lieuts. R.T. King, Jr. (Commanding), J.M. Malone, 2nd Lieuts. K.M. Welborn, H.A. Von Tungeln, James A. Barnett, R.H. Gunckel, R.P. Doling, and D.H. Yeilding.

## LONG FLIGHT FOR GHQ AIR FORCE COMMANDER

Major General Delos C. Emmons, Commanding General of the GHQ Air Force; Major C.V. Haynes, commanding the 41st Reconnaissance Squadron; 2nd Lieut. John B. Montgomery, and a crew of five enlisted men of the 41st Squadron, made a 6,300-mile round trip flight to the West Coast in the XB-15 airplane in four and one-half days, which included four stopovers for conferences held by General Emmons. The flight departed from Langley Field at 7:00 p.m., on July 1st, going non-stop to March Field. The total flying time on the trip was 36 hours and 35 minutes, of which 13 hours constituted night flying time. The enlisted crew consisted of Master Sgt. Adolph Cattarius, Technical Sgt. W.J. Heldt, Staff Sgts. J.E. Sands, Freeman and C.M. Kincheloe.

## LANGLEY MEN QUALIFY AS EXPERT GUNNERS

Thirty-one enlisted men of the 41st Reconnaissance Squadron (Long Range) have demonstrated their ability to handle a machine gun in cloud "battles" so well that Colonel Jacob W. Wuest, Commanding Officer of the Langley Field Air Base, has announced their qualification as expert aerial gunners. They are:

Tech. Sgt. Elmer Speese, Staff Sgts. Arthur E. Chatfield, Hillary E. Downs, John W. Freeman, Alfred L. Curry, Myles E. Houseberg, Arthur B. Scott, Elijah H. Smith, Sgts. Monroe A. Denton, Joseph Green, Williard C. Engelking, Frank L. Akers, Lorin W. Darst, John W. Francis, Leonard W. Loomis, Stephen R. Kotyo, Obie E. Milner, James O. Sande, Herman O. Blake, John H. Clem, Corporals George A. Kingston, Patrick O. Cellini, John R. Duval, Leslie D. Williams, Dan E. Leckie, Privates Keith Hobson, Burnell M. Heymann, Luther K. Williams, Joseph Kusarik, David Jackson, Joseph Levesque.

Randolph Field's tenth anniversary became pretty much of a city-wide celebration before it was over. The VOGUE Department Store devoted an entire battery of ten display windows to a symbolic display in commemoration of the birthday. Joske's store, also in San Antonio, joined in with a large 2-window display.



WEST POINT GRADUATES ASSIGNED TO UNDERGO FLYING TRAINING

Special Orders of the War Department, recently issued, assigned to the Air Corps for flying training a total of 141 second lieutenants of the Regular Army, who graduated from the United States Military Academy, West Point, New York, on June 11, 1940. Constituting 31.7% of members of the graduating class who were commissioned second lieutenants in the various branches of the Regular Army, this is next to the highest number of West Pointers to choose the Air Corps as their branch of the service since the policy was inaugurated in the year 1922 of assigning West Point graduates to the Air Corps for flying training. The highest number of any West Point graduating class to be assigned to the Air Corps for flying training was during 1939, when out of a total of 449 graduates, 152, or 33.9% chose the Air Corps. The largest percentage of West Pointers to be assigned to the Air Corps for flying training fell to the 1938 class, when 114, or 38.0%, out of a class of 300 graduates were so assigned.

The 141 young officers, above referred to, are under orders to proceed to the various civilian flying schools, selected under the Air Corps Expansion Program, for the primary training of Air Corps Flying Cadets and student officers, reporting thereat on August 3, 1940.

The following tabulation shows the number of West Point graduates of the June, 1940, 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	40	15.0
Signal Corps	13	23.0
Cavalry	41	34.1
Field Artillery	82	22.0
Coast Artillery	131	40.0
Infantry	107	38.3
Quartermaster Corps	30	23.3
<b>Total</b>	<b>444</b>	<b>141</b>
		<b>31.7</b>

A period of 35 weeks of intensive training is ahead of these West Point graduates to whom aviation presents a special appeal, i.e., 10 weeks at a civilian elementary flying school, 10 weeks of basic flying training, 10 weeks of advanced flying training and 5 weeks of specialized flying training at an Air Corps Training Center, of which two were recently established in addition to the existing one at Randolph Field, now named the Gulf Training Center. The two new Training Centers are the Southeast Training Center, with headquarters at Maxwell Field, Ala., and the West Coast Training Center, with headquarters at Moffett Field, Calif.

Those student officers who succeed in completing the 35 weeks' course will be awarded the rating of "Airplane Pilot" and will be transferred to the Air Corps, while those fail-

ing to complete the course will return to the branch of the Army in which they were originally commissioned upon their graduation from the Military Academy.

It is now 19 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, 1294 West Pointers were accepted for flying training, of which number 686 graduated from the Advanced Flying School, Kelly Field, Texas, up to and including the year 1939, or 53.2%. It would appear from the above that approximately 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 an 18-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	45.74
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	110	37.5	65	59.1
1938	300	114	38.0	76	66.67
1939	449	152	33.9	97	64.0

The West Point graduates of the June, 1940, Class, who will report on August 3, 1940, at the various civilian elementary flying schools for their primary training, are enumerated below, as follows:

Class Standing	Name	Home
<u>Corps of Engineers</u>		
10	Leo Erway Dunham, Jr.	Salisbury, Pa.
21	Harry Albright French	Earle, Ark.
35	Louis A. Thommen	New York, N.Y.
48	Robert E. Applegate	Cincinnati, Ohio
49	Thaddeus Michael Nosek	Brooklyn, N.Y.
53	Orval Hale Robinson	Wichita Falls, Texas
<u>Signal Corps</u>		
23	Joseph V. Iacobucci	Cincinnati, Ohio
71	Jack Stewart DeWitt	Indianapolis, Ind.
99	Charles R. Fairlamb	Ridgewood, N.J.
<u>Cavalry</u>		
108	Edward Joseph Walker	Moundsville, W. Va.

Cavalry (Continued)

110 John Z. Endress Berkeley, Calif.  
 190 James Ralph Taylor El Paso, Texas  
 191 George Joseph LaBreche Springfield, Mass.  
 197 Edwin Carroll Haggard Tucumcari, N.M.  
 239 Rowland Herman Renwanz Enterprise, Kans.  
 268 Robert Edwin Maxwell Vienna, Va.  
 307 Henry Patrick Heid, Jr. Steamboat Spgs, Col.  
 329 John Ross East, Jr. Cleveland Heights, O.  
 332 Robert Wm. Strong, Jr. Washington, D.C.  
 338 Milton C. Barnard 2d Buffalo, N.Y.  
 340 John William Norvell Springfield, Mo.  
 343 George W. England, Jr. Schenectady, N.Y.  
 344 Allan Ashley Crockett New York, N.Y.

Field Artillery

73 Elbert Dotterer Hoffman Drexel Hill, Pa.  
 75 Woodrow Maurice Smith Peru, Ill.  
 121 Richard Josiah Kent Omaha, Neb.  
 138 Richard Sargent Abbey Washington, D.C.  
 142 William Henry Birrell Warren, Ohio  
 143 Bradley Foote Pramm Meriden, Conn.  
 172 Paul Schroeder Deems Pueblo, Colo.  
 186 Robert Lamar Williams Spartanburg, S.C.  
 187 Davison Dalziel, Jr. Boston, Mass.  
 214 James Lawson Orr Decatur, Ga.  
 247 Jack Pershing Thompson Stigler, Okla.  
 272 Reginald James Clizbe Centralia, Wash.  
 285 Wm. Benjamin Wright, 3d Shreveport, La.  
 288 Robert Phineas Knapp, Jr. Manchester, Conn.  
 293 John Thomas O'Keefe Los Angeles, Calif.  
 296 Wallace James Hackett Norman, Okla.  
 297 Ralph A. Osborn, Jr. Culver, Ind.  
 299 Lester Frank Schockner Clifton, N.J.

Coast Artillery Corps

96 Anthony Benvenuto Brooklyn, N.Y.  
 102 Charles Webster Bagstad Mission Hill, S.D.  
 105 Robert Hamilton Warren New York, N.Y.  
 114 Clarence Edward Gushurst Denver, Colo.  
 115 Clyde Henry Webb, Jr. Dexter, Mo.  
 128 Edwin Fahey Black Washington, D.C.  
 135 Hobart B. Pillsbury Manchester, N.H.  
 156 Joseph Michael Cole, Jr. Brooklyn, N.Y.  
 160 Solomon T. Willis, Jr. Fort Worth, Texas  
 162 Leonard Milton Orman Springfield, Mass.  
 164 Edwin H. Hendrickson Belmar, N.J.  
 166 Philip C. Loofbourrow New Auburn, Wisc.  
 178 Arthur Austin McCartan Bemidji, Minn.  
 184 William Roscoe Kintner Bryn Athyn, Pa.  
 188 Wm. Edward Buck, Jr. San Antonio, Texas  
 200 Stewart L. McKenney Meredith, N.H.  
 205 John Joseph Pidgeon Burlington, Iowa  
 221 Harry Frank Bunze Los Angeles, Calif.  
 224 Howard Thomas Wright W. Los Angeles, Calif.  
 249 Dill Baynard Ellis Clinton, S.C.  
 271 Joseph William Ruebel Alameda, Calif.  
 274 James H. S. Rasmussen Phoebus, Va.  
 282 Thomas F. Mansfield Minneapolis, Minn.  
 283 Maurice Earle Parker Oskaloosa, Iowa  
 306 Martin Bell Chandler Hollidaysburg, Pa.  
 314 James McL. Ridgell, Jr. Waldo, Fla.  
 318 Thomas Henry Muller Decatur, Ill.  
 325 Leonard Edward Symroski Braddock, Pa.  
 326 Andre Ringgold Brousseau Baton Rouge, La.  
 336 Franklin Stapf Shawn Randolph Field, Texas  
 347 Warren Curtis Stirling Philadelphia, Pa.  
 353 Archie Joyce Knight Fountain City, Ind.  
 355 Roy Willard Nelson, Jr. Seattle, Wash.  
 363 Arthur T. Frontczak Dowagiac, Mich.  
 378 Richard Alexander Shagrin Cleveland Hts., O.  
 380 James Byington McAfee Charlotte, N.C.

382 Joseph J. Eaton, Jr. Birmingham, Ala.  
 388 Julius B. Summers, Jr. Somerville, Tenn.  
 390 Mark C.B. Klunk Habover, Pa.  
 392 John Patrick Dwyer Clarion, Pa.  
 397 Wm. Francis Coleman Panama City, Fla.  
 403 Edward A. Murphy, Jr. Benecia, Calif.  
 404 Robert Charles Raleigh Philadelphia, Pa.  
 406 Burton Elmo McKenzie Sioux City, Iowa  
 409 Irvine Harrison Shearer Alapaha, Ga.  
 414 Aquilla B. Hughes, Jr. Sinking Spring, Pa.  
 415 Franklin Benj. Wagner Washington, D.C.  
 427 Marshall Cloke Dardanelle, Calif.  
 440 William Lyon Porte Washington, D.C.  
 442 Albert Henry Bethune Opelousas, La.  
 443 Percy C. Stoddart, Jr. Saugerties, N.Y.  
 445 Thomas Klauder Spencer Ft. L'worth, Kans.

Infantry

103 Donald H. Baumer Johnstown, Pa.  
 106 Manford Jay Wetzel Riverside, Calif.  
 129 Willis Franklin Lewis Benton, Ill.  
 136 Wm. Wilbur Wilcox Oskaloosa, Iowa  
 137 Virgil Alvin Schwab Hooper, Nebr.  
 150 Francis Clare Gideon Payne, Ohio  
 154 Victor W. Hobson, Jr. Centerville, Ala.  
 182 Victor S. Zienowicz Ludlow, Vt.  
 231 John Joseph Smith, Jr. Cambridge, Mass.  
 241 James Fant Berry Greensboro, N.C.  
 244 Glenwood G. Stephenson Little Suamico, Wisc.  
 260 Charles Henry Colwell Park River, N.D.  
 289 James Francis Downing Arlington, Mass.  
 310 Fred H. Coleman, Jr. Baltimore, Md.  
 319 Wm. Parham Kewan, Jr. Petersburg, Va.  
 322 James David Loewus Duluth, Minn.  
 328 Frank Meszar East Chicago, Ind.  
 331 Lester Cicil Hess Clear Lake, Iowa  
 333 Henry H. Norman, Jr. Hardy, Ark.  
 334 Lee Watson Fritter Morristown, Ohio  
 337 Morrill E. Marston Ames, Iowa  
 349 Mercer Patton Davis Richmond, Va.  
 350 Raymond John Downey Springfield, Mass.  
 364 Ralph Adair Colby Springfield, Ill.  
 374 James Edward McGinity Detroit, Mich.  
 383 Stanton T. Smith, Jr. Brooks Field, Texas  
 384 Melville Offers Woonsocket, R.I.  
 386 Sidney V. Bingham, Jr. Baltimore, Md.  
 387 Stephen B. Morrissey Brookline, Mass.  
 391 Edward F. Hoover, Jr. So. Charleston, W. Va.  
 400 Franklin W. Horton New Rochelle, N.Y.  
 407 Julian Aaron Cook Mount Holly, Vt.  
 412 Henry Force Daniels Memphis, Tenn.  
 417 Wm. Powell Litton Shaw, Miss.  
 419 Alvan C. Gillem 2d Fort Benning, Ga.  
 424 Theodore Ross Milton Washington, D.C.  
 429 Albert Eger Brown, Jr. Washington, D.C.  
 431 Francis Thomas Devlin Belmont, Mass.  
 433 Frederick Leif Andrews Omaha, Nebr.  
 435 Kermit Robert Dyke Los Angeles, Calif.  
 439 John Richard Knight Hopkinsville, Ky.

Quartermaster Corps

148 Walter Wellman Lavell Owasso, Okla.  
 151 Wm. Everett Marling Los Angeles, Calif.  
 179 Charles Gillies Esau Burlington, Iowa  
 204 Raymond S. Sleeper Laconia, N.H.  
 346 Frederick A. Schmeltz Park River, N.D.  
 389 Karl Twesten Rauk Taylor, Wisc.  
 447 Lyman Oscar Heidtke St. Paul, Minn.

The newly commissioned second lieutenants of the Regular Army, as listed above, were assigned

ed to civilian flying schools for primary flying training, as follows:

Dallas Aviation School and Air College,  
Love Field, Dallas, Texas

Leo E. Dunham, Jr.	Fred H. Coleman, Jr.
Edwin F. Black	Thomas H. Miller
Robert B. Pillsbury	Andre R. Brousseau
Joseph M. Cole, Jr.	Lee W. Fritter
Solomon T. Willis, Jr.	George W. England, Jr.
Davison Dalziel, Jr.	Mercer P. Davis
William E. Buck, Jr.	Melville Offers
James R. Taylor	Sidney V. Bingham, Jr.
Stewart L. McKenney	Henry F. Daniels, Jr.
Raymond S. Sleeper	Aquilla B. Hughes, Jr.
Robert E. Maxwell	Theodore R. Milton
James H.S. Resmussen	Albert E. Brown, Jr.
Henry P. Heid, Jr.	

Alabama Institute of Aeronautics, Inc.,  
Tuscaloosa, Ala.

Harry A. French	William P. Kevan, Jr.
Thaddeus M. Nosek	Frank Meszar
Orval H. Robinson	John R., East, Jr.
Albert D. Hoffman	Henry H. Norman, Jr.
Anthony Benvenuto	Milton C. Barnard II
Charles R. Fairlamb	Allan A. Crockett
Charles W. Bagstad	Warren C. Stirling
Robert H. Warren	James B. McAfee
Edward J. Walker	Joseph J. Eaton, Jr.
Bradley F. Prann	Julius B. Summers, Jr.
Victor W. Hobson, Jr.	Edward F. Hoover, Jr.
Philip C. Loofbourrow	William F. Coleman
Victor S. Zienowicz	Franklin W. Horton
William R. Kintner	Julian A. Cook
Robert L. Williams	Irvine H. Shearer
James L. Orr	Frank B. Wagner
Glenwood G. Stephenson	Francis T. Devlin
Dill B. Ellis	John R. Knight
James F. Downing	William L. Porte
Lester F. Schockner	
Martin B. Chandler	
James McL. Ridgell, Jr.	

Spartan School of Aeronautics, Tulsa, Okla.

Joseph V. Iacobucci	Wallace J. Hackett
Louis A. Thormen	Leonard E. Symroski
Robert E. Applegate	Robert W. Strong, Jr.
Donald E. Baumer	John W. Norvell
Richard J. Kent	Robert C. Raleigh
Richard S. Abbey	William P. Litton
Walter W. Lavell	Alvan C. Gillem II
George J. LaBreche	Percy C. Stoddart, Jr.
Jack P. Thompson	

Chicago School of Aeronautics, Glenview, Ill.

Jack S. Dewitt	Raymond J. Downey
Woodrow M. Smith	James E. McGinity
Leonard M. Orman	Richard A. Shagrin
Edward H. Hendrickson	Stephen B. Morrissey
Charles G. Esau	Mark C.B. Klunk
John J. Smith, Jr.	John P. Dwyer
James F. Berry	Lyman O. Heidtke
Ralph A. Osborn, Jr.	

Cal-Aero Training Corporation, Grand Central  
Air Terminal, Glendale, Calif.

Manford J. Wetzel	Paul S. Deans
Clyde H. Webb, Jr.	Arthur A. McCartan
William W. Wilcox	Harry F. Bunze
William H. Birrell	Howard T. Wright
William E. Marling	Charles H. Colwell

Cal-Aero Training Corporation (Continued)

Thomas F. Mansfield	Archie J. Knight
Maurice E. Parker	Marshall Cloke
Robert P. Knapp, Jr.	Frederick L. Andrews
John T. O'Keefe	Kermit R. Dyke
Lester C. Hess	Thomas K. Spencer
Franklin S. Shawn	
Morrill E. Marston	
Frederick A. Schmaltz	

Allan Hancock College of Aeronautics,  
Santa Maria, Calif.

John Z. Endress	Reginald J. Clizbe
Edwin C. Haggard	Roy W. Nelson, Jr.
John J. Pidgeon	Arthur T. Frontczak
Joseph W. Ruebel	Albert H. Bethune

Ryan School of Aeronautics, Ltd.,  
San Diego, Calif.

Clarence E. Gushurst	Stanton T. Smith, Jr.
Francis C. Gideon	Karl T. Rauk
William B. Wright III	Edward A. Murphy, Jr.

Parks Air College, East St. Louis, Ill.

Willis F. Lewis

Lincoln Airplane and Flying School,  
University Place, Lincoln, Nebr.

Virgil A. Schwab	Ralph A. Colby
Rowland H. Renwanz	Burton E. McKenzie
James D. Loewus	

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THE INSTRUCTORS' SCHOOL AT RANDOLPH FIELD

An instructors' school for Flying Instructors, larger than many of the former classes at Randolph Field, has been completed, providing an additional 102 specially trained officers to be utilized in the expanded pilot training program.

Selected from the most recent graduating class from the Advanced Flying School, Kelly Field, these 102 pilots spent a two-weeks' schooling period, learning not how to fly a basic training plane but how to instruct future students. The course consisted of about 30 hours' flying time, divided into three daily phases.

The first phase was a dual ride with a veteran instructor, who demonstrated the technique used in the various maneuvers. In the second phase, a student instructor, flying from the rear cockpit - the seat usually occupied by instructors, executed the various maneuvers, with the front cockpit occupied by another student instructor. The third phase consisted of acting as a student pilot, flying from the front seat, with a student instructor in the rear.

The new graduates of the Instructors' School are now assisting in the instruction of the present classes of Flying Cadets at Randolph Field. It is expected that both Maxwell Field and Moffett Field will draw on this reservoir of flying instructors when the two additional basic training fields get into operation.

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## OFFICIAL DEDICATION OF McCHORD FIELD

On July 3rd, McChord Field was officially dedicated in conjunction with the opening of the Narrows Bridge by the City of Tacoma, Washington. The Narrows Bridge is considered a vital link of military significance between the army posts at Fort Lewis, McChord Field and the Navy Yard at Bremerton, Washington.

Under a special act of Congress, the Secretary of War was authorized to establish air bases in six strategic areas in the United States for the operation of the General Headquarters Air Force. One of these bases, designated for the Northwest, was subsequently located in Pierce County, Washington. This base, named McChord Field in memory of the late Colonel William C. McChord, a distinguished Air Corps officer, was the first of these air bases to get under way.

McChord Field covers an area of approximately 2,000 acres, of which 989 acres, formerly comprising the old Tacoma Airport, were donated to the Government by the citizens of Pierce County. Additional land lying to the South was purchased by the Government, thereby bringing the field contiguous to the 62,000 acres of the Fort Lewis Military Reservation.

After completion of surveys and studies of the various engineering problems encountered, actual construction was begun in August, 1938. The completion of the essential elements now makes possible the operation of the field as an active air base.

The flying field proper, which lies to the north of present Military Road, is comprised of the runways, taxiways, hangars, warming aprons and fueling station. Just south of the flying field are the heating plant, warehouses, truck garages and other industrial buildings. To the south of the industrial area lies the administrative area, barracks, officers' quarters and recreational areas.

There are four runways in the landing field so laid out that take-offs and landings may be made in any direction. The principal runway, lying northeast and southwest, the direction of the prevailing winds, is one of the longest in the United States.

A characteristic unique to McChord Field is the glacial moraine on which the field is located. This geological formation provides a solid base and excellent natural drainage, which are of distinct advantages in the construction of a flying field.

The enlisted men's barracks, accommo-

dating 1,300 men, is one of the largest and most modern in the country. The consolidated mess, 80 feet wide and 220 feet long, an unusual feature in barracks construction, has capacity to feed the entire command at one sitting.

During the period of construction, this project has given employment to several thousand men, the daily average being about 2,000. The construction of McChord Field from its inception has had the loyal support of the citizens of this community, who have given their helpful cooperation at all times, a fact recognized and appreciated by the military personnel in charge of its development.

"Open house" was held at McChord Field on the day of the dedication, and with Colonel Carlyle H. Wash, the Commanding Officer of the field, as Master of Ceremonies, the following program was carried out:

11:00 a.m. - 4:00 p.m.: Inspection of field, hangars, three planes and equipment, and most of the buildings.

11:30 a.m.: Luncheon for distinguished visitors at Lakewood.

1:00 - 4:00 p.m.: Inspection of big barracks.

1:00 p.m.: Concert by Fort Lewis Band.

1:15 p.m.: Introduction of distinguished guests by Colonel Wash.

1:30 p.m.: Dedication address by Brig. General Barton K. Yount, Assistant to the Chief of the Air Corps.

1:55 p.m.: Flag Raising Ceremony.

2:00 p.m.: Address by Governor Clarence D. Martin.

2:10 p.m.: Continuation of introductions.

2:30 to 4:00 p.m.: Air Corps demonstration, with Bombing, Observation and Pursuit planes.

Among the distinguished visitors present to welcome the newest addition to the Air Corps were Governor Martin; General Yount, with Lieut. LeRoy D. Rainey, his aide; Colonels John F. Curry, Commanding Officer, Hamilton Field; Ralph Royce, Commanding Officer, 7th Bombardment Group; Lieut. Colonel Ross G. Hoyt, Commanding Officer of the 20th Pursuit Group; Major G.B. Appleman, in charge of the program, and many other State, County, and Army officials.

Now, with all units present, the field dedicated and all personnel assigned, McChord Field takes its place as a highly important unit in our scheme of National Defense.

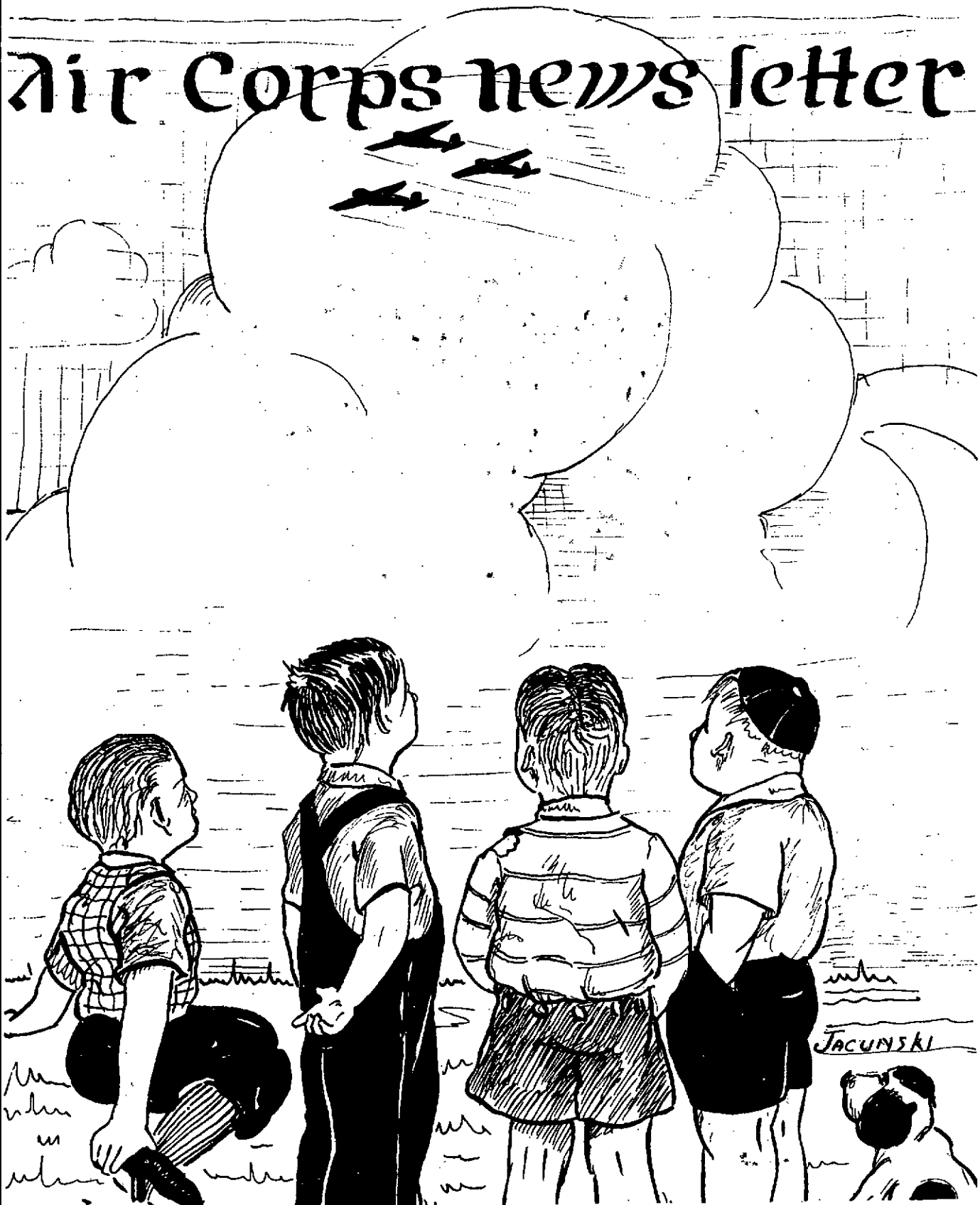
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THEY - WHO'S  
[REVERSE SIDE]

# Air Corps news letter







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 ENLISTED MEN OF THE ARMY AIR CORPS

By 2nd Lieut. Richard M. Marshall

Men sweating in greasy coveralls. Men doing little jobs as well as big jobs with uncanny and unflinching accuracy. Men pounding typewriters through the heat of the day. Young men and old men side by side blaspheming the oil splattered cowling, duplicate copies, the relentless sun, yet doing the job at hand completely and with pride.

These men I speak of are the enlisted men of the U.S. Army Air Corps. I am an officer in the Air Corps and might just as well pay tribute to the officers. Yet the public knows through beautifully colored pictures and brilliantly written articles the accomplishments of these men. I in no way want to detract from the excellent and continuous comment done on the officer personnel, for all of that and more is well earned, but if I may I would dedicate these few lines to those men less written of, less gaudily pictured in the public eye. There is a difference, a vast difference, between throwing the proverbial bouquet and setting down sincere commendation. This is no bouquet.

If the public has some idea of the vast amount of maintenance needed to keep the Army of the United States up to a required standard and multiplied that a thousand fold, the story of the Air Corps maintenance problem might be written into their minds.

The burden of this work falls on a group of men who must do each job perfectly and unselfishly. The responsibility, of course, rests on the shoulders of the officers; yet, by necessity, the actual issue lies in the hands and hearts and minds of the soldiers working on the ships and keeping up the records of the Air Corps. To these men every citizen of our United States owes a profound debt of gratitude. The might of the Air Corps would be helpless without them, and would be woefully weak and practically worthless for tactical use if these men failed to stay constantly up to a high standard of efficiency. Most of them have a

love for their work, else they would not stay with it. Even so, there are limitless mean jobs to be done that are accomplished as perfectly as the big ones. In that lies the answer to the Army Air Corps' excellent safety record in the air. These men must be perfectionists at their trade. They can be no armchair theorists. They must know the answers and apply them. Further, their work is aggressive, not defensive. No plane cries out for attention or shakes a massive wing to indicate a flaw in its vast interior. The battle of careful maintenance and inspection must be carried to the machinery. The paper work and records must be accurate and punctually accomplished.

It becomes at once obvious, then, that this work is not for laggards. I think too often the audience applauds the conductor when actually he cannot be better than his orchestra. Certainly our Air Corps can be no better than its enlisted men and its noncommissioned officers. West Point and various military schools provide the men to see that every job is done, and that is as it should be. But West Point and all of the officers' schools in the world haven't fixed the greasy hydraulic system of an airplane. The "men" have done it.

I have heard time and again officers speak of the loyalty and constant ability of the soldiers in the Air Corps. I think the men know of this feeling. They should know of it and be proud of it.

And the public should know of it. Music and uniforms and waving flags have their place. But the people of the United States should never lose sight of the fact that back of the fanfare Private John Doe has done a job on a plane or on something important having to do with that plane. Sergeant John Doe has personally inspected and okayed it to his commanding officer, and perhaps Corporal John Doe has made a verified record of these verbal

(Continued on Page 5)

V-8536, A.C.

## SOME "FEUDIN'" ABOUT TO GET UNDER WAY

A contribution to the Air Corps News Letter, submitted by the Correspondent of the 61st School Squadron, Kelly Field, Texas, is quoted below, as follows:

"The engine change crew of the 61st School Squadron read recently in the Air Corps News Letter that an organization at Mitchel Field feels quite proud of their time in making an engine-change. The 61st Squadron crew was amused no end at the time quoted (3:25), and decided to show this other organization up as a veritable old woman's sewing circle when it came to pulling 'em out and hanging another one on. So, on the morning of July 31, 1940, at precisely 8:00 a.m., a BC-1 airplane was standing complete with old engine in the maintenance hangar. At 8:20 a.m., the engine was on the floor and a new engine was swinging into place, and at 9:50 a.m., the airplane was rolling out on the warm-up ramp ready for its ground test. A complete inspection was made of the installation, ground run-up completed, oil drained and reserviced, and a test pilot was in the air at 10:45 - elapsed time 2:45. The crew thinks this to be a pretty good job of changing engines, but does not want this time to be considered as the best they can do. Even at 8:00 a.m. now at Kelly Field the temperature is up around 90 degrees, and if all the time used for wiping sweat out of eyes and drying off tools was subtracted from the installation time, the resulting figure would show the new engine to have been installed before the old one was out, and who ever saw a bi-motored BC-1?

The crew on this job was not the cream of the Squadron mechanical talent either, but consisted of one newly appointed Staff Sergeant and three recruits of six, eight, and nine months' service, respectively. These men are Staff Sergeant Frank Korolishin, Pvt. Albert M. Adams, Pvt. T.F. Stroepe, and Pvt. C.W. Burk. Captain R.E.L. Choate is commanding officer of the 61st Squadron, and Lieuts. H.M. West and C.E. Bassett are the Engineering Officers."

Ed. Note: The article regarding the engine change on a B-18 airplane by a crew of the 1st Bombardment Squadron, Mitchel Field, N.Y., in the elapsed time of 3 hours and 25 minutes, appeared in the May 1, 1940, issue of the Air Corps News Letter. The Correspondent of the 61st School Squadron is reminded that in this article it is further stated that six days later a 1st Bombardment Squadron changed the right en-

gine on a B-18A in a matter of two hours and 47 minutes, or only two minutes longer than the 61st Squadron record.

It is admitted that the weather is much hotter at Kelly Field than it is at Mitchel Field, so, in order to keep the contest fair, as Prof. "Quiz" is in the habit of saying, it might be well to wait for cooler weather to determine how quickly an aircraft engine change really can be made.

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## REORGANIZATION OF RANDOLPH FIELD'S FLYING DEPARTMENT.

Reorganization of Randolph Field's Flying Department, to keep pace with the requirements of the accelerated expansion program, has been announced. With the peak load of students still a couple of classes away, the former organization of four flights of 15 instructors and 60 students per flight has been dropped.

The new streamlined set-up calls for eight flights on each of the two stages with a corresponding decrease in instructors and student pilots. These flights will act as a nucleus for the gradual expansion of Randolph Field's flying department to an estimated peak of 902 student pilots in training at all times.

Certain minor modifications have been made in the basic training course which has been shortened to ten weeks and 70 hours' flying time. The 180 and 360 degree overhead approach stages dear to the heart of former Flying Cadets, has been eliminated. In their stead, a stage, tentatively known as "Power On Approach Stage," has been introduced into the curriculum.

The largest class ever to start basic training has reported for instruction. A total of 309 student pilots started their basic training on August 5th. Flying Cadets numbered 296, in addition to three student officers and ten foreign officers from Bolivia, Cuba, Colombia and Mexico.

Of the members of Class 1940-F, transferred to Kelly Field for advanced training, 262 started their basic training, 27 of them later being eliminated by the Flying Department, three by the Medical Department, and four were held over to train with Class 40-G.

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Majors John DeF. Barker, Emil G. Kigel and Captain Marvin L. Harding, Air Corps, who have been on duty with the General Staff, Washington, D.C., were detailed as members of the General Staff Corps and assigned to the War Department General Staff.

THE PRESIDENT'S VISIT TO LANGLEY FIELD

President Roosevelt visited Langley Field, Va., on July 29th, inspected the station and witnessed a demonstration by several of the flying units located there.

Comments by the correspondents of these flying units in connection with the visit of the Chief Executive are given below:

**2nd Bombardment Group:** "This Group had the privilege of participating in an Inspection and Review on the 29th day of July for our Commander-in-Chief, Franklin Delano Roosevelt, the President of the United States of America."

"With little practice, the inspection of troops and airplanes on the ground; the take-off of the planes; the removing of the troops from their place on the ramp, about one hundred feet in front of the first row of airplanes, the Aerial Review of the planes, of which there were over 100, including many fast 'Pea Shooters,' the lumbering, but reliable B-18A's, the Giant Super Flying Fortress (B-15), and 'our,' I say 'our' because this Group is really the mother of the great Flying Fortresses (B-17's), and the landing of the planes, went off in splendor.

"From the magnificent and dynamic personality of 'our Chief' radiated a light of great satisfaction and amazement at the speed and maneuverability of these great fighting planes of today, which might some day have to protect the shores of our great nation. We, Mr. President, the 'Soldiers of the Air,' salute you, and hope for an early return visit."

**Hqrs. and Hqrs. Squadron (H):** Airplanes from this organization participated in the Aerial Review upon the occasion of the President's recent visit to Langley Field.

**20th Bombardment Squadron:** The 20th Bombardment Squadron proudly played a leading role in the recent demonstration presented for President Roosevelt, a distinguished visitor to the field on Monday afternoon, July 29th. Despite the humid weather, personnel of this Squadron were overjoyed at the opportunity of glimpsing the Chief Executive. In the spectacular aerial display which climaxed Mr. Roosevelt's brief visit, officers and men of this Squadron exhibited the results of intensive training as they sent our ships through the various maneuvers with expert skill.

**49th Bombardment Squadron:** On Monday, July 29, 1940, this Squadron participated in the demonstration for the President, flying three B-17 airplanes in the mass formation.

**96th Bombardment Squadron:** On July 29, 1940, this Squadron participated in a ground and aerial review for the President of the United States.

**Hqrs. and Hqrs. Squadron, 36th Pursuit Group:** The Squadron has settled down again to its usual routine after the hustle and bustle of putting on a show for our Chief. The President and his staff rolled into Langley Field Monday, July 29th, amid a 21-gun salute, and our troops and airplanes participated in the inspection and aerial review. The President rode up and down the long lines of men and airplanes and we all had a good look at him out of the corner of our eye.

**22nd Pursuit Squadron (Int.)** Langley Field was honored last Monday by an inspection by our Commander-in-Chief, the President of the United States, accompanied by the Secretary of the Navy and many other notables. First and foremost of the Pursuit ships in the Presidential review were the 36th Pursuit Group and 22nd Pursuit Squadron P-36A's, with the fashionably streamlined paint jobs on the noses, once again "showing the boys the way."

**41st Reconnaissance Squadron:** This organization was represented in demonstrations for President Franklin D. Roosevelt on July 29th. Lieuts. A.A. Fickel and C.J. Cochrane flew B-10B's in tow target missions at Fort Monroe for anti-aircraft and machine gunnery. The XB-15, B-17A and three B-18A's were flown in the aerial review at Langley Field. Remaining troops under the command of Lieut. F.H. Mears, Jr., stood the ground formation in good shape, not a man falling out, although temperature and humidity were at "unusual" heights.

CHANGES IN COMMISSIONED PERSONNEL ON DUTY WITH A.C. TRAINING DETACHMENTS

Effective August 25, 1940, 1st Lieuts. Boh Arnold and Herman A. Schmid, Air Corps, are relieved from assignment with the Air Corps Training Detachment, Spartan School of Aeronautics, Tulsa, Okla., and assigned to duty with the Air Corps Training Detachment, Muskogee, Oklahoma.

First Lieuts. Donald W. Haarman, John B. Cornett, 2nd Lieuts. Lloyd H. Dalton and Thaddeus L. Wolanski, Air Corps, are relieved from assignment and duty at Randolph Field, Texas, and assigned to duty with Air Corps Training Detachments, with stations, as follows: Lieuts. Haarman to San Diego, Calif.; Cornett and Dalton to Tulsa, Okla., and Wolanski to Cleveland, Ohio.

V-8536, A.C.

ACCELERATED FLIGHT TESTING OF P-40 AIRPLANE  
By the Materiel Division Correspondent

A new method of accelerated flight testing of an airplane, which takes the place of the more leisurely service testing of a new type, was recently tried out at Wright Field with significant success. The airplane was the P-40, concerning which it was desired to obtain definite airplane and engine data under strictly controlled flying conditions.

In order that these data might be obtained, seven new P-40 airplanes were ordered from Langley Field to Patterson Field, where the testing was to take place. Twenty-eight officers were directed to report to Wright Field to fly them. Airplane, engine and propeller manufacturers were requested to send representatives for the test period in order that, should difficulties be encountered, they would be on hand to get in direct communication with their companies to suggest changes or corrections for models in present production.

One hundred and fifty hours was the flying time determined upon as logical for yielding the information required. Under the proposed plan, each of these airplanes was to be given a 150-hour service testing in as brief a time as possible. Each was to be flown continuously from 5:00 a.m. to 8:15 p.m. each day.

In order to accomplish this, three officers were assigned to each airplane. The first officer flew from 5:00 a.m. to 1:00 p.m. The second officer flew from 1:00 p.m. to 8:15 p.m. The third officer rested that day. Thus, each officer, after approximately eight hours of straight flying, had a day and a half of rest. With this rotation the tests for the seven P-40's were completed in the brief period of three weeks.

Thirty enlisted men were provided by Patterson Field to perform the necessary service and maintenance work to keep the airplanes in the air, and their cooperation and interest contributed greatly to the success of the plan.

All of the officers who served as pilots, with the exception of Captains C.E. Hughes and J. A. Bulger, were second lieutenants, the youngest having had about a year's experience in tactical flying. The men were chosen carefully with a view to their fitness for the task, the idea being that the younger and less experienced officers, where considered personally suitable for the job, would obtain an accelerated flying experience for themselves as well as for the airplane. GHQ may be congratulated

upon the type of officers it supplied.

Splendid cooperation was given the Materiel Division also by the manufacturers who worked day and night in supplying spare parts, directing adjustments, and supplying their companies with first-hand information regarding any irregularities in performance.

On the whole it may be stated that the P-40 airplanes showed up remarkably well under the grilling given them, and such a test was proved to be warranted by the valuable information received.

ACTIVITIES AT McCHORD FIELD, WASHINGTON

The 89th Reconnaissance Squadron has now settled itself as permanently as possible in its new quarters at McChord Field. The organization is now operating as completely as if it were still at March Field. It was possible for this to come about only through the complete cooperation and hard work of all officers and enlisted men.

The arrival of the B-23's in the Squadron has given the pilots new life. Most of the pilots have had transition work on them and all claim they are the sweetest two-motored ship out yet. They really have something. We are afraid they may be spoiled for flying the old B-18's.

For some time the Squadron has been trying to develop a Squadron Insignia and find out the history of the Squadron during its previous activation. While this information is awaited from Washington, Lieut. Wigglesworth has been delegated to write the current history and develop a "Family Album." This work is gradually taking shape.

The Headquarters Squadron of the 17th Bombardment Group arrived from March Field, Calif., and established themselves at McChord Field, Wash., with a great deal of hard work on the part of all. Although still in the stages of construction, McChord Field is well liked and everyone grants that, when completed, it will be the most beautiful air base in the nation. Taking advantage of the long evenings of the lovely Washington summer, most members have been making themselves at home and getting acquainted in the vicinity. The newcomers have been indulging in the many sports with which the surrounding lake and forest country abound - fishing, canoeing, boating, hiking and swimming. They like the place for the most part, V-3335, A.C.

and all are anxious to get down to work, also to make the impression on our hosts that is desired.

Since the expansion of the organization in February, the Headquarters Squadron of the 17th Bombardment Group has been more or less scattered over the west coast and the middle west. Men assigned to the Squadron have been in schools in the east; Camp Ord, Calif., and Fort Lewis, Wash., in addition to those at the home base at March Field, Calif. Following the arrival of the 17th Bombardment Group at McChord Field, Wash., however, the organization has been collected, and now those absent number only twenty-five, these attending Air Corps Technical Schools. The Squadron fell out 190 strong at a recent inspection, which contrasted greatly with the 100 which fell out at March Field.

34th Bombardment Squadron: For the past month, this Squadron has been getting adjusted to its new home. The organization arrived at McChord Field on June 27th, and immediately set about getting settled. Flying was started at once and pilots proceeded to familiarize themselves with their new surroundings.

On July 19th, the Squadron received its first B-23 airplane, and all pilots are looking forward to being checked off in this new Bomber.

73rd Bombardment Squadron: Nine years ago, on July 15, 1931, the 73rd Bombardment Squadron was formed, and each year on that day marks another big time in the hearts of the officers and enlisted men. As July rolls around every year, they all look forward to that day for a gala celebration.

An entirely different setting marked this year's celebration, the first one away from home. The outing was held at the Enlisted Men's Beach at American Lake, located eight miles from the Squadron's new home at McChord Field.

Colonel William H. Crom, Commanding Officer of the 17th Bombardment Group, was present, and enjoyed himself in a few games of horseshoes, and he proved to be a mighty pitcher of the irons. The Commanding Officer of the 73rd, Captain Charles B. Overacker, was also present throughout the day, and likewise demonstrated his ability at the irons.

Fishing and boating were enjoyed by the officers and enlisted men. A Dutch lunch with beverages added to the enjoyment of the affair, and the personnel of the Squadron are looking forward to another outing in the near future.

The 5th Platoon, 331st Ordnance Company, finally arrived at McChord Field, bag and baggage and bomb trucks and trailers, after scorching our way from Langley Field, Va., on the good ship, the U.S.A.T. REPUBLIC, through Fort McDowell, Calif. We then proceeded to Hamilton Field, Calif., by truck, and from there we wound our way through the Sacramento Valley with our bomb trucks and trailers through the State of Oregon and finally arrived at McChord Field.

Without encountering any serious difficulties, we arrived late on the afternoon of June 30th, and a more tired and sun-beaten dusty crew of bomb handlers never came over the mountains. The mess hall and a good bed looked like heaven to all of us.

After a few days of good meals and rest, we started to explore our future home, the great Northwest, and to the delight of every soldier we ran right into the celebration, dedicating McChord Field and the Narrows Bridge. The result was that everyone put his stamp of approval on the city of Tacoma and surrounding territory and, especially, our new barracks and mess hall.

All in all, it was an enlightening and educational 22-day trip. We are now ready for duty, and our office is open to dish out the bombs, repair the small arms or whatever else comes within our official duties.

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#### PROMOTION OF AIR CORPS OFFICERS

Special Orders of the War Department, recently issued, announced the promotion of the following-named Air Corps officers on August 7, 1940, with date of rank, as indicated:

##### To Lieutenant Colonel

Lieut. Colonels (temporary) Raymond E. O'Neill, Dudley B. Howard and Floyd E. Galloway, with rank from July 1, 1940.

##### To Major

Major Carl B. McDaniel (temporary), with rank from July 2, 1940.

Majors (temporary) Herbert K. Baisley, John K. Nissley, Archibald Y. Smith and Charles G. Percy, with rank from July 3, 1940.

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#### The Enlisted Men of the Army Air Corps

(Continued from Page 1)

statements. So, when the flag goes flying let us not forget who put it there and who makes it possible to keep it there. I, for one, am impressed by and appreciative of the ability and loyalty and integrity of the soldiers of the Army Air Corps. The men in the coveralls who seldom find their pictures in the papers. They have what it takes.

W-8536, A.C.

## GRADUATION OF CLASS 40-D FROM KELLY FIELD

The Army Air Corps expansion program is in full swing as another class of Flying Cadets received "wings" at Kelly Field, Texas. Belittling innumerable its World War pilot output, the traditionally famous flying school, on July 26, 1940, sent forth its fourth class of over 200 trained military pilots since March 23, 1940. The tremendous training program now in operation contemplates training 7,000 Army pilots a year. Kelly Field, being the Advanced Flying School of the well-established Gulf Coast Air Corps Training Center, will train and graduate two-thirds of this 7,000, the remaining pilots receiving their training at the newly-formed West Coast Air Corps Training Center and the Southeast Air Corps Training Center.

At the graduation of Class 1940-D, Colonel Eugene A. Lohman, Commandant of the Advanced Flying School, foregoing the usual privilege of presenting the coveted "Wings" to each graduate, took the pleasure of asking his newly appointed successor, Colonel Millard F. Harmon, Jr., to make the presentation, indicating by this final gesture that he was turning over the reins of responsibility of the Gulf Coast Air Corps Training Center to its new Commander.

Colonel Lohman received orders instructing him to report for duty at the Headquarters of the 6th Corps Area at Chicago, Ill., as Air Officer. He leaves Kelly Field after a 4-year tour of duty there, during which time he has seen a complete transition of that field brought about by the Expansion Program.

On July 27th, 101 of the 211 graduates reported to the "Instructors' School" for the course of instruction thereat, being later scheduled to become instructors at one of the three Air Corps Training Centers.

Following the new efficient routine of graduation on July 26th, a new class of 237 student Flying Cadets arrived at Kelly Field on Monday, July 29th, from the Primary Flying School at Randolph Field, Texas, to commence the final ten weeks of their nine-months' course. These men, having completed a ten-weeks' course at one of the civilian elementary flying schools now under government supervision and another ten-weeks' course at Randolph Field, are now qualified to carry on the advanced missions of cross-country navigation, formation, radio, instrument, and night flying, all of which are included in the Advanced Flying School curriculum.

The U.S. Army Air Corps Training Cen-

ter flying course which the graduating class just completed has been confirmed to be the most complete and comprehensive training given by any air force in the world today. Present plans are that the course will not be shortened in order to carry out the expansion program.

The principal speaker at the graduation exercises was Colonel Taylor E. Darby, Medical Corps, Commanding Officer of the Station Hospital at Fort Sam Houston, Texas. Colonel Darby was introduced to his audience by Colonel Lohman following the benediction by Colonel Paul B. Rupp. Upon the conclusion of Colonel Darby's address, diplomas were presented to the graduates, also commissions in the Air Corps Reserve to the Flying Cadets. As previously stated, Colonel Millard F. Harmon presented the "Wings" to each graduate.

The list of the graduates of Class 40-D and the stations to which they were assigned to duty appears on pages 19 to 20, inclusive, of this issue of the News Letter.

### RACKET WARNING

The following contribution, submitted by the News Letter Correspondent of Randolph Field, Texas, merits wide publicity:

"The Public Relations Office of Randolph Field occasionally picks up some item from a newspaper, magazine, or trade journal that is of general interest, and that should be brought to the attention of all those connected in any way with the Air Corps and the accelerated pilot training program.

"The following story appeared in the August 3, 1940, issue of EDITOR AND PUBLISHER, trade journal of the Newspaper business:

"DAILIES SHOULD WATCH AVIATION SCHOOL ADS.

"Walter C. Johnson, Secretary-Manager, Southern Newspaper Publishers Association, Chattanooga, has cautioned newspaper publishers against accepting classified advertisements from parties seeking to enroll young men in aviation schools or other institutions preparatory to emergency military training.

He said the SNPA Chattanooga office has received several letters from southern newspapers concerning this scheme. The plan is to insert an advertisement in a newspaper in which a postoffice box or hotel room number is given as the address. Victims are asked for ten-

(Continued on Page 7.)

## ROME BLACKOUT

By the News Letter Correspondent

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Rome after sundown is a place of utter and complete blackness. The partial blackout, which has been rigorously enforced since Italy's entry into the war a month ago, does not permit the showing of a single unshaded light. All street lights have been removed, except for occasional dim blue shaded globes at street intersections. The few automobiles, street cars, and buses seen on the streets after sundown, have their headlights completely covered with blue cloth or paint which give no appreciable light. They cannot be seen for more than a hundred yards. Speed is limited to about eight miles an hour and driving is almost entirely by instinct.

The interior lights of trams and buses are deep blue and of such restricted power that the striking of a match gives a blinding glow of light. The blue electrical sparks and flashes caused by the trolleys of the many buses and street cars of the main streets are visible for a long distance and cause an intermittent blue glow which dimly outlines the facades of the buildings.

People who have been in the London and Paris blackouts state that the "oscuramento" in Rome is much more complete than that in other countries. It is hard to find room for any improvement, as there are absolutely no lights which give illumination, and the accidental flash of a light causes an immediate outcry of "Luce! Luce!" from the wardens or excitable self-appointed vguards. Automobilists and pedestrians are often completely lost in a neighborhood in which they were born and have spent their lives. One is often stopped at night by obscure figures who ask "Where am I? What street is this?"

Trains run with no headlights. Street traffic lights are out. Pedestrian safety islands have been removed as traffic hazards. Curbs, trees, lamp-posts, fences are all painted white. The fenders, bumpers, hoods of all automobiles, trucks, buses, etc., are striped with white. A white topcoat or dress is de rigueur for all pedestrians not contemplating immediate suicide, and people are even seen wearing a special type of radium-treated artificial flower whose glow may be seen for a few feet.

There is no night life in Rome. The outdoor restaurants, which were one of the summer charms of Rome, must close at nine. Public dancing has been prohibited. In the absence of artificial light, the Forum, the Coliseum and Old Rome from the top of the Spanish Steps

are all beautiful in the moonlight. The grey-blue faces of passengers in a passing bus have a spectral appearance of the dead being carted off to the underworld.

With the ringing of the actual alarm sirens, the picture is completed. All movement ceases after the mad scramble to the cellars. The intermittent blue glow of the trams is gone, and with the exception of a few wardens silently patrolling the streets, Rome is a city of shadows and ghosts. The moon appears from behind a cloud throwing a feeble ray of light down through the massive cliffs of deserted buildings; a death-like silence hangs over all, occasionally broken by the plaintive mewing of one of Rome's million cats.

Hell suddenly seems to boil over as the spell is broken by the anti-aircraft batteries roaring into action with the accompanying cackle of twenty millimeter pompoms and the insistent clatter of machine guns. The very air seems alive with the screaming bursts of shrapnel, and the black heavens are streaked with the searching comets of tracer bullets. One can only guess whether there is one aerial visitor or a score, as searchlight batteries are never used and the first faint sound of engines high above is soon drowned in the crescendo of AA artillery.

The fire slackens and all is quiet again. A million people stir restlessly in their chosen posts of refuge - cellars, dugouts, tunnels. The "all clear" is sounded, but another night's sleep has been ruined.

Rome has received no actual bombing raids. The French visited the city several nights during the opening days of the war, leaving a trail of pamphlets. The best of these was terse: "Arrivederci, a domani sera" - (Good night, we'll see you tomorrow night).

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### Racket Warning (From Page 6)

rollment fees running as high as \$80. and when payments are made the sponsor of the ad skips town.

"All such advertisements should be closely investigated before they are accepted, as most of these ads are very dubious. Generally speaking, they are designed to try to trap the public into falling for some such plot."

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USMAY TAKES TO THE AIR  
By Cadet Wadsworth P. Clapp

Yep, another rumor came true. We had it straight from the Supe's wastebasket that something funny was going to happen on the Air Corps trip for the Class of '41. Of course, the part about the special detail going to Hawaii with a couple of B-11's didn't come true, but the rest of the dope was right. We saw more country, more planes, and more doo-dads in that week than we'd ever believed existed.

When the great day came, we piled into trucks, drove up to Stewart Field, and loaded up in the transport ships. While we waited for our turn to take off, we stole quiet looks at each other to see how everyone was taking it, fumbled a little nervously with the buckles of our parachute harness, and made half-joking bets as to which one would be the first to grab for his cardboard container. Suddenly the engines roared up to a crescendo; we started to bounce forward, smoothed out, and were off.

For about half an hour we did nothing but stare out the window at the odd little earth far down beneath us. Then with a sigh we tore ourselves away and started making out reams and reams of poop-sheets. The number 14,414 sticks back in the corner of my mind somewhere. I don't remember whether it was the number of rivets in each wing, the engine serial-number, our altitude multiplied by two, or the number of hours since the pilot had been home, but anyway it had some important meaning then.

Before we could get our noses out of the poop-sheets, the plane cocked up on one wing; the crew chief said something about safety belts, and we were at Langley. We rolled out, trucked over to the gym, and got ourselves settled for the night.

The approved solution would be to say after dinner we went to the hop, etc. - but we can't pass up that 20th Bombardment Squadron mess without standing up and shouting to the general public that it turned out the best food we've seen in years. When we had stuffed our paunches until we could hardly squeeze out the door, we staggered home and started scrubbing for the hop. Speculation was rife. The rumors about the high quality drags sounded good, but blind drags are always things everyone approaches with fear and trembling. As it was, the only fear we needed have was that we wouldn't be in time. All the girls were snapped up so fast that the late-comers barely had time to whet

their throat-cutting knives. A lovely affair, no less.

The next day both Bombardment and Pursuit gave us tremendously convincing demonstrations of air power. The B-17's rabble proceeded to tear large chunks of landscape out of a target. We'd all heard the stories about dropping a five hundred-pound bomb into a silk hat from 40,000 feet. After seeing the show, we're sure they'd never try it. No one would be fool enough to risk his silk hat.

Pursuit proceeded to whip up the water around their aiming point into a nice creamy froth with bucketsful of tracer. Must be tough on the fish around there. Just on a guess I'd say it'd be rather rough on any enemy planes that happened to be in the way in actual combat.

The next morning, after being shown the entrails of a parachute, we went through the NACA labs. The wind tunnels were very impressive, but the gadgets which really stopped us cold were the free-flight models. You read in an Aero book that a spin is really a stable form of flight, and you laugh at the gross author; then you see a model spinning for a minute at a stretch in the same place in the air blast, and it occurs to you that perhaps the old boy knew what he was talking about after all.

We left Langley with a tremendous respect for the fighting power of the air arm and a healthy admiration for the brainpower of the men behind the formulas in the labs. However, our admiration for the aircraft engineers didn't prepare us for Wright Field; nothing could have. We were absolutely swamped by the multitude of gadgets, odd-nods, and doo-dads we saw in the labs and testing shops. Instruments of a thousand odd uses, bullet-proof gas tanks, marvelously ingenious cameras, armament of frightening efficiency, radio equipment, big motors, little motors, propellers of a hundred kinds, plastics that did everything but yawn as we stared at them, testing machines that told down to the last micro-dohickey just what stress a bolt, or a wing, or a silk stocking could take. The place is an engineer's dream. There were more star men's tongues hanging out than we've seen since the day that a stray tent escaped from a goat room and ran past a first-section door.

After they'd flattened us with all the technical information they could find, the powers that be turned us



loose on the flying field and showed us what some of the planes can do in the air. It's a peculiar feeling to watch one of the "Bugs" floating around at thirty miles an hour and see a P-40 whip by it going more than ten times as fast. After this demonstration, we saw a good propaganda picture (45 minutes of high-class proselyting), and pattered around in the Museum looking at the relics of flying's younger days. Our time at Wright wasn't all spent in gaping at gadgets, though; we did a good bit of gazing at the girls so kindly hauled around to our hop. We also spent many a pleasant moment licking our chops after the banquet we had over in the dining room at Wright. How Air Corps officers stay thin is more than I can see.

It was only with an awful effort that we could get ourselves to tumble into the homeward-bound transports on the last morning. Not that we hated returning to the "Hudson Valley School for Young Men," oh no, of course not, but well; we could hear from all sides a gentle mutter of "Yea, Air Corps!"

The entire first class at the U.S. Military Academy, divided into three groups, visited Langley and Wright Fields during June and the first part of July. Each group spent three days at each field, viewing the work and equipment of the establishments. They were transported in C-39 Transport airplanes.

#### NEW CLASS ARRIVES AT KELLY FIELD

Class 40-F arrived at the Air Corps Advanced Flying School, Kelly Field, Texas, on July 28th, just two days after the graduation of Class 40-D. The Air Corps expansion program is clicking along now at the Air Corps Advanced Flying School like a good clock. The new class of one student officer, Capt. Victor Barcellos, Brazilian Air Force, and 237 Flying Cadets, is already well under way on flight training, and the students are getting into the swing of their new advanced trainers with intense transition flying.

The students of this class will be at the Advanced Flying School for ten weeks, in which time they will receive approximately 75 hours of instrument, formation and cross-country flight training, plus the accompanying ground instruction. Upon the completion of this prescribed course, they will graduate and only five weeks after the graduation of the class now in training with them, Class 40-E.

#### NIGHT LIGHTING INSTALLATIONS

Air Corps projects connected with the installation as well as the development of night lighting equipment has always been centered at Wright Field, Ohio, under the direction of the Experimental Engineering Section. In order to facilitate and expedite lighting arrangements for the new Army bases, night lighting installation activities were on July 1st separated from the experimental activities and transferred from Wright Field to the Buildings and Grounds Section of the Materiel Division at Washington, D.C. The experimental engineering and development work for lighting and other electrical equipment will continue to be carried on at the Wright Field laboratories.

Two engineers assigned to lighting installations at Wright Field were transferred with the project to the Buildings and Grounds Section in Washington - Messrs. J.E. Gabler and P.E. Klausmeier. Mr. Klausmeier will be on temporary status, however, as he will return to the Wright Field Electrical Engineering Laboratory after instructing new personnel in his lighting equipment installation duties.

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#### CONGRESSMAN SNYDER VISITS WRIGHT FIELD

The Hon. J. Buell Snyder, Congressman of the 24th Pennsylvania District, visited Wright Field on the morning of July 16th. Congressman Snyder, who is Chairman of the Subcommittee on War Department Appropriations, was no stranger at Wright Field, having visited there several times in the past. He was greeted by Colonel Oliver P. Echols, Assistant Chief of the Materiel Division, and Captain Turner A. Sims, who conducted him on a tour of inspection of the special laboratory projects and the laboratory buildings being erected in which he professed interest.

Congressman Snyder expressed himself as being particularly gratified with the progress shown at the Materiel Division in the development of armor plate, self-sealing fuel tanks, and the means of increasing defensive fire power in military airplanes. He praised the type of officers represented at the Materiel Division and spoke of his complete confidence in their ability to meet all Air Corps requirements under the present expansion program.

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Lieut. Colonel Edgar P. Sorensen was designated as Commandant of the Air Corps Tactical School, Maxwell Field, Ala., vice Col. Walter R. Weaver, relieved

## A CADET'S CROSS-COUNTRY NAVIGATION FLIGHT

Student navigation training flights at Kelly Field supply the Flying Cadets of the Air Corps Advanced Flying School many interesting and worthwhile experiences. There follows a first hand account of a trip to Dallas by a Flying Cadet of Section II, whose experiences on the flight would be astounding even to an old timer. Says the Kelly Field Correspondent: "We doubt if at Kelly Field today there is anyone who has encountered such phenomenal occurrences on a cross-country flight. The student who submitted the report given below arrived late at Dallas. His explanation to his instructor appeared so fantastic that the instructor told the student to write a fairy story preserving his experiences for posterity." The story is given below, as follows:

### "Into the Unknown" or

#### "Deadhead Ted" Goes to Dallas (?)

It was, ironically enough, such a lovely afternoon - sunlight and white clouds. And I was eager to be off, to wing my way across the verdant stretches that lay to the north. O tempora! O mores! How was I to foretell what dangers lurked in waiting on my course (14 degrees, incidentally)? How was I to know what dread perils the next few hours would bring?

And so, unsuspecting, my maps (O perfidious design of some perverted intellect!) in my data case, my lunch in my baggage compartment, my engine singing a glad song ('Enchilada Jive' - Carmen, Act II, Scene II), I was off to wing my way, etc., etc. (see above).

The miles sped merrily by as I held my trusty craft true to its course, never varying a wing's width hardly from its plotted path. At long last Aloha! (or was it Alvarado?) At any rate my last check point fell behind me. On to Hensley! Eagerly I scanned the terrain. A large lake slightly to the left of my course, and far ahead (a glance at my map) - 'Aha! Lake Worth - and that airport to the north of it is Meecham,' I concluded, and forthwith veered to the right. Then - disaster! Suddenly, without warning, rain! Torrents of water! My ship was buffeted about in the storm's hungry maw. My legs were chilled, and a glance downward showed water up to my waist and rising rapidly. In a flash I rolled the ship over on its back (of course only after eazing my gyro instruments; Section Chief please note), and a rush of water deluged me as it poured from the fuselage. I closed

the cowl and righted the crazily tossing craft. It rolled and pitched and was thrown about as if by some giant hand. My compass whirled dizzily, my altimeter indicated a thousand feet above sea level, then a thousand feet below sea level. The needle showed eight needle-widths, and the ball disappeared from view - only to reappear floating about on the face of the clock. And when the rate of climb indicator split longitudinally, the upper half pointing to five hundred feet up and the lower half to five hundred feet down, I began to wonder about that last coke I had before take-off.

At length, after what seemed interminable centuries, I broke free of the storm's fury. Once again I could see sky and earth - the sole difficulty being that I was headed directly at the latter. I eased good old one-two-zero out of the dive and reached for my maps - but the data case was empty! There was - miles from nowhere, my fuel tanks virtually dry (I had only 50 gallons of gasoline), and no data; in fact, not even a little dissa. Picture my predicament, if you can.

And then, as though to add further to my torments, six black specks in echelon on the horizon and hurtling in my direction. To my horror, they bore a marked resemblance to those villainous Messers(c)hmitts. But no, I told myself, I couldn't be that far off course! It developed that they were nothing more than a flight of geese on a reconnaissance hop.

Now to get my bearings. I looked at the sun - and was promptly blinded by the glare. Then a brilliant thought occurred to me (I chortled at not having thought of it sooner): my radio or 'Hensley Control, Hensley Control' over and over - but all I could get was some Mexican contralto; no doubt fired with operatic aspirations, to judge from the volume of her tones.

The situation was serious now. But calmly, deliberately, nerves unshaken, I climbed to ten thousand feet and brought my telescopic vision (20/20 bilateral) to bear on the earth far below. Circling, circling like a hawk seeking its prey, I combed the panorama that rolled beneath me. My efforts were soon rewarded as there in the distance I perceived a lake; and airport - Hensley!

In the space of a few minutes my wheels were gently touched to the white smoothness of the runway, and I was shortly standing before the officer in charge. I believe I detected a faint

(Continued on Page 12)  
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## ACTIVITIES AT CIVILIAN ELEMENTARY FLYING SCHOOLS

### Cal-Aero Training Corp., Glendale, Calif.

The Cal-Aero Academy's new 375-acre training center at Ontario, Calif., was opened on August 5th when Class 41-B launched their military careers. Approximately fifty cadets will constitute the "break-in" group for the new airport.

A construction record was set in building the plant, which was formerly an uninhabited alfalfa field. In only forty days' working time, eleven permanent buildings, shops and hangars were erected, runways built, and other facilities established.

Lieut. R.L. Scott, Air Corps, is the commanding officer of the detachment.

For the first time since the establishment of the Air Corps Training Detachment at Glendale, Calif., 13 months ago, officers and instructors found themselves without a single cadet to train for over a five-day period late in July. The unusual situation was caused by the departure of Class 40-H for Randolph Field, and the fact that Class 41-A, which under the new plan trained its first five weeks at Oxnard, Calif., and the second five weeks at Glendale, did not arrive until five days later.

With three complete Air Corps Training Detachments in full operation, plans for handling Flying Cadets sent to Cal-Aero Academy, Glendale, Calif., for primary training, have been determined.

The huge new Ontario plant will operate as one unit, its quota of Cadets remaining there for the full ten weeks' period; the Oxnard and Glendale units will operate in Randolph-Kelly fashion, the Cadets spending their first five weeks at Oxnard and the last five weeks at Glendale.

The new Air Corps plan of finding other uses for "washed out" Flying Cadets was put into immediate practice at the Air Corps Training Detachment at Glendale, when two men of Class 40-H were ordered to Maxwell Field, Ala., for training as Aerial Navigators. Announcement of the new policy has brought a deluge of "washed out" Cadets of previous classes to the Detachment, seeking reinstatement for training in other work than flying.

Three Randolph Field instructors have been assigned to the three Cal-Aero primary detachments in California, and

reported for duty at their new posts. Lieuts. L.S. Harris goes to Oxnard, Marion Malcolm to Glendale and Theron Coulter to Ontario.

### Ryan School of Aeronautics

A branch training base of the Ryan School of Aeronautics, for the training of Air Corps Flying Cadets, is being built at Hemet, Calif., and will be in operation by the middle of September, according to Earl D. Pruden, School Vice President and General Manager. This unit will practically duplicate the school at San Diego which will, of course, continue operation.

The announcement has been expected for some time and confirms reports that Ryan would expend its military training facilities for the government's defense program by the opening of a branch school at Hemet, 20 miles east of March Field, and 100 miles north of the School's main base at San Diego.

Construction work on offices, classrooms, hangars and maintenance shops started the last week of July at the 320-acre plot which has been made available for use in the pilot training program by Riverside County. Coincident with the announcement of the establishment of the branch training airport, Ryan officials revealed that they have arranged to lease the Alessandro Hotel in Hemet to house the Flying Cadets who will be assigned there for training. In addition to the main training base, which is three miles from Hemet, three other auxiliary training fields in the vicinity have been provided.

The training schedule calls for the arrival of new classes of 70 cadets every five weeks, with each group assigned to the School for ten weeks of flight training. Thus there will be approximately 125 men in training at the Hemet School at all times. Flying Cadets will receive 60 hours of flight training and 140 hours of technical ground instruction during the ten-week training period.

Considering both the San Diego and Hemet Schools, Ryan will by November 1st have 250 Air Corps Flying Cadets in training at all times.

Messrs. Paul Wilcox, Director of Flying, and Walter K. Balch, Chief of Technical Instruction and Maintenance, both of whom are now assigned to the San Diego School, will be stationed at Hemet in charge of actual training work.

The total personnel - Army, civilian and cadets - to be stationed at Hemet

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be in excess of 225. The Ryan School will assign between 25 and 30 flight instructors to the branch school, approximately 45 mechanics, at least six ground school instructors, and two flight dispatchers, in addition to the executive and clerical staffs. Air Corps personnel will include several supervisory officers, representatives of the Medical Corps and probably eight enlisted men and clerks. Besides the 225 people actually engaged in the training program, there will probably be 75 members of their families who will be stationed at Hemet, making in all some 300 persons involved in the establishment of the new school.

The construction at Hemet will include two hangars, each 140 by 150 feet; Ryan administration building, Army offices, medical building, instructors' office, two classrooms and three laboratories.

With the accelerated pilot training program of the Air Corps rapidly getting into full swing, officials of the Ryan School of Aeronautics have revealed plans for expansion of the Air Corps Training Detachment at the San Diego Training Center.

For the past year, the Ryan School was assigned a training schedule which called for the entrance of 35 new Cadets each six weeks, but under the expanded program, 65 Cadets will be trained each five weeks. However, the class scheduled to enter August 3rd was to comprise 95 Cadets.

To accommodate the enlarged number of Flying Cadets at the San Diego School, the cadet barracks which Ryan erected last year are being increased in size to take care of 128 men instead of 72 as at present. Construction began on 14 additional barracks units, each having facilities for four men. An investment of approximately \$25,000 is involved in the enlargement of the local barracks.

Many additional pilots, ground school instructors and mechanics are being added to the personnel at the cadet training school each week.

The Ryan School maintains its operating base at Lindbergh Field, San Diego's municipal airport, but all training work is done at outlying airports. Last year, Ryan acquired an auxiliary training field near the Mission Bay causeway, three miles from Lindbergh Field, and now has leased and is undertaking additional construction work at Gibbs Field, four miles further out on Kearny Mesa, which will provide longer and wider runways for additional training work.

There has been a marked increase in employment of pilots and technicians at

the Ryan School of Aeronautics to help put into immediate operation the nation's expanded aviation defense program. During the past few weeks, eight additional pilots were hired, bringing the total number of instructors to 24. Mr. Paul Wilcox, chief pilot for the School, is putting additional pilots through the regular training course which Ryan requires of instructors before they are assigned to student training.

The technical teaching staff has been increased by seven additional instructors to a total of 18, and the maintenance department now employs 85 mechanics, an increase of 30 men in the past two weeks.

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#### DEATH OF LIEUT. BOURGOIN

The untimely death of 2nd Lieut. Raoul J. Bourgoin in an aircraft accident on July 23rd, ten miles south of Portsmouth, N.H., has drawn from the 36th Pursuit Squadron, Langley Field, Va., as well as the Air Corps, an officer whose ability and association always gave impressions for words of praise. Says the News Letter Correspondent of the 36th Pursuit Squadron: "May our most heartfelt regrets with those of fellow officers at other fields be conveyed to his bereaved parents."

Lieut. Bourgoin was born in Frenchville, Me., November 24, 1915. In addition to other educational institutions, he attended the University of Maine for two years. Appointed a Flying Cadet in the Army Air Corps, he graduated from the Primary Flying School at Randolph Field on October 8, 1938, and from the Advanced Flying School, Kelly Field, Texas, February 1, 1939, on which date he was rated as "Airplane Pilot," and commissioned a second lieutenant in the Air Reserve. Lieut. Bourgoin specialized in Pursuit Aviation. He passed the examination for a permanent appointment and was commissioned a second lieutenant in the Air Corps, Regular Army, on August 15, 1939.

Since his graduation from the Advanced Flying School, Lieut. Bourgoin had been stationed at Langley Field, Va.

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#### Cadet's Cross-Country Navigation Flight

(Continued from Page 10)

note of displeasure in their reception of my report. But I would not whimper. Let them scoff! How could they know of the harrowing experience, the frightful ordeal, which I - today - count myself fortunate to have survived?

## MAINTENANCE PROBLEM OF 62ND SQUADRON

The 62nd School Squadron, Kelly Field, Texas, has fifty airplanes assigned. This presents a big maintenance problem. The old system of having one experienced crew chief per airplane is long a practice of the past. With the total authorized strength of the Squadron at 135 men, and many of them recruits, it is obvious that the old maintenance system is no longer possible. The Squadron is instituting a new system of maintenance, the outstanding feature of which is that the important maintenance and inspection on all fifty airplanes is accomplished by a Special Maintenance Crews of experienced personnel. Since a majority of the flying in these planes is done by students, careful maintenance, inspection and test flying is essential. Outside of the long student flying periods, Squadron officers are kept extremely busy with duty as test pilots. The Squadron officers are: Captain Dyer, Lieuts. Bell, Knox and Johnson.

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## MID-AIR COLLISION AT KELLY FIELD

The first serious air accident in student training at the Air Corps Advanced Flying School, Kelly Field, Texas, in quite some time occurred recently. There was no injury to personnel, however. The accident occurred during a five-ship formation training flight just north of Kelly Field when two airplanes collided. The pilots, Flying Cadets Meng and Miller, Class 40-E, "bailed out," landing safely about three-quarters of a mile north of the field. Even for an accident, it was well staged, happening almost directly over the field where post personnel could watch the entire affair. The falling ships just cleared the building area. Both Meng and Miller will tell the world that "silk" is their favorite material.

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## NO PLACE LIKE HOME

Be it ever so humble, there is no place like home."

On August 12, 1937, civilian Henry M. Katterjohn applied to the Recruiting Office, Randolph Field, Texas, for enlistment in the United States Army. He was enlisted into Headquarters and Headquarters Squadron at that field and later transferred into the Third Weather Squadron. For two years he served at the Randolph Weather Office and in the Ground School. Then he took and successfully passed the qualifying

examination for a Flying Cadet appointment. On August 12, 1939, he was discharged from the Army and joined the Flying Cadet Corps. Upon the completion of his training at the civilian elementary flying school at Dallas, Texas, he returned to Randolph Field for his basic training and was then transferred to Kelly Field, Texas, for his advanced training. Upon his graduation, Lieut. Katterjohn was assigned to the Ground School at Randolph Field as an instructor in Meteorology.

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## RETIREMENT OF MASTER SERGEANT STEVENSON

"We are both proud and sorry to announce the retirement of one of our very capable and well-liked Master Sergeants, Calvin T. Stevenson," declares the News Letter Correspondent of the 46th School Squadron, Randolph Field, Texas.

"Sergeant Stevenson was one of the charter members of this Squadron, and has been a big factor in the smoothness with which it has operated since its day of organization. He first enlisted in Company "H" of the 17th Infantry in 1908, and was a member of the 1st Aero Squadron during the Punitive Expedition into Mexico in 1916 under General Pershing. His many accomplishments during his long term of service speak highly of him.

"Master Sergeant Stevenson plans to make his future home in Tampa, Fla. Good luck, Sergeant! May the coming years be as happily spent as those with the Corps."

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## RETIREMENT OF MASTER SERGEANT O'DONNELL

Master Sergeant James D. O'Donnell, of Base Headquarters and 26th Air Base Squadron, Maxwell Field, Ala., was retired from active service on July 31st following the completion of 30 years' service with the colors. Sergeant O'Donnell purchased a 12-acre farm at Thomasville, Alabama, and is to make his home there. Prior to the selection of the Alabama residence, he toured the west and other parts of the country, but none appeared as attractive as Thomasville, which is located about 118 miles southwest of Montgomery.

Sergeant O'Donnell was born in New York City in 1885. He is hale and hearty. His youthful appearance and activeness belie his 55 years of age. His initial enlistment was on January 8, 1909, in the Coast Artillery Corps. He served subsequently in the Infantry, Quartermaster Corps, Recruiting Service and as National Guard instructor before finding his niche in the Air Corps

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about 18 years ago. He has been on foreign service in three countries - France, Panama and the Philippine Islands. During the World War, he was a member of the famed 3rd Division (Rock of the Marne) in France, and was discharged as a regimental sergeant major. He said that one of the odd incidents of his career was that he was the first enlisted man to be assigned to the 87th Division when it was organized at Camp Pike, Ark., in 1917.

Master Sergeant O'Donnell treasures ten honorable discharges, all bearing the notations: "Service - Honest and Faithful; Character - Excellent." His military specialties are machinist, welder and parachute rigger. He has been the noncommissioned officer in charge of Maxwell Field's parachute department for the past year.

His military heritage is to be delegated to his son, Private James D. O'Donnell, Jr., who enlisted in the Air Corps at Maxwell Field on October 18, 1938. The younger O'Donnell, 21, is an excellent soldier, according to his superiors, and has already attained the Air Mechanic rating, which is the highest an enlisted man in the Army can achieve.

Sergeant O'Donnell has twin sons, two years of age, whom he says he hopes to see serving in the Army when they become eligible.

The entire command at Maxwell Field wish Master Sergeant O'Donnell a long and happy retirement.

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#### NAVIGATION TRAINING AT MIAMI

Captain Norris B. Harbold, Air Corps, departed by air from Maxwell Field, Ala., on August 5th, for Miami, Fla., on temporary duty in connection with the Aerial Navigators' Course scheduled to be started there about August 10th. About a month ago, Captain Harbold was in the Office of the Chief of the Air Corps in Washington assisting in the organization of this course, and he is expected to remain in Miami about 15 days.

The Miami Aerial Navigators' course is to be conducted by Pan-American Airways and supervised by Air Corps officers, Regular Army. Present plans contemplate that it will consist of 50 students, but it is eventually expected to attain an enrollment of 200.

Fifteen Flying Cadets who arrived during the past two weeks from the Spartan School of Aeronautics, Tulsa, Okla., have already been ordered to Miami, so as to arrive there on August 10th. The instruction is to be under the supervision of the Southeast Air Corps Train-

ing Center, Maxwell Field, Ala.

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#### THE NEW PURSUIT SCHOOL AT SELMA, ALA.

A detachment from the Southeast Air Corps Training Center, Maxwell Field, Ala., consisting of two officers, 10 noncommissioned officers and 109 privates, recently departed by truck for Selma, Ala., for the purpose of safeguarding military property at the proposed Pursuit School to be established there. Upon arrival at Selma, the contingent reported to Colonel Vincent B. Dixon, Air Corps, the Pursuit School commanding officer, who arrived there ten days prior to that time. The initial cadre at Selma is to be self-sustaining and was organized as a provisional squadron. The officers in the increment are 1st Lieut. Alfred O. Colquitt, Medical Corps Reserve, and 2nd Lieut. Robert H. Bowling, Air Corps Reserve. The noncommissioned officers are Tech. Sgt. James M. Giganti, Staff Sgt. Bethel R. Aurand, Matthew X. Kromer, Rosario R. Lacombe, Joseph Bruskey, Sgts. Victor O. Meon, Randall A. Murray, Ted Burton, Herbert Burdette and John R. Eaton.

The contingent took with them from Maxwell Field tentage, mess equipment, medical supplies, etc. Their first few days at Selma were devoted to the establishment of their camp.

"It is understood," declares the News Letter Correspondent, "that the Selma facility will consist of a Base Group of 682 enlisted men, two school squadrons of 200 men each, 47 flying instructors, five ground instructors, 82 Pursuit airplanes and 24 Advanced Training airplanes.

The building contracts for Selma have been awarded, and construction was to commence during the week of August 6th. Major George S. Deaderick, Maxwell Field, is constructing Quartermaster's

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#### TRAINING OF LONG-RANGE NAVIGATORS

The following War Department Press Release, dated August 10, 1940, furnishes additional information on the Navigation Course at Miami, Fla., to that contained in the item in the opposite column on this page submitted by the News Letter Correspondent at Maxwell Field, Ala.:

"The War Department announced today that it has entered into an agreement with Pan-American Airways System which will permit the training of 850 flight navigation cadets in long-range navigation technique during the next four years of approximately

ly 50 cadets will start training in Miami, Florida, today (Saturday) and will be graduated November 2, 1940. The course is one of twelve weeks. The second class of 50 cadets will be enrolled on November 2, 1940. A third class of 50 will be enrolled six weeks later; thereafter plans provide for classes of 100 to be enrolled at intervals of six weeks; the last class to start on October 4, 1941. Army Air Corps officers who will supervise the cadets will be housed with the cadets in quarters made available by the University of Miami. Classrooms are also provided by the University of Miami.

Pan-American Airways will provide the instruction and all necessary flight-training facilities on a non-profit contract basis. It is using some of its most experienced personnel, taken from trans-oceanic and other operating divisions, to act as instructors. Miami was selected because of weather conditions that permit 12 months of flying during the year and also because it is the location of the Pan-American Airways System base school, which has been that company's primary training ground for the development of trans-oceanic captains and other flight captains who are in the crews of the trans-oceanic clippers. In addition, the Direction Finding stations covering Florida waters in conjunction with Pan-American's trans-Caribbean and inter-American services provide ideal facilities for the training of flight personnel in instrument and advanced long-range navigation.

Students for the flight navigation course will be selected in much the same manner as those chosen for Flying Cadets. Candidates between 20 and 27 years of age will be considered for the course according to their educational qualifications. First priority will be given to graduates of accredited colleges and universities who have received a degree in Engineering. Second priority will be given graduates of accredited colleges and universities who have had mathematics to include plane geometry, algebra and trigonometry. Third priority will be given those who have satisfactorily completed at least two years of college work in accredited colleges or universities and who have had the mathematics outlined for the second priority group.

Flight navigation cadets completing the training will be available for assignment to combat squadrons as members of crews in the Flying Fortress and other types of long and medium range Bombers.

At the present, all applications for appointment as flight navigation cadets

are being handled directly by the Chief of the Air Corps, Munitions Building, Washington, D.C.

The Air Corps training detachment stationed at Miami for the supervision and administration of the cadets undergoing training will consist of Captain F.H. Goodrich and 1st Lieut. B.T. Carnahan and two noncommissioned officers from the Southeast Training Center at Maxwell Field, Montgomery, Ala."

The list of students chosen for the first class follows:

Jones, Jack Edward	Long Beach, Calif.
Markovich, George M.	Long Beach, Calif.
McAuliff, Harold C.	Long Beach, Calif.
Harris, Merle Willard	Riverside, Calif.
Rang, Francis Bernard	Santa Monica, Calif.
Terzian, Roger H.	Venice, Calif.
Winter, Clarence R.	Boulder, Colo.
McCool, Harry Clayton	Colorado Springs, Colo.
Walthers, George A.	Denver, Colo.
Dawson, Paul E.	Wilmingon, Del.
Koterwas, Edmund A.	Washington, D.C.
Cobb, Melvin Burdette	Cambridge, Idaho
Wicker, Edgar J.	Abingdon, Ill.
Benes, Charles G.	Cicero, Ill.
Albanese, Frederick T.	Evanston, Ill.
Trenkle, Robert A.	Leroy, Ill.
Vifquain, Russell M.	Ames, Iowa
Marsh, Edward L.	Bangor, Me.
Wildner, Carl Richard	Amherst, Mass.
Stevens, Charles J.	Detroit, Mich.
Hoffman, Arthur Elkin	St. Louis, Mo.
Gordon, Merrill K., Jr.	Bozeman, Mont.
Cox, John Werner, Jr.	Great Falls, Mont.
Thompson, Berry P.	Judith Gap, Mont.
Snyder, Robert W., Jr.	Kimberly, Nev.
Finnie, Thomas William	Jersey City, N.J.
Kiyak, John Joseph	Perth Amboy, N.J.
Stieg, Carl L.	Astoria, L.I., N.Y.
Angel, Evan	Brooklyn, N.Y.
Whitcomb, Edgar D.	Elmhurst, L.I., N.Y.
Seamon, Walter E., Jr.	New York, N.Y.
Meenagh, William F.	New York, N.Y.
Leonard, Harold T.	Fargo, N.D.
Wilson, James Franklin	Altus, Okla.
Armstrong, John Bryant	Boswell, Okla.
Moore, Richard Arthur	Duncan, Okla.
Hays, Norman P.	Turkeyford, Okla.
Rawls, Joseph A., Jr.	Corvallis, Ore.
Arnoldus, Robert T.	La Grande, Ore.
Moslener, Louis G., Jr.	Monaca, Pa.
Cease, Richard W.	Trucksville, Pa.
Horowitz, Jay Malcolm	Sweetwater, Tenn.
Berkowitz, George B.	Dallas, Texas
Taylor, Homer Roy	El Campo, Texas
Schreiber, Harry Julius	Galveston, Texas
Clarke, Leo George, Jr.	San Antonio, Texas
Fulghum, Harold	Terrell, Texas
Brown, Robert Lewis	Salt Lake City, Utah
Warner, William Scott	Richlands, Va.
Tempest, Leroy T.	Fairfield, Wash.
Johnson, Robert S.	Seattle, Wash.
Oliver, Anthony E.	Smithers, W.Va.
Tennies, Robert L.	Milwaukee, Wisc.

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## INSPECTION OF AIR FACILITIES IN ALASKA

The War Department announced under date of August 3, 1940, that the Chief of the Air Corps, Major General Henry H. Arnold, upon his return from his inspection of the air facilities now under construction in Alaska, reported that the program was ahead of schedule. The cold weather station being constructed at Fairbanks, Alaska, is so well advanced that it will be possible to initiate the cold weather tests the coming November one year ahead of the original plan.

General Arnold considered the status of the work on the new air base at Anchorage in excellent condition in view of the short time since the funds were made available by Congress on July 1, 1940. The site has been selected, the runways have been laid out and cleared, foundations have been completed for the temporary buildings to house the personnel. A battalion of Infantry to guard the airdrome is already on the site in a tent camp. Roads have been constructed, much of the material is on the ground, and the whole project gives every evidence of being pushed vigorously.

While in Alaska the Chief of the Air Corps not only surveyed the progress of the work upon the two air bases, but he flew over the emergency landing field projects and airways facilities being constructed by the Civil Aeronautics Authority, talked with Air Corps personnel now in Alaska on the progress of the cold weather tests, surveyed the area with a view to the location of the five weather stations to be installed in the Alaskan area, and held conferences with the Alaskan Railway authorities, officials of the Civil Aeronautics Authority and those of other Territorial and Federal agencies on questions of transportation, housing and location of bombing ranges.

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### 23RD COMPOSITE GROUP IN MANEUVERS

Announcement was made by Major Phillips Melville, Commanding Officer of the 23rd Composite Group, Maxwell Field, Ala., of the participation of the First Pursuit Squadron (Int.) and Flight A, 54th Bombardment Squadron (Medium) of that Group in the First Army Maneuvers being conducted in the Pine Camp Area (Plattsburg-Watertown, N.Y.), from August 10th to 25th.

The Pursuit Squadron was scheduled to establish its base at the Municipal Airport at Syracuse, N.Y., and the Bombardment flight at Burlington, Vt.

under the Air Defense Command, Mitchel Field, New York. Colonel Douglas B. Everett Netherwood, who was director of the Air Corps Board at Maxwell Field for several years, commands Mitchel Field, assuming that duty last March.

The First Pursuit Squadron's complement for the maneuvers was to be 26 officers, 75 enlisted men, 26 P-36C (Pursuit) airplanes and ten Transports of the C-33 or C-39 (Cargo) type. The transport airplanes for the movement of the Pursuit Squadron ground echelon were to be furnished by the Chief of the Air Corps. Each transport plane carries about ten passengers in addition to cargo.

The flight of the 54th Bombardment Squadron was to comprise 10 officers and 19 enlisted men.

Major Melville stated that the function of the 23rd Composite Group organizations in the Maneuvers would be to conduct tests which will form the basis for doctrine and operating procedure in the air defense of a field army. It was learned that an aircraft warning service, similar to that established in the southern area during the huge Fourth Army Maneuvers last May, had been set up in the Pine Camp area and that the Maxwell Field units would be engaged in testing its efficiency.

Captain John C. Crosthwaite, Commanding Officer of the First Pursuit Squadron, was to lead his unit to the maneuver area, his staff consisting of Capt. Winslow C. Morse, Operations Officer, 1st Lieut. Donald R. Hutchinson, Engineering Officer, and 1st Lieut. Ralph McK. Kellogg, Adjutant. Staff Sgt. Curry St. George was to be the acting first sergeant.

In addition to Captains Crosthwaite and Morse, Lieuts. Hutchinson and Kellogg, other First Pursuit Squadron pilots who were to participate in the mock war follow: 1st Lieuts. James D. Lee, Jr., James O. Guthrie, 2nd Lieuts. Howard F. Nichols, Sam W. Westbrook, Eugene L. Strickland, Heman W. Randall, Jr., Willis E. Beightol, William D. Gilchrist, Henry B. Darling, Ansel J. Wheeler, Samuel E. Lawrence, Jr., James W. Haile, Jr., Seth J. McKee, Robert Morrissey, Neil A. Newman, William Weller, III, Thomas W. Hornsby, Wyatt Exum, George B. McMillan, Rudolph K. Ort, George A. Walker and Benjamin Sheldon.

The take-off time was scheduled for 8:00 a.m. on Saturday, August 10th, the Pursuit planes taking the air as soon as the transport planes cleared the flying field. The Squadron, divided into three flights for the maneuvers, was to fly to Syracuse via Louisville, Dayton and Buffalo, and was expected to arrive

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there late Saturday afternoon.  
Field Orders No. 1, Headquarters 23rd Composite Group, had directed that the First Pursuit Squadron close its command post (headquarters) at Maxwell Field at 8:00 a.m., August 10th, and that it is to be reopened at Syracuse at 6:00 p.m. that day.

Pilots of the four-plane B-23 (Bombardment) flight of the 54th Bombardment Squadron were to be Captain John W. Persons, 1st Lieut. Dwight Divine, II, 2nd Lieuts. Wesley A. Anderson, and Edmund F. Freeman, Conway S. Hall, Daniel G. Hawes, Harry J. Hawthorne, Donald W. Lang, James A. Lee and John A. Mahoney, Jr.; the enlisted complement consisting of Staff Sgts. George T. Taafe, Charles L. Bibbee, Edwin A. Logston, Oscar L. Nugent, Cpl. Archie M. Hooper, Pvts. James W. Beck, James R. Smith, Charlie T. Kent, Ernest L. Cutchens, James C. Richardson, James W. Hall, J. E. Goethe, Wm. P. Brook, Henry A. Jordan, Jr., Robert A. Parker, Joe N. Leonard, Warner F. Moore, Herbert T. Fleming and Mitchell W. Reed.

The Bombardment flight was directed to establish its command post at Burlington, Vt., at 6:00 p.m., August 10th, the facilities for mess and billeting at the Syracuse and Burlington bases to be as prescribed by the Commanding Officer, Air Base Squadron, Mitchel Field, N.Y.

Since the activation of the 23rd Composite Group in December, 1939, elements thereof have only participated in the Fourth Army Maneuvers this Spring. Other organizations in the Group are the Hqs. and Hqs. Squadron and the 24th Bombardment Squadron (L).

#### DATA ON PT-18 STEARMAN AIRPLANE

According to a recent War Department announcement, deliveries are now being made to the Air Corps of a primary training airplane, designated as PT-18, manufactured by the Stearman Division of the Boeing Airplane Company, Wichita, Kansas, contract for which was entered into in September, 1939.

This airplane is being built for the purpose of primary training of Air Corps Cadets. It is a biplane powered by one 225 h.p. Model R-755-7 Jacobs engine (7 cylinders). The fuselage of the plane is of steel tubing with fabric covering; the wing of wood spar and wood and metal braced construction with fabric covering. The landing gear is of the fixed cantilever type. The plane has open cockpits and is used exclusively for primary training purposes. It has no radio or photographic equipment. It weighs 2685.5 pounds, has a

wing span of 32'2", length 25', height 9'8 1/2" and a chord of 60".

The PT-18 carries a crew of two persons. A number of these planes have been ordered to meet the requirements of the Expansion Program.

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#### AERIAL DEMONSTRATION IN MICHIGAN By the Selfridge Field Correspondent

Over 35,000 defense-minded citizens of Michigan and surrounding territory crowded within the gates of Selfridge Field on August 7th to witness the gigantic aerial review staged as part of the four-day maneuvers which were directed by Brigadier General Arnold N. Krogstad, Commanding General of the 2nd Wing, GHQ Air Force. Participating in this demonstration, the largest ever held in the Wolverine State, were the 8th Pursuit Group of Langley Field, Va.; the 1st and 31st Pursuit Groups of Selfridge Field, Mich.; the 2nd and 25th Bombardment Groups, also of Langley Field; and the 9th Bombardment Group and 18th Reconnaissance Squadron of Mitchel Field, N.Y.

Gathering at various points about the county, the planes passed in close formation at a low altitude before Brigadier General Krogstad atop the Headquarters Building of the Selfridge Air Base. Composed of a variety of aircraft, ranging from the fastest Pursuit jobs to the mighty "Flying Fortresses," the huge formation zoomed twice over Selfridge Field and swung wide over Mt. Clemens, adjacent city to Selfridge Field, and the outskirts of Detroit. The review was a high point of the tactical maneuvers carried out by the 2nd Wing in this district. The last sham combat was concluded the following day after three strenuous days of action.

The B-15, the largest Bomber in the world, remained on the apron for inspection by the crowds. A number of B-17's participating in the review flew almost as fast in their tight formation as did the rocketing P-40's.

It required approximately an hour for all of the planes to get into the air, and by 10:45 a.m., the planes had passed the Selfridge Field control tower for the first time and had gone back to collect for the second appearance.

Seated with General Krogstad during the demonstration were Colonel Henry B. Clagett, Commanding Officer of Selfridge Field, and high ranking officers of the 2nd Wing staff and tactical units.

The gates of Selfridge Field were thrown open to the public early in the morning, and by review time thousands of cars and more thousands of pedestrians were present.

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ans, coming from cars parked on the roads near the field, had entered the Air Base. The planes were lined up for exhibition prior to the take-off.

Michigan's forest fire control towers were found to be centers of strength for aerial defense measures. The network of fire towers consists of the best possible points to observe the approach of airplanes, and two way radio with trained fire wardens at the controls make the eastern Michigan area a tough mission for bombers attempting to slip unnoticed into the Detroit industrial area.

The Michigan Conservation Department is cooperating with the Air Corps during the defense tactics, and will play a vital part in air defense for the State.

The information of approaching planes was relayed from the fire towers during the maneuvers to Mr. Charles E. Eagle, Conservation Officer, in his radio car. Eagle then relayed the message to Air Corps Headquarters nearby, where officials planned an immediate course of action.

On the day following the aerial review, the 2nd Wing continued defense tactics and conducted an experiment in concealing the huge Bombers in pine forests. The planes were rolled by manpower back into small clearings cut into the forest near Alpena, Mich., and covered with pine boughs to test the effectiveness of concealment.

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#### SCHOOLING FOR MAXWELL FIELD SOLDIERS

Night school courses at Sidney Lanier High, Montgomery, Ala., are to get under way for Maxwell Field soldiers about August 15th. Classes are to be conducted on Monday, Tuesday, Thursday and Friday of each week from 7:00 to 9:00 p.m. There is to be no enrollment fee, and students are to be transported to and from the school by military transportation.

Among the courses to be undertaken are radio engineering; radio operating-repair; typing and shorthand; drafting (to include blueprint reading and sheet metal work layouts); gas engine mechanics; shop mathematics; cabinet making and carpentry; machinists and welding and heat treatment of metals; theory of aviation mechanics; clerical - administrative; clerical-supply and technical; clerical - operations and engineering.

With over 3,000 enlisted men at Maxwell Field, a large number are expected to enroll. Maxwell Field enlisted specialists are to act as instructors in some of the courses.

#### THE QUARTERMASTER SERVICE, GHQ AIR FORCE

The War Department, under date of August 7, 1940, announced the constitution on the active list of units of the Quartermaster Service, GHQ Air Force, as given below, with enlisted personnel at temporary or permanent stations, as indicated.

##### 31st Quartermaster Regiment (Truck) Eight Companies, 90 enlisted men each

Unit	Initial Station	Final Destination
Co. A	Langley Field, Va.	Langley Field, Va.
Co. B	Godman Field, Ky.	Godman Field, Ky.
Co. C	Pope Field, N.C.	Pope Field, N.C.
Co. D	Barksdale Field, La.	New Orleans, La.
Co. E	Barksdale Field, La.	Baton Rouge, La.
Co. F	MacDill Field, Fla.	MacDill Field, Fla.
Co. G	MacDill Field, Fla.	West Palm Beach, Fla.
Co. H	MacDill Field, Fla.	Orlando, Fla.

(Enlisted men to be colored.)

##### 88th Q.M. Battalion (Light Maintenance) Three Companies, 90 enlisted men each

Unit	Station
Co. A	McChord Field, Wash.
Co. B	MacDill Field, Fla.
Co. C	Mitchel Field, N.Y.

##### Quartermaster Companies (Air Base) Enlisted strength, 100 men each

Unit	Initial Station	Final Destination
241st	Westover Field, Mass.	Bangor, Maine
242d	Mitchel Field, N.Y.	Manchester, N.H.
243d	Pope Field, N.C.	Brunswick, Ga.
244th	MacDill Field, Fla.	Orlando, Fla.
245th	MacDill Field, Fla.	W. Palm Beach, Fla.
246th	Lawson Field, Ga.	Tallahassee, Fla.
247th	Barksdale Field, La.	Baton Rouge, La.
248th	Godman Field, Ky.	Indianapolis, Ind.
249th	Godman Field, Ky.	Louisville, Ky.
250th	March Field, Calif.	Long Beach, Calif.
251st	March Field, Calif.	Santa Barbara, Calif.
252d	Fort Douglas, Utah	Salt Lake City, Utah
253d	Fort Douglas, Utah	Ogden, Utah
254th	McChord Field, Wash.	Bellingham, Wash.
255th	McChord Field, Wash.	Portland, Oregon
256th	Ft. Geo. Wright, Wash.	Spokane, Wash.

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#### WAR DEPARTMENT SPECIAL ORDERS Changes of Station

To Albany, Ga.; for duty with Air Corps Training Detachment: 1st Lieut. A.J. McVea, from A.C. Training Detachment, Chicago School of Aeronautics, Glenview, Ill., and 2nd Lieut. Weldon M. James, from Randolph Field, Texas.

To Fort Sam Houston, Texas: Captain William C. Dolan, from 22nd Obs. Sqdn., Brooks Field, Texas, for duty at Hqrs. 8th Corps Area.

To Hemet, Calif.; for duty with Air Corps Training Detachment: 1st Lieut. Lloyd P. Hopwood, from Air Corps Training Detachment, Ryan School of Aeronautics, San Diego, Calif., and 2nd Lieut. Wallace S. Ford, from Randolph Field, Texas.

To Hamilton Field, Calif.: 1st Lieut. Potter B. Paige, from 82d Obs. Sqdn., Brooks Field, Texas.

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GRADUATES OF CLASS 40-D OF ADVANCED FLYING SCHOOL

Brooks, James McK.	1	Montgomery, Ala.	Goss, Edmund R.	2	Tampa, Fla.
Simpson, Charles C.	1	Tuscaloosa, Ala.	Teschner, Charles G.	6	Vincennes, Ind.
Trent, Byron E.	1	Tuscaloosa, Ala.	Emerson, Virgil L.	1	Ames, Iowa
Minor, Webb C.	1	Russellville, Ark.	Goddard, Lowell W.	2	Iowa City, Iowa
Davis, Herbert W.	2	Douglas, Ariz.	Harpster, Willis D.	1	Florence, Kans.
Philkips, Maurice G.	6	Globe, Ariz.	Heitz, Charles E.	2	Fort Scott, Kans.
Sperry, Willard S.	1	Alameda, Calif.	Leisy, Roland H.	1	Newton, Kans.
Wharton, Charles M.	1	Bakersfield, Calif.	Hall, Lester J.	1	Salina, Kans.
Bither, Tom S.	1	Berkeley, Calif.	Frost, Tom L.	2	Topeka, Kans.
Baugh, Marion F.	1	Beverly Hills, Calif.	Nickerson, Thomas H.	7	Harrington, Me.
Jones, Edelle M.	1	Brawley, Calif.	Baker, Warren S., Jr.	1	Hanson, Mass.
Edwards, Edward D.	1	Compton, Calif.	Brown, David Preston	1	Newton Highlands, Mass.
Chapman, Grant K.	6	Covina, Calif.	Taylor, Henry S.	1	North Abington, Mass.
Fisher, Eldon R.	2	Cupertino, Calif.	Stewart, Robert W.	1	Big Rapids, Mich.
Cash, Frank T.	1	Fresno, Calif.	Jennings, Payne, Jr.	1	Detroit, Mich.
Howland, Frank B.	1	Fresno, Calif.	Armstrong, F.M., Jr.	2	Fort Wayne, Mich.
Hanna, Walter J., Jr.	5	Gilroy, Calif.	Livesay, Earle J.	2	Sand Creek, Mich.
Goodman, Robert A.	1	Lodi, Calif.	Garrison, Hugh E.	6	Three Rivers, Mich.
Dunning, Charles W.	2	Long Beach, Calif.	Walters, Charles R., Jr.	1	Mt. Clemens, Mich.
Haldeman, Donald C.	1	Long Beach, Calif.	Beveridge, McFate E.	7	Appleton, Minn.
Fillmore, Millard W.	5	Los Angeles, Calif.	Cords, Howard H.	6	Bemidji, Minn.
Golden, Brady Cyr, Jr.	5	Los Angeles, Calif.	Abola, Teuvo A.	6	Ely, Minn.
Weigel, James J.	6	Los Angeles, Calif.	Markland, Henry W.	1	Hibbing, Minn.
Sharpsteen, Wm. C.	2	Oakland, Calif.	Lundquist, Gilmore J.P.	5	Minneapolis, Minn.
Diehl, Kenneth C.	1	Oakland, Calif.	McAndrews, Francis R.	2	Minneapolis, Minn.
Page, Roger W.	1	Ontario, Calif.	Cox, Chester C.	1	Virginia, Minn.
Brooks, Allison C.	1	Pasadena, Calif.	Watkins, Wm. B., Jr.	1	Aberdeen, Miss.
Booth, Elmer E.	2	Pomona, Calif.	Keith, Pleasant G., Jr.	1	Flat River, Miss.
Hogk, Fillmore A.	1	San Bernardino, Calif.	Hardin, Jesse L.	1	Greenwood, Miss.
Ferran, Charles G.	1	San Diego, Calif.	Donahue, Vincent J.	4	University, Miss.
Ellis, Richard N.	1	San Francisco, Calif.	Branstetter, Lawrence R.	1	Curryville, Mo.
Macdonald, Henry G.	1	San Francisco, Calif.	Cross, James D.	4	Huntsville, Mo.
Righetti, Elwyn G.	1	San Luis Obispo, Calif.	Farrell, John W.	1	Kansas City, Mo.
Hyde, Gordon R.	6	San Mateo, Calif.	Garrett, Ruby D., Jr.	1	Kansas City, Mo.
Hastay, Charles H.	1	Stanislaus, Calif.	Rowan, M.C., Jr.	2	Powellville, Mo.
Fulton, Milton C.	1	Susenville, Calif.	Fulmer, William E.	2	St. Louis, Mo.
Thomas, Julien E.	6	Turlock, Calif.	Hartsell, Louis B.	5	Anaconda, Mont.
Witham, Bertram H., Jr.	1	Yolo, Calif.	Wharton, Sidney F., Jr.	6	Fort Missoula, Mont.
Hounson, Jack M.	6	Colorado Springs, Colo.	Peterson, John A.	1	Kalispell, Mont.
Anderson, William A.	2	Denver, Colo.	McLaughlin, Joseph P.	2	Missoula, Mont.
Butcher, Wm. A., Jr.	1	Denver, Colo.	Gillett, Harry R.	2	St. Joseph, Mo.
Dervage, Minar M.	6	Denver, Colo.	Laughlin, Joseph L.	6	Grand Island, Neb.
Messerschmitt, Kermit D.	6	Fort Collins, Colo.	Clark, Edward P.	5	Omaha, Neb.
Thaxton, Charles W.	1	Fort Collins, Colo.	Bechtel, Howard J.	1	Crawford, Neb.
Mullins, Gilbert T.	2	Pagosa Springs, Colo.	Mann, Glen E.W., Jr.	5	Scottsbluff, Neb.
Harlan, John S.	1	Trinidad, Colo.	Lippincott, Elwood T.	1	Asbury Park, N. J.
Pletcher, John W., Jr.	5	Yuma, Colo.	Cook, George S.	1	Irvington, N. J.
Burns, Charles V.	1	New Haven, Conn.	Stearns, Charles E., Jr.	1	Merchantville, N. J.
Parsons, Charles E., Jr.	1	Gainesville, Fla.	Hoch, Carlyle C.	3	Newark, N. J.
Whitmore, Warren B.	1	So. Jacksonville, Fla.	Donegan, James J., Jr.	2	Paterson, N. J.
Thogerson, John	6	St. Petersburg, Fla.	Barbera, Theodore L.	2	Brooklyn, N. Y.
Mitchell, John W.	2	Atlanta, Ga.	Neri, Frank V.	2	Brooklyn, N. Y.
Garrett, Joseph G.	1	Canton, Ga.	Hawkins, Waldemar L., Jr.	3	Goshen, N. Y.
Martin, William P.	6	Chickamauga, Ga.	Johnson, Leo H.	1	Long Island, N. Y.
Young, Samuel R.	1	College Park, Ga.	Lundell, Robert J.	7	Long Island, N. Y.
Brown, Ben S.	2	Hawkinsville, Ga.	Meyer, John C.	1	Long Island, N. Y.
Heath, Norval K.	1	Caldwell, Idaho	Hane, John R.	3	New York, N. Y.
Nelson, William H.	1	Cherokee, Idaho	Porter, Robert S.	6	New York, N. Y.
Hagen, Richard M.	2	Ocala, Fla.	Thompson, John T.	2	New York, N. Y.
Heffner, Charles R.	4	Cairo, Ill.	Booth, William H.	2	Syracuse, N. Y.
Chaltek, William D.	2	Chicago, Ill.	Rutherford, Walter S.	1	Syracuse, N. Y.
Dowling, James K.	2	Chicago, Ill.	Swanson, Theodore B.	3	Waterloo, N. Y.
Finwall, Robert W.	2	Chicago, Ill.	Hardy, Thrashley M., Jr.	2	Natchez, Miss.
Garver, Carl P.	2	Decatur, Ill.	Spencer, Jean W.	4	Albuquerque, N. M.
Waugh, Robert J.	1	Edwardsville, Ill.	Carpenter, Eugene H.	2	Las Vegas, N. M.
Stibbs, Gail L.	1	Edwardsville, Ill.	Temille, Wm. G., Jr.	4	Winston-Salem, N. C.
McNally, Frederick G.	1	Evanston, Ill.	Florence, Milan G.	7	Union, N. D.
O'Brien, Frank I.	1	Sugar Grove, Ill.	Burgess, Charles B.	1	Sheldon, N. D.

Larson, Clayton J.	2	Fargo, N.D.
Halberstadt, Harry J.	1	Cincinnati, Ohio
Wretschko, John C.	6	Toledo, Ohio
Taylor, Charles E.	6	Wilmington, Ohio
Cornutt, James L.	1	Altus, Okla.
Shamblin, Arnold W.	1	Commerce, Okla.
Gregg, John P.	4	Enid, Okla.
Breeding, Charles N.	1	Oklahoma City, Okla.
Anderson, Marshall J.	2	Oklahoma City, Okla.
Day, Neal R.	6	Oklahoma City, Okla.
Kirkland, Charles M.	1	Oklahoma City, Okla.
Houck, Louis T.	2	Tulsa, Okla.
Moore, Lynn R.	4	Tulsa, Okla.
Hawley, Joaquin P.	5	Eugene, Ore.
Luman, Robert D.	1	Eugene, Ore.
Montgomery, Robert P.	2	Bethlehem, Pa.
Almeida, Louis A.	3	Allentown, Pa.
Roberts, Frederick C., Jr.	2	Easton, Pa.
Grino, Burnett E.	1	Floresville, Pa.
Sutton, George E.	3	Homestead, Pa.
Woods, Clint W.	1	Lititz, Pa.
O'Neill, Frederick M.	3	Pottstown, Pa.
Tolan, Edward H.	2	Wayne, Pa.
Bassi, Edward D.	3	Providence, R.I.
Jackson, Jesse K.	2	Columbia, S.C.
McEntire, Bernie B., Jr.	1	Columbia, S.C.
Murphy, John B.	2	Darlington, S.C.
Shepard, Van, Jr.	1	Columbia, Tenn.
Crawley, Henry K., Jr.	1	Memphis, Tenn.
Fry, Richard J.	1	Abilene, Texas
Dozier, Charles T.	7	Austin, Texas
Sturgis, James E.	1	Austin, Texas
Eolster, Harry R.	1	Baytown, Texas
Risher, Tex M.	1	Borger, Texas
Bishop, Samuel W.	6	Brownsville, Texas
Underwood, William F.	6	Dallas, Texas
Yannoy, Edward L., Jr.	1	Danton, Texas
Aycock, Haley W.	4	Fort Worth, Texas
Bowen, Eugene A.	2	Fort Worth, Texas
Hubbard, Edwin W.	7	El Paso, Texas
Woodruff, Dennis H.	2	Gainesville, Texas
Evans, Lawrence W.	1	Lorena, Texas
Oceanougher, Harold F.	2	Lubbock, Texas
Warden, Henry E.	2	McKinney, Texas
Robinson, Franklin L.	1	Odessa, Texas
Headrick, Wm. J., Jr.	3	San Antonio, Texas
Sedgwick, Robert A.	1	San Antonio, Texas
Littlepage, Joseph S.	2	Waco, Texas
Lee, Morris K.	2	Brigham, Utah
Richardson, Lester E.	1	Brigham City, Utah
Day, Druehl J.	1	Salt Lake City, Utah
Halles, Charles W.	5	Salt Lake City, Utah
Hunter, James M.	2	Salt Lake City, Utah
Richards, Lawrence M.	1	Salt Lake City, Utah
Webb, Orrin R.	1	Salt Lake City, Utah
Webster, John J.	6	Salt Lake City, Utah
Marble, Hugh H., Jr.	2	Beaumont, Texas
Walker, Gilmer E., Jr.	1	Austin, Texas
Powell, Kenneth R.	6	Puyallup, Wash.
Blum, Arthur S., Jr.	1	Seattle, Wash.
Geis, John F.	5	Seattle, Wash.
Levin, Richard W.	1	Spokane, Wash.
Rockie, Drain A.	1	Spokane, Wash.
Nielson, Charles T.	1	Eau Claire, Wisc.
Davis, Burnhill C.	7	Madison, Wisc.
Nolan, David J.	7	Manawa, Wisc.
Nelson, Raymond E.	6	Superior, Wisc.
Lewis, James T.	6	Rock River, Wyo.
Toft, Walter J.	6	Honolulu, T.H.
Cox, James A.	6	Roanoke, Va.

Shingler, Herbert I., Jr.

Ashburn, Ga.

NOTE: The numerals following the names of the graduates listed above denote the Air Corps stations to which they were assigned to extended active duty as second lieutenants of the Air Reserve, viz:

1. Randolph Field, Texas.
2. Moffett Field, Calif.
3. Langley Field, Va.
4. MacDill Field, Tampa, Fla.
5. McChord Field, Tacoma, Wash.
6. Hawaiian Department.
7. Kelly Field, Texas.

Three second lieutenants, holding permanent commissions in the United States Army, were also members of Class 40-D, namely, John C. Habecker, Cavalry; Delmar J. Rogers, Corps of Engineers; and Oliver B. Taylor, Infantry, all of whom graduated from the U.S. Military Academy, West Point, N.Y., in June, 1939. Lieut. Habecker was appointed to the Military Academy from Illinois, Lieut. Rogers from Michigan and Lieut. Taylor from Pennsylvania. These three officers will be transferred to the Army Air Corps.

With respect to the graduated Flying Cadets, the State of California has the largest representation amongst them with its total of 32, followed by Texas with 21; New York, 12; Colorado, Illinois and Oklahoma, 9 each; Pennsylvania and Utah, 8 each; Minnesota and Missouri, 7 each; Georgia and Michigan, 6 each; Florida, Kansas, Mississippi, New Jersey and Washington, 5 each. None of the other States is represented by more than four graduates.

Among the various cities represented in the graduating class, Salt Lake City, Utah, leads with six students, followed by Oklahoma City, Okla., with four; Los Angeles, Calif.; Denver, Colo.; Chicago, Ill., and New York City, with three each. None of the other cities is represented by more than two graduates.

Eight graduates of Class 40-D were assigned to duty with the Air Corps Advanced Flying School, Kelly Field, Texas. Their assignments were as follows: Section I, Lieuts. Beveridge and Davis; Section II, Lieuts. Dozier and Florence; Section III, Lieuts. Nickerson and Nolan; Section IV, Lieuts. Hubbard and Lundell. Having completed the prescribed instructors' course, these Reserve officers will assume their share of responsibility for the student training program of the Air Corps expansion.

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War Department Special Orders (From Page 18)

To Ladd Field, Fairbanks, Alaska: Major Dale V. Gaffney, from Hamilton Field, Calif.

To Lakeland, Fla., for duty with Air Corps Training Detachment: Captain Roy T. Wright and 2nd Lieut. Maurice R. Lemon, from A.C. Training Detachment, Lincoln, Nebr.

To Mitchel Field, N.Y.: 1st Lieut. John B. Cary, from Hawaiian Dept. Previous orders revoked.

To Quito, Ecuador: Major Walter K. Burgess, March Field, and 1st Lieut. Harry N. Renshaw, Randolph Field, for duty with U.S. Military Mission to Ecuador.

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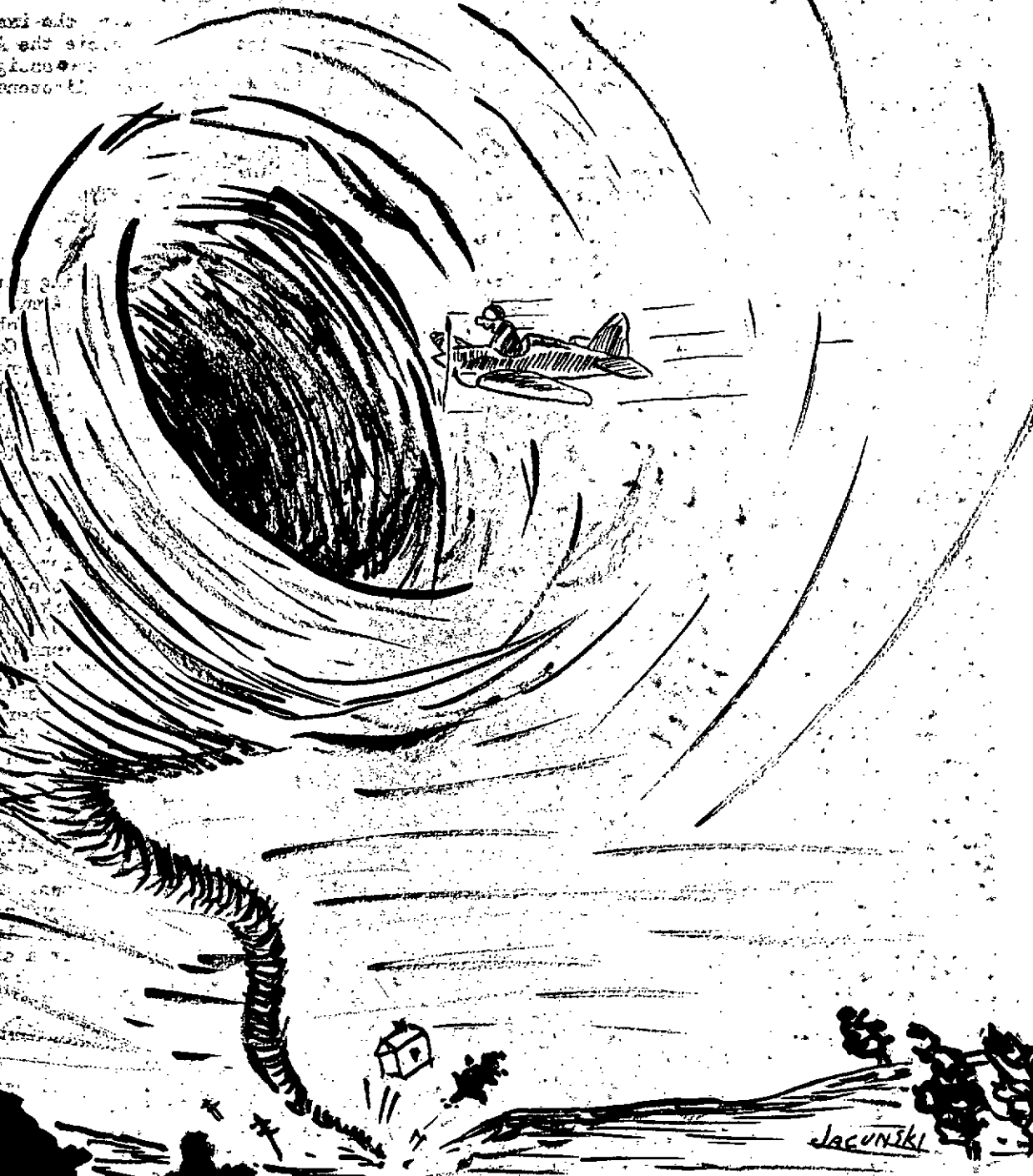
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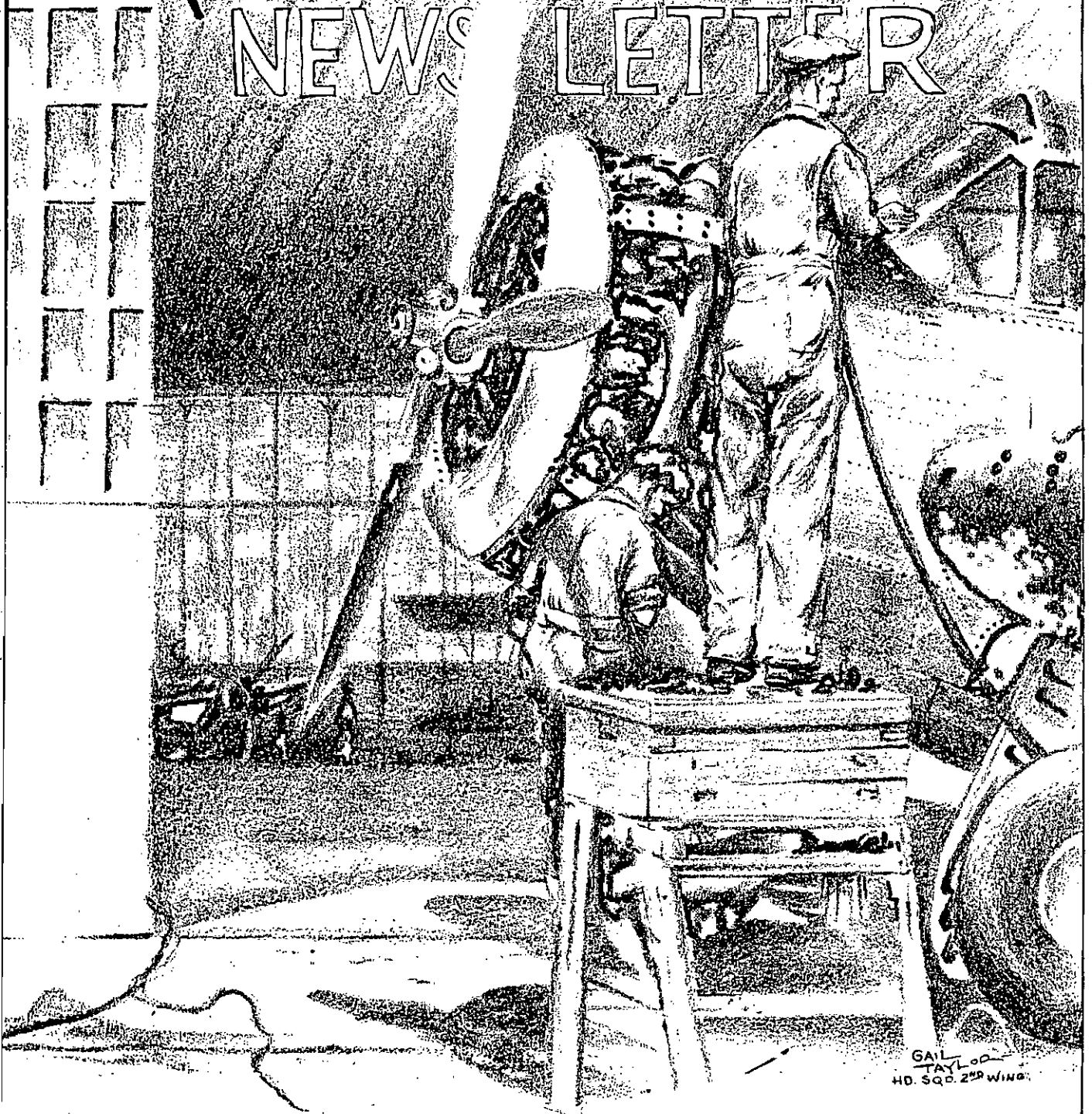


- I ALWAYS WAS  
CURIOUS ABOUT THESE  
DAMNED THINGS! -



# AIR CORPS

## NEWS LETTER



VOL. XXIII

SEPTEMBER 1, 1940

NO. 17

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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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## SELF-LOCKING NUTS

By D.M. Warner, Materiel Division

Nuts of a special type, called self-locking nuts, are rapidly replacing the old established combination of castle nut and cotter key as a means of security in aircraft structure. As in the case of many other mechanical innovations, the change is for economy of time and labor.

While the original cost of the self-locking nut is somewhat greater than that of the standard castle nut and cotter key, there is a great saving in the cost of installation, and, as thousands of nuts are used in an airplane, this saving is no small consideration. When the castle nut is used, it is necessary to drill the bolt and to insert and clinch the cotter key, while it is necessary only to screw the self-locking nut onto the specified tension, thus eliminating the other three final operations.

A self-locking nut differs from the conventional standard nut in that it contains a special feature or device to prevent it from coming loose and working off the bolt due to vibration in service. Hence, to be efficient, it must serve both as a normal nut to maintain the assembly or load and as a locking device under operating conditions. Strictly speaking, the term "self-locking" is a misnomer, since the special feature does not actually lock the nut in place but serves instead as a form of brake, designed to offer sufficient torque or resistance to turning to prevent it from coming off under any conditions that might be encountered in service.

The friction under the face and in the threads resulting from the pressure when properly assembled is sufficient to prevent any nut, plain or other type, from vibrating or shaking off the bolt so long as that pressure is maintained. But should that pressure be relieved due to shrinkage of assembled parts, wear, elongation of the bolt, or mechanical action, the restraining friction also would be lost and the nut would be free to travel off the bolt if

not held in place by means of cotter key or other device. The self-locking nut contains such other device in the form of a special feature incorporated to provide the necessary friction within itself and entirely independent of the assembly or load pressure. There are several types of self-locking nuts on the market under various trade names, including the Elastic Stop Nut, Boots, Dill, and Follak.

To be efficient and satisfactory for use in aircraft structures, self-locking nuts must conform to specifications including materials, thread, finish, and workmanship requirements for standard nuts and the following special requirements:

1. Must be interchangeable with a standard nut on a bolt with standard threads of specified tolerances and have equal strength.
  2. Must be a single or inseparable unit of a size, weight, and height fairly comparable to that of standard castle nuts.
  3. Must not require the assistance of any additional part or material to be self-locking.
  4. Must not remove the plating or injure the threads on the bolt.
  5. Torque required for installation must not exceed a specified maximum so as not to overstress the bolt when making the assembly.
  6. Must develop a specified minimum torque or braking resistance, to turning on or off the bolt, designed to prevent vibrating off in service.
  7. Must withstand repeated assembly operations at room and at specified elevated temperatures simulating service conditions.
  8. Must show a specified endurance of torsional resistance in repeated assembly operations designed to prove their suitability for repeated use.
- Several special methods of testing self-locking nuts for comparison and for conformity to the above special requirements have been developed by the Materials Laboratory at Wright Field.

These tests fall under two general classifications, namely: (a) Fatigue tests for stability and endurance of the self-locking device under vibration, and (b) tests for measuring its static and operating torsional resistance and for determining its life or endurance in repeated installation and removal operations under various conditions at room and at elevated temperatures.

Fatigue tests under a combination of lateral, skew, and axial vibration designed to simulate the most severe service conditions in aircraft are made on self-locking nuts in a rectangular steel box-type machine consisting of like heavy upper and lower units bound together with four vertical steel straps - two at either end - secured by means of the test nuts and bolts applied with normal assembly or other desired wrench torques. The lower unit is bolted to a heavy steel base supported on sponge rubber pads while the upper is vibrated to the desired vertical, transverse, and longitudinal amplitudes by means of a unit consisting of a transverse shaft with eccentric loads at either end and set 90 degrees apart, rotated at 3400 r.p.m.

Fatigue on self-locking nuts under axial impact vibration designed to simulate conditions under which nuts on loose engine hold-down bolts might operate are made in a machine consisting of a flat steel bar mounted as a beam across two rigid fulcrum posts, four feet apart, and vibrated up and down by means of an eccentrically loaded shaft unit secured transversely at the center and rotated at the desired r.p.m. The beam is bolted down to the posts on narrow transverse cleats a few inches in from either end, thus leaving the end free to vibrate up and down as cantilevers. The test nuts are assembled to the desired wrench torque on bolts anchored in the two posts and passed up through the cantilever ends of the beam which alternately apply and release the axial impact loads at the frequency and through the amplitude desired.

A severe type of lateral vibration impact test was made on bolts and self-locking nuts assembled under no load in a heavy commercial air-driven hand rock-drill at the suggestion of a manufacturer. The drill was supported by its handle bar across a rigid frame with tool extending downward through a hole in a plank which served as a guide. The test nut was assembled on a quarter-inch aircraft bolt passed through the center hole in the transverse tool-locking bolt and screwed up to contact but under no load. Thus assembled, the rock-drill operated at full speed on 90

pounds of air pressure, bounced and vibrated with terrific violence. This test was effective, but not considered representative of conditions in aircraft.

Tests on self-locking nuts to determine their static and prevailing torsional resistance to turning on aircraft bolts under no load and the endurance of their torsional properties over a series of assembly operations are made in a special autographic reverse testing machine. This machine consists essentially of a driving unit, a torque weighing unit, and a unit for recording the torsional resistance developed. It is adjustable to accommodate the size and resistance of the various nuts. The nut is screwed onto the bolt until contact is made with the self-locking feature or to some other predetermined degree when this cannot be done. It is then assembled in the holding devices between the driving and weighing units, and tested through a series of fifteen installation and removal operations of five turns each at room or at elevated temperatures as required. For tests at elevated temperatures, the bolt and nut assembly is tested inside of a conventional cylindrical electric furnace interposed between the driving and torque weighing units. The heat is controlled by means of a standard equipment and a thermocouple extending to the nut through the holding device.

This machine makes a continuous graphical record of the torque developed in either direction through the complete series of operations. The static and prevailing or ambient torsional resistance of the nut are measured at the specified points on this graph at the conclusion of the test.

None of the above vibration tests have been approved, but the tests for torsional resistance and endurance have proved satisfactory and are specified for all self-locking nuts procured for use in Army aircraft.

#### AWARD OF CONTRACT FOR AIRPLANES

The War Department announced under date of August 14, 1940, the award of a contract to the North American Aviation, Inc., Inglewood, Calif., in the amount of \$11,335,631.44 for approximately 700 airplanes.

This contract was cleared through the National Defense Advisory Commission.

Included among Class 40-B at the new Cal-Aero field at Ontario, Calif. are 23 student officers, graduated of the U.S. Military Academy on June 11, 1940.

## CIVILIAN SCHOOLS TO TRAIN PILOTS AND MECHANICS

The War Department announced under date of August 21st the awarding of contracts to civilian schools engaged in the training of pilots and mechanics in the amount of \$10,893,248.94. Contracts are also being negotiated with other schools.

The awarding of these contracts placed in effect the program previously announced in which pilots are to be trained at the rate of 7,000 each year and provided for more than doubling the number of mechanics trained in civilian schools. All contracts for the training of mechanics were awarded schools already under contract with the government, although the allotment of students to these schools was increased from 1500 to 3448.

Contracts awarded flying schools for primary flying training and instruction in the operation of airplanes, including ground instruction, were as follows:

- Alabama Institute of Aeronautics, Inc., Tuscaloosa, Ala.
- Allan Hancock College of Aeronautics, Santa Maria, Calif.
- Cal Aero Corporation, Glendale, Calif.
- Ryan School of Aeronautics, San Diego, Calif.
- Dallas Aviation School, Dallas, Texas
- Texas Aviation School, Inc., Fort Worth, Texas.
- Mississippi Institute of Aeronautics, Inc., Jackson, Miss.
- Chicago School of Aeronautics, Inc., Glenview, Ill.
- Lincoln Flying School, Lincoln, Nebr.
- Parks Air College, Inc., East St. Louis, Ill.
- Spartan Aircraft Company, Tulsa, Okla.
- Missouri Institute of Aeronautics, Inc., Sikeston, Mo.
- Darr Aero Tech, Inc., Albany, Georgia

Contracts awarded mechanic schools for furnishing instruction and training of airplane and airplane engine mechanics were as follows:

- Aircraft Industries Corp., Glendale, Calif.
- Casey Jones School of Aeronautics, Inc., Newark, New Jersey.
- Roosevelt Field, Inc., Aviation School Division, Mineola, New York
- The Aeronautical University, Inc., Chicago, Ill.
- New England Aircraft School, Inc., East Boston, Mass.

Spartan Aircraft Company,  
Tulsa, Okla.  
Parks Air College, Inc.,  
East St. Louis, Ill.

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### THE "NATION'S SQUADRON"

"Atlas was a piker," declares the Randolph Field Correspondent, adding that the feat of the Greek God in holding up the pillars of the Universe was a "snap" compared with a two-man act that unfolds itself every day at that field. He goes on further to say that to Captain Claire Stroh and 1st Sgt. August E. Weige falls the herculean task involved in the administrative work, the quartering and the messing for the 839 officers and men who comprise the Headquarters and Headquarters Squadron, a unit with components scattered to the four winds, comparable in size with the average peace time strength of an Infantry regiment.

Counting noses discloses the following: 275 men "live at home," with the men in the barracks double-decked; 50 "live out," scattered throughout the four corners of the nation in the Civil Flying Schools; 96 members of the Quartermaster Detachment have taken over the small bay and do their share in the mess hall; 21 members of the Weather Detachment call this Squadron "home;" 67 recruits are still gamely trying to fit into the picture from their quarters in the basement; 19 men are carrying the torch for "good ol' Hq. & Hq. Sq." at the Air Corps Technical Schools, and five Baron Munchausens are "dragging 'em in" while on recruiting duty. Also, 306 officers are carried on the rosters.

To 1st Lieut. Robert T. Crowder goes the silver medal, emblematic of runner-up honors in the "work-yourself-to-death" division, for having processed 650 recruits in the past few weeks. And to his "right hand man," Staff Sgt. Griffen Adair, he with the build of an Adonis and the heart of the proverbial drill sergeant, a round of applause for a "good job, well done" as M.C.O. in charge of recruit instruction.

Conditions in the mess hall have reached the point where Sgt. Joseph M. (Murphy) Chenvert is in the hospital for an ear operation, said to have been caused by the verbal pounding his organ of hearing has taken since the accelerated expansion program hit Randolph Field. As he was carried from the barracks to the hospital, "Murphy" was overheard to say, feebly, "One man, one ration.. one recruit, good-bye Mess Fund."

V-8576, A.C.

## BOMBING ACTIVITIES AT RIO HATO

Flying a total of 214 hours and 25 minutes, the 74th Bombardment Squadron (M), stationed at Albrook Field, Panama Canal Zone, on July 20th completed bombing practice at Rio Hato, 70 miles southwest of that field, and returned to its home base. The camp started on July 8th.

Attending the camp was the entire Squadron less a detachment of 78 men. The officers in attendance were 1st Lieut. Richard T. King, commanding; 2nd Lieuts. H.A. Von Tungeln, Engineering Officer; James A. Barnett, Armament and Communications Officer; H.P. Dolim, Operations Officer; Richard H. Gunckel, Mess Officer; and Dan H. Yeilding, Supply Officer.

First Lieut. J.M. Malone and 2nd Lieut. K.M. Welborn, on special duty at Rio Hato, were available for part of the missions.

According to a report submitted by Lieut. King to the 6th Bombardment Group, of which the 74th Squadron is a part, 138 hours and 10 minutes of the total flying time was spent on actual bombing missions, the remaining 75 hours and 55 minutes representing the time utilized in movement of troops and supplies and in returning to Albrook Field daily for refueling.

The report disclosed that the average time flown by each pilot was 53 hours and 31 minutes. This average is materially increased for six assigned pilots when it is considered that Lieuts. Malone and Welborn were available for only part of the missions.

The period actually available for bombing was eight days, two days being utilized for participation in 19th Wing Maneuvers and the first and last days being spent in occupation and evacuation.

Ammunition to the extent of 635 practice bombs, 36 300-pound demolition bombs and six 600-pound bombs was expended.

Eleven enlisted bombardiers received training. Three of this number are eligible for qualification as 2nd and 3rd class bombardiers. The others require more training. It was believed by Lieut. King that had more time been available, all could have met 3rd Class bombardier requirements.

The health of the command was exceedingly good. The services of two men were lost for a period of 24 hours each because of minor illnesses, and one man was returned to Albrook Field for hospitalization because of a leg injury.

Lieut. King stated he received the most enthusiastic support of both officers and men, despite the fact that

bombing was confined to early morning and late afternoon hours because of cloud conditions. He recommended that at least three weeks be allotted for training, and that night bombing facilities be incorporated in the bombing range.

The 44th Reconnaissance Squadron, Albrook Field, occupied the camp at Rio Hato immediately after the 74th. Upon the return of the 44th Squadron to its home station on August 3rd, the entire 37th Pursuit Group was scheduled to move to the camp. Present plans call for at least one squadron to be at the camp at all times.

## NEW CONSTRUCTION AT RANDOLPH FIELD

Randolph Field has thus far held its own in the accelerated pilot training program of the Air Corps, all without additional construction on the field. In anticipation, however, of a maximum peak level of 902 Flying Cadets in training at all times, construction work has been started on 684,000 square feet of additional ramp space. Under the supervision of the Constructing Quartermaster, San Antonio and vicinity, the grass plots in front of and surrounding each of the 18 hangars have been done away with. In their place, hard-surfacing is now being installed. More than 450 training airplanes will be the eventual complement at the "West Point of the Air." Present plans call for the majority of them to remain out of doors at all times except for maintenance and repair. Tie-down rings are being placed in the hard-surfacing which will completely surround the hangars on ten-foot squares.

Between \$80,000 and \$100,000 is involved in this paving project. As an illustration of the magnitude of the task, more than 34,000 linear feet of 20-foot roadway could be constructed from these 684,000 square feet of paving.

## PROMOTION OF AIR CORPS OFFICERS

To Colonel (temporary): Lieut. Colonel Asa N. Duncan, rank from August 1, 1940.

To Lieut. Colonel: Lieut. Colonel (temp.) Walter Bender, Albert M. Guidera, James F. Doherty, Lynwood B. Jacobs, Frank W. Wright, Edgar P. Sorenson and Robert Olds, rank from July 26, 1940; Ross G. Hoyt and William B. Meyer, rank from August 7, 1940.

To Lieut. Colonel (temp.): Major Edmund P. Gaines, from August 13, 1940.

To Major (Temp.): Captain Clifford P. Bradley, from August 13, 1940.

## THE AUGUST, 1940, FLYING CLASS

Entering the nine civilian elementary schools for primary flying training on August 3, 1940, were 679 Flying Cadets, distributed among these schools, as follows:

Alabama Institute of Aerotics	23
Allan Hancock College of Aeronautics	74
Cal-Aero Training Corporation	80
Chicago School of Aeronautics	44
Dallas Aviation School and Air College	109
Lincoln Airplane and Flying School	42
Parks Air College	116
Ryan School of Aeronautics, Ltd.	61
Spartan School of Aeronautics	130
<b>Total</b>	<b>679</b>

The names of the students in the above class are listed on pages 11 to 14, inclusive, of this issue.

In the matter of representation of students in the August class, California leads all the States with a total of 62, followed by Texas with 57, New York, 38; Illinois, 36; Pennsylvania, 31; Oklahoma, 27; Ohio and South Carolina, 24 each; North Carolina, 23; Louisiana, 20; Wisconsin, 21; Iowa, New Jersey and Oregon, 17 each; Michigan, 16; Missouri, 14; Indiana, Kansas and Nebraska, 13 each; Colorado, Maryland, Arkansas, Mississippi and Virginia, 12 each; Massachusetts and Washington, 11 each; Alabama, Florida and Georgia, 10 each; South Dakota, Tennessee and West Virginia, 9 each; Connecticut, 8; Kentucky, New Mexico and North Dakota, 7 each. None of the other States is represented by more than four students. It is interesting to note that six of the States having the highest representation of students in the August Class likewise had that distinction in the June, 1940, Class, which numbered 593 students, California leading with 65, followed by Texas with 60; New York, 31; Pennsylvania, 28; Ohio, 27; Illinois, 25.

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### ANTICIPATION GREATER THAN REALIZATION

Captain Robert L. Easton, Air Corps, Post Operations Officer at Maxwell Field, Ala., was flabbergasted one morning recently when, upon arrival at his office, he found an egg crate containing two baby skunks. A hasty survey disclosed that they had been deposited in the Operations Office during the night and that no one would accept ownership. Captain Easton had them fed and watered and commenced pondering what to do

with them. They appeared comfortable in their habitat but indicated testiness when visitors commenced peering into the crate. The irritability manifested itself as the skunks lifted their tails, indicating that they were about "to spray."

Shortly afterwards, Lieut. P. Schwartz, Air Corps, ambled into the picture and wanted to know how his skunks were getting along. Lieut. Schwartz said he was on a cross-country flight and stopped over at Fort Sill and picked them up for delivery to Majors Frederic H. Smith, Jr. and Edward A. Hillery, of Langley Field, Va., who are to make pets of them. He said the skunks were obtained at the Fort Sill game preserve. They are about six weeks old.

Lieut. Schwartz created a furore and the kibitzers commenced heading for the tall timbers when he reached into the crate and removed the furry visitors. He promptly explained that the musk sack had been removed from each animal which rendered them harmless as far as "spraying" was concerned. Their tails, however, were elevated at the "firing" angle.

Lieut. Schwartz, who was piloting a B-13, took off for Langley Field in the morning, accompanied by Lieuts. D.A. Tate and H.C. Dorney.

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### OFFICERS OF OTHER BRANCHES AT MAXWELL

War Department orders recently received at Maxwell Field, Ala., from the office of The Adjutant General, Washington, announced the assignment to extended active duty with the Southeast Air Corps Training Center of 31 Reserve officers of the various arms and services. These officers are from the Infantry, Field Artillery, Coast Artillery and the Finance Department.

Major William W. Welsh, Executive Officer of the Southeast Air Corps Training Center, stated that these reservists would be assigned non-flying duties, such as adjutant, supply officer, post exchange officer, personnel adjutant, finance officer, athletic and recreation officer, mess officer, transportation officer and provost marshal. He added that the assignment of the Reserve officers would permit the relief of Air Corps officers from non-flying duties they are now performing, thereby permitting their detail in capacities directly involving the training of the hundreds of cadets who are expected to arrive at the Southeast Training Center in the near future. In addition to the Center's headquarters and Advanced Flying School which are to

(Continued on Page 6)

## WHOLESALE EMERGENCY PARACHUTE JUMPS

Under date of August 2, 1940, Second Lieut. William E. Creer, Air Corps, submitted the following statement to Major S.M. Connell, Commanding Officer of the 6th Bombardment Group (M), France Field, Panama Canal Zone:

"After considerable delay at France Field, while the engineering crew put on a new governor for our right propeller, which had been functioning improperly, we took off at about 9:30 a.m. for Rio Hato. We made a wide circle to clear a cloud bank at about 4,000 feet, which lay just to the south of France Field and directly in our route to Rio Hato. We cleared this bank and flew on our course of 165 degrees. At this time I checked all instruments very thoroughly. The cylinder head temperature on the right engine, which had been up to 205 degrees on take-off, came down to about 160 degrees. We had already changed to number 2 tank, which was a full tank of gasoline, and were pulling about 26" Hg and turning about 1800 RPM. Everything seemed to be operating very satisfactorily. On arriving at Chame Pass we turned to 230 degrees, and had been on that course for about five minutes when a sudden crack occurred in the right engine. The ship was completely shaken.

"I immediately took over from Lieut. Kaliher, who had been flying up to that time, and gave orders for every man to check his chute and life vest. The cross-feed was turned off and the selector valve turned to the good engine. The right engine was vibrating excessively and was completely covered with oil. The fuel pressure dropped to zero on this engine and the switch was cut off, the throttle opened and the propeller control tried in both high and low RPM position. On the other engine the throttle was opened to 35" Hg and the propeller moved to high RPM, tabs were adjusted for single engine operation and we kept the ship headed for Rio Hato.

"Sergeant Vaillancourt stayed at the radio, working WYAT. Vibration was so excessive I began to doubt if we would reach Rio Hato, so I headed out toward the ocean, thinking we might land in the water. About this time fire broke out. The first flames came from underneath the trailing edge of the wing.

"Lieut. Kaliher held the ship while I adjusted my chute, and I gave the order to 'bail out.' Sergeant Hilbert was discharging the lux fire-extinguisher, which didn't make any noticeable difference. I took the controls and Lieut. Kaliher left his seat and headed for the rear end of the ship. I held it

level for what seemed like a long time and then began to put in Auto-Pilot, which didn't seem to hold the ship very well. By this time the smoke in the ship was so thick I could not see to adjust the Auto-Pilot any more. Another shock seemed to hit the ship and the right engine gave way. It went slow at first and then more rapidly as the engine dropped down under the wings taking a good bit of the wing with it. This convinced me that it was time to get out.

"I got up and started for the back end, but the smoke was so thick I could not see, so I figured I had better try the top hatch. It was open about four inches. I didn't try the emergency release, but just slipped out, holding the door against the slip stream and held on to the radio mast, checking to make sure I was not caught on anything, then just let myself slip, pushing myself down and out as I left. I cleared the tail, waited until I was clear of the ship, pulled the rip cord, and the parachute opened. I counted all the chutes and there were seven, so I knew the entire crew was out. The ship stayed on a fairly level keel, making a slow turn to the right, slightly falling, and with black smoke pouring out of the base right side all the way down. The ship hit the ground, taking out a long path through the jungle. It was completely enveloped in flame and black smoke.

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### Officers of Other Branches at Maxwell

(Continued from Page 5)

be at Maxwell Field, it will have a new basic flying school at the Municipal Airport at Montgomery; a pursuit school at Selma, Ala.; an aerial gunnery and bombing range at Eglin Field, Valparaiso, Fla., and a school for bombardment pilots at Barksdale Field, La.

In view of the fact that the only phases of the Center which are prepared to function at this time are Headquarters and the Advanced Flying School, it is believed the 31 Reserve officers will be assigned to duty initially with the Provisional Southeast Training Center Detachment at Maxwell Field. Approximately 2,000 newly enlisted soldiers are now in training there for assignment to school squadrons soon to be activated.

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The following Air Corps officers were promoted to the permanent grade of Lieut. Colonel: Lieut. Colonel (temporary) Wolcott P. Hayes and Edmund W. Hill, from Aug. 9, 1940; Walter F. Kraus and Wm. E. Farthing, from Aug. 18, 1940.

V-8576, A. C. Cress

DEDICATION OF THE WRIGHT BROTHERS MONUMENT  
By the Materiel Division Correspondent

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Brisk activity marked Major Gen. H.H. Arnold's tour at Wright Field, Ohio, on Monday, August 19th. Accompanied by Lieut. Colonel Ray A. Dunn, he arrived at 9:40 a.m., piloted by Captain E.H. Beebe.

A few minutes earlier, Mr. W.S. Knudsen, Chairman of the National Defense Commission, was flown in from Grosse Ile, Mich., by Captain I.W. Ott. Mr. Charles F. Kettering, Research Director for General Motors and Chairman of the Inventors' Council, and Mr. E.V. Ripperville, Manager of General Motors Research Laboratory, Detroit, were also passengers on this flight.

Colonel Oliver P. Echols, Assistant Chief of the Materiel Division, and a group of Wright Field officers, welcomed both groups and proceeded with official business in conferences, tours of the laboratories and inspection of project exhibits, terminating with a luncheon at 1:15 p.m.

In the afternoon, the scene shifted to Wright Brothers Hill, immediately east of Wright Field, where scores of aviation notables and some thousand spectators had gathered to observe the unveiling and dedication of the Wright Brothers Monument on the occasion of Orville Wright's 69th birthday.

As the program started, Major General Arnold, Captain Kenneth Whiting and Colonel E.A. Deeds participated in a radio broadcast over the Columbia network, representing the Army, the Navy, and the Wright Memorial Commission, respectively.

With newsreel cameramen grinding away, and batteries of press and amateur photographers shooting from all angles, the speakers addressed the assembled crowd over a public address system, with a relay pick-up to the network's listeners all over the country.

First of the principal speakers, General Arnold said in part:

"The Wright Brothers conceived the conquest of the air as a boon to mankind, as an improved vehicle for the rapid transit of man and commercial cargoes. Man has turned the airplane into a deadly weapon.

"They built the Army's first airplane, they taught our fliers and, more than anything else, their original explorations, investigations and experiments have formed a sound basic foundation for the research which has come after."

Captain Whiting, general inspector of Naval aircraft in the eastern district, recalled the days when he and the pres-

ent Chief of the Air Corps were among the earliest group of students who learned to fly under the guidance of the Wright Brothers within sight of the speakers' stand.

Heading a list of 119 first students who studied flying under the Wrights, and inscribed on a metal plaque at the approach to the monument, are the following names: Major General H.H. Arnold, Brigadier General Frank Lahm, Colonel Charles DeF. Chandler, Colonel Thomas DeW. Milling, and Captains John Rodgers, Kenneth Whiting and A. Roy Brown.

As a surprise feature of the program, Mr. Orville Wright was presented with Honorary Aircraft Pilot Certificate No. 1 by Dr. Edward P. Warner in behalf of the Civil Aeronautics Authority.

The monument, centered in a stone masonry platform some sixty feet in diameter, is a 30-ton granite monolith which was mined near Kitty Hawk, N.C. At the moment of unveiling, Orville Wright's two young grandnieces gave the ropes such determined tugs that the shroud nearly billowed over Orville Wright, General Arnold and Captain Whiting, who were seated at the foot of the shaft.

As the Hon. James M. Cox, former Governor of Ohio, gave the concluding address, in which he urged that the original Wright airplane be returned to the United States, a deep undertone of engines on the torque stands at Wright Field seemed to carry an assuring message.

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#### PARTICIPATION IN FOURTH ARMY MANEUVERS

The 9th Bombardment Squadron (H), Hamilton Field, Calif., consisting of eight B-17B's, under the Squadron Commanding Officer, Major Elmer E. Adler, departed on August 14th for the great northwest to lend support to ground troops of the Fourth Army maneuvering in the Fort Lewis-Tacoma, Washington, area. The Squadron was based at McChord Field.

The main purpose of the maneuvers was not necessarily to prove Army preparedness but more directly to afford an opportunity for extensive seasoning and training of the National Guard. The combatting forces consisted of three divisions - the 41st Division, National Guard, and the 3rd Division, Regular Army, which constituted the Red Force, and the 40th Division, National Guard, which formed the Blue Force. Cavalry and mechanized forces, plus two squad-

V-8576, A.C.

rons of Observation Aviation, were attached to each of the forces. The 20th Pursuit Group from Moffett Field and the 9th Bombardment Squadron were attached first to the Reds for two days and then to the Blues for the remainder of the maneuver.

For the period August 15-16, the 9th Squadron was attached to the retreating Red Forces and employed on two separate simulated bombing and reconnaissance missions in an effort to curb the advancing Blues by cutting their lines of supply and communications. Objectives were enemy communication centers, rail heads, and airdromes located several miles to the rear of the Blue's front line. Umpires ruled that both missions were successful. "Losses" sustained by the Squadron were reported to be one airplane on the first "raid" and none on the second. Reconnaissance in "enemy" territory produced valuable information of troop movements and located an "enemy" captive balloon which afforded an excellent target for a Pursuit force. The balloon was "destroyed" approximately ten minutes after report had been received.

During the period August 16-17, the 9th Bombardment Squadron was attached to the Blues. In spite of the fact that the commander of the heavy bombardment force repeatedly stressed proper bombardment employment, its limitations and capabilities, the first mission assigned read as follows:

"The combat aviation will support the attack of the IX Corps by attacking any Red troop concentrations in the Corps Zone offering a suitable target beginning at 7:00 A.M."

A large reserve troop concentration camp was located, however, and "bombed" as an area target with 100-lb. fragmentation bombs. Later during the same day the heavy bombers, simulating light bombardment, were ordered to "bomb" and "harass" retreating troops and truck trains radiating on highways from the Red's zone of concentration. Both missions met with considerable success despite the fact that two of the 9th's airplanes were ruled "shot down" by "enemy" anti-aircraft on the first mission.

Prior to returning to Hamilton Field on August 17th, it was announced that both forces, the Reds and the Blues, had been successful in completing their training objective.

Lieut. Colonels (temporary) Richard H. Ballard, Ralph H. Wooten and Harold M. McClelland were promoted to permanent rank as such, effective August 8, 1940.

## GUNNERY PRACTICE BY 1ST PURSUIT GROUP

The First Pursuit Group, Selfridge Field, Mich., took to its tents as it proceeded to Alpena, Mich., for ground and aerial gunnery. On July 15th, a 40-truck convoy carried personnel and equipment from Selfridge Field to Alpena. An advanced detail of 100 men preceded the Group by one week and took over the County Fair Grounds, its buildings and facilities. When the Group arrived, tents had already been pitched, wash racks and showers set up, and the camp made ready to take care of 450 men. Offices were set up in the display booths under the grandstand. Tents for the entire Group were set up among the pine trees which cover the Fair Grounds.

The planes were based at the Captain Phelps Collins Airport, which is six miles from Alpena. The field was recently enlarged and improved and is especially favorable for the training activities with which the Group was occupied. Further land has been acquired by the City of Alpena, and the field will be enlarged to an area a mile and a half square. The surface of the field is excellent under all conditions.

During the period from August 3rd to August 8th, when the airport was utilized for the 2nd Wing exercises, all types of airplanes landed thereon, including the B-15.

The State of Michigan closed the State Forest, some three miles square, adjacent to the airport on the west, and this area was used for ground gunnery.

The residents of Alpena proved most cooperative and friendly to the Army airmen, and the entire Group received considerable amount of excellent training and, in addition, greatly enjoyed the northern Michigan vacation land.

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## ORDNANCE ACTIVITIES AT ALBROOK FIELD

Since the establishment of Albrook Field, Panama Canal Zone, the Ordnance Detachment has performed its small, but nevertheless important, job in a commendable manner. Plans are now being formulated which will make Ordnance activity at the Canal Zone Air Base an important link in the aviation chain.

Under the direction of 1st Lieut. John G. Zierdt, who recently arrived on the Isthmus, the expansion of the detachment at Albrook Field is progressing rapidly. It is planned to have an Ordnance Battalion in the Panama Canal Department, with the Headquarters and Headquarters Company at Albrook Field.

The strength of the detachment at this

(Continued on Page 20)



AIRCRAFT RECLAMATION IN NICARAGUA  
By the Albrook Field Correspondent

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Under the direction of Colonel A.H. Gilkeson, Commanding Officer of Albrook Field, Panama Canal Zone, the reclamation of a P-26 airplane was effected in Managua, Nicaragua, recently. Accompanied by Major Russell E. Randall and 1st Lieut. Thomas C. Darcy, Colonel Gilkeson flew in a C-33 from the Canal Zone Base to Managua to supervise the repair and installation of new equipment.

During the recent 19th Wing maneuvers in Central America, 2nd Lieut. John B. Henry made a forced landing on a soft sandy beach near Managua. In doing so, his ship nosed over on its back and was damaged considerably. The pilot was unhurt and later joined the rest of the Wing Flight for the remainder of the maneuvers. TACA Airline (Transportes Aereos Centro Americanos) removed the ship from the beach and transported it via barge to Corinto, thence by jungle railroad to Managua.

Colonel Gilkeson, Major Randall and Lieut. Darcy cleared Albrook Field on July 19th in the C-33, carrying with them mechanics and equipment to accomplish their mission. Flying at about 11,000 feet between Albrook Field and Nicaragua, the fliers encountered extremely cold weather for tropical climates. The flight engineer had not anticipated such weather and consequently did not have the steam heating system filled with water. Before reaching warmer levels, the cold became quite uncomfortable.

Upon arrival at Managua, the party inspected the ship and found that the reports previously received were more optimistic than the first reaction at the sight of it. Both wings were removed from the fuselage and the "naked" ship appeared much worse for the wear. Mechanics from Albrook Field began work on the plane immediately upon its being moved to the Guardia Nacional Hangar. With the aid of Nicaraguan mechanics, the work progressed rapidly.

A survey of the ship revealed that it lacked equipment, including a pitot tube, windshield, potentiometer, jury strut, and that general repairs were necessary on the fuselage. A message was sent to Albrook Field requisitioning the necessary equipment, and this was delivered at Managua by Pan-American Airways free of charge the following morning. Work was continued throughout the day and the ship was ready the following day.

Colonel Gilkeson was the house guest of Colonel Charles L. Mullins, head of

the United States Military Mission at Nicaragua and official advisor to the Nicaraguan Military Academy. On Saturday morning, July 20th, the visiting officers were taken by Colonel Mullins and Captain Rivas Cuadrs, Chief of the Nicaraguan Air Force, to a review and inspection of the Nicaraguan Military Academy in honor of Colonel Gilkeson. The American officers were astonished at the remarkable progress made at the Academy in the short period of eight months that Colonel Mullins had been advisor. A veritable miniature West Point has been transplanted to Central America, and the cadets are trained to precision in the new Infantry Drill Regulations.

Following the review, Colonel Gilkeson paid his respects to President Samosa of Nicaragua and Mr. John Muccio, Charge d' Affaires to Nicaragua and First Secretary of the American Embassy in Panama. He was taken on a tour through the President's experimental gardens, in which modern American methods of farming and caring for live stock are being tried out.

On Sunday, the visitors attended the dedication of a new dock at the Managua waterfront. President Samosa was the principal speaker, and he stressed the need for friendly relations and unity among the several Central American countries and the United States. He further expressed his admiration for President Roosevelt and the latter's progressive plans for hemisphere defense.

On Monday afternoon, Major Randall put the slow time on the P-26 and declared it ready for the return flight to Albrook Field. Early Tuesday morning, Major Randall took off in the P-26 and Colonel Gilkeson and Lieut. Darcy in the C-33. They cleared for San Jose, Costa Rica, where they stopped for a short time late in the morning. At about noon, the flight of two ships cleared for David, Republic of Panama, and landed there early in the afternoon.

After refueling the P-26, the airmen cleared David for Albrook Field, but a few minutes out encountered bad weather and had to turn back. They cleared David again after a short wait and once more encountered bad weather, turned back and sat down at David. Soon a clear weather forecast was given and the ships took off for a third time. A break was found and the flight proceeded to its destination.

On their return flight in the C-33,

Colonel Gilkeson and Lieut. Darcy had a "Strange Cargo." The Transport was turned into a menagerie it would seem. A live deer, gift of the Nicaraguan Chief of Staff to Colonel Gilkeson, was the most frightened passenger aboard during the storm. Four little parakeets jabbered at each other and at everything in general as they sought to solve this new mode of transportation. A baby tiger seemed the most at ease and apparently resigned itself to its fate. The quietest animal in the "Flying Zoo" was a stuffed alligator which, needless to say, did not even miss his water.

The technical objective of the flight was accomplished without flaw, and once more the Air Corps in the Panama Canal Department did its part toward strengthening the bonds of friendship between the Central Americas and the United States.

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#### GENERAL LEAR FLIES TO BRITISH HONDURAS

Major General Ben Lear, commanding the Panama Mobile Force, was a passenger in one of two B-18 Bombers which recently flew from Albrook Field to La Lima, British Honduras. The flight was under the command of Captain Roger J. Browne, whose co-pilot was 2nd Lieut. Marshall P. Camp. First Lieut. Richard T. King was pilot of the second B-18, and 2nd Lieut. L.P. Ensign the co-pilot. Other passengers on the flight were Captain Russell P. Reeder and 1st Lieut. Joseph E. Bastion.

The flight was made over terrain not before explored by the Air Corps. The study proved interesting and informative. The stay at La Lima was made pleasant by officials of the United Fruit Company stationed at that port, the largest one operated by that concern.

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#### NEW LOCATION FOR 19TH WING HEADQUARTERS

The headquarters of the 19th Wing were moved recently from the second floor of Base Headquarters, Albrook Field, to a new temporary structure.

The new building is on a high terrace opposite the Noncommissioned Officers' Club on the road leading to the Officers' quarters. The ground floor of the new structure houses the day room and barber shop for Headquarters 19th Wing. The second floor comprises the orderly room and barracks. On the third floor may be found the administrative offices of the Wing.

The new offices are cool, light and airy. A spacious conference room ad-

joins the office of the Wing Executive Officer. The new Wing Radio Station, which has been motorized, is parked in the rear of Wing Headquarters in a mobile trailer.

Air Base Headquarters will move into the offices vacated by Wing Headquarters as soon as renovation has been completed. The 16th and 37th Group Headquarters will move into the offices now occupied by Base.

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#### WING PROBLEMS HELD IN PANAMA

Under the direction of Brigadier General Herbert A. Dargue, Commanding the 19th Wing in the Panama Canal Department, a series of flying exercises are being held on the Isthmus, with all organizations at both Albrook and France Fields participating.

The exercises or problems are held on Friday of each week, and are designed to familiarize pilots with possibilities concerning the Canal Zone.

Meanwhile, Major Samuel Connell, commanding the 6th Bombardment Group, with headquarters at France Field, has also been conducting a series of problems. The 74th Bombardment Squadron, Albrook Field, has been participating in these exercises.

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#### FOREIGN STUDENTS TRAIN AT RANDOLPH FIELD

Three Mexican Army Air Corps officers, three Colombians, three Cubans and one Bolivian flyer are among the 308 student pilots who started training at Randolph Field early in August in the largest class since the Air Corps Expansion program became a reality. A total of 295 Flying Cadets reported for basic training on August 1st, in addition to three student officers of the Regular Army.

The foreign students, all pilots in their own right and members of their respective air forces, are studying the Air Corps methods of instruction and training rather than learning how to fly.

Other foreign officers are tentatively scheduled to enter the "West Point of the Air" in coming classes, many of them already being in nearby San Antonio, where they are studying English in preparation for the course.

A total of 530 student pilots is now in training, and this figure will gradually increase to a maximum of 902 by early next year.

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To Alabama Institute of Aeronautics, Inc., Tuscaloosa, Alabama

Celotto, Robert O.	Conn.	Taylor, William Duncan	Ky.	McDonald, John F.	Mass.
Seeberg, Gordon Allen	Conn.	Steeves, Jerome Irving	Maine	Wojcik, Kazimierz	Mass.
Klemovich, Joseph Thomas	Conn.	Humphries, Benjamin S.	Maine	Lancaster, Carl Richard	Mass.
Claros, Thomas Stavros	Conn.	Andrews, John	Mass.	Thomas, William W.	Mass.
Yudowitch, Elmer Bernard	Conn.	Illingworth, Walter C.	Mass.	Christie, Charles Philip	Mass.
Daly, Edward John	Conn.	Rafferty, Patrick Hugh	Mass.	Bean, Arthur E., Jr.	N.H.
Acker, Harry Richard	Conn.	Finn, Henry Woodrow	Mass.	Robinson, Richard Walker	Vt.
Lynch, James Gerald	Conn.	Budzianowski, Antonio S.	Mass.		

To Cal-Aero Training Corporation  
Ontario, California

Louk, Max	Ariz.	Conley, David Morrow	Kans.	Sullens, James A.	Mo.
Smith, William A.	Calif.	Barrett, Theodore C.	Kans.	Kinder, Raymond Edward	Mo.
Mercer, Thomas Woodrow	Idaho	Holmes, Wm Edward	Kans.	Danaher, Leo Joseph	Mo.
White, Varian Kiefer	Idaho	Jacobi, Erwin Valentin	Kans.	Cox, Eugene Wesley	Mo.
Kandaras, James George	Ill.	Kelley, Donald Dudley	Kans.	Giese, Thomas Donald	Mo.
Geer, John Henry	Idaho	Long, Wm Maurice	Kans.	O'Neil, John Francis	Mo.
O'Neill, Erwin Bernard	Kans.	Riley, Lewis Robert	Kans.	Owens, John James	Mo.
Nelson, Arthur Lewis	Kans.	Kilts, Ralph Lee	Mo.	Jones, William Orville	Mo.
Conard, Dean Dwaine	Kans.	Kaempfer, Robert Emil	Mo.	Powell, Elmer B., Jr.	Mo.
Sellers, Wm Bain	Kans.	Straw, Eugene William	Mo.	Dirksen, Robert Carl	S.D.
Johnson, Earl Hubert	Kans.	Ginsberg, Nathan	Mo.	Hilton, James Alfred	S.D.

To Cal-Aero Training Corporation  
Oxnard, California

Spears, Robert Langdon	Calif.	Lodin, Lawrence K.	Minn.	Hocking, Ronald Charles	N.D.
Willard, Harlow Earle	Calif.	Gray, Gerald Gilbert	Minn.	Monson, Judd Leigh	N.D.
Eckberg, Philip Mercer	Iowa	Hansen, Robert Murdock	Minn.	Shrawder, Gerald Robert	N.D.
Burnstedt, Lloyd E.	Iowa	Craft, William Cecil	Nebr.	Loverud, Carlyle Orville	N.D.
Gould, David	Iowa	Caruthers, Marion F.	Nebr.	Hellesvig, Vernon Mayo	N.D.
Akers, Marion Jesse	Iowa	Jones, Gilbert Walker	Nebr.	Dewey, John Alexander	N.D.
Reavell, George Eldon	Iowa	Glover, Herbert Field	Nebr.	Kjelland, James Oliver	N.D.
Calhan, Robert James	Iowa	Joyce, Richard Outcalt	Nebr.	Beckel, Ronald William	S.D.
Newcomb, Robert Dixon	Iowa	McLeod, Robert William	Nebr.	Hayes, John Edward	S.D.
Driscoll, Harold John	Iowa	Messmore, Hiram Allison	Nebr.	Smith, Donald Gregory	S.D.
Snell, Earl Eugene, Jr.	Iowa	Ousley, Carl Andrews	Nebr.	Austed, Elfege F.	S.D.
Beresford, Frank L., Jr.	Iowa	Rubino, Frank James	Nebr.	Wulff, Marcus William	S.D.
Buckles, Forrest George	Iowa	Bell, Loren William	Nebr.	Shockey, Everett Lee	S.D.
Eberhart, Francis Claude	Iowa	Rayhorn, Earl K.	Nebr.	Potter, Henry Alpheus	S.D.
Corcoran, John Joseph	Iowa	Veneziano, Salvatore J.	Nebr.	Alberts, Warren Ebel	Wisc.
Bauer, Maurice Hatter	Iowa	Sorrell, LaRue Scott	Nebr.		

To Allan Hancock College of Aeronautics, Santa Maria, Calif.

Clyne, Roger Strong	Ariz.	Hillyer, Roy Noyes, Jr.	Iowa	Mathes, Adolphe J., Jr.	Ore.
Deardorff, Howard W.	Calif.	Frederick, Samuel Murray	Mont.	Sargent, Merrill Franklin	Ore.
Johnston, James E.	Calif.	Beckstrom, Kenneth W.	Mont.	Gies, Carl Parker	Ore.
Duncan, Roy Roscoe	Calif.	Valkenaar, John Jacob	N.M.	Powell, William H.	Ore.
Piatt, David Meyer	Calif.	Allen, Dana Henry, Jr.	Okla.	Pietzsch, Jay Ed	Texas
LeBarts, Kenneth A.	Calif.	Claybaker, Dale Wm.	Okla.	Kerr, Ivan	Texas
Sandberg, Raymond Oscar	Calif.	Griffin, Lloyd Dean	Okla.	Paschall, Benj. F. III	Texas
Shevlin, Eugene Buckley	Calif.	Geer, Paul Cassler	Okla.	Boren, Jack Bernard	Texas
Kaufman, Arthur, Jr.	Calif.	Macpherson, Hector, Jr.	Ore.	Killen, Cortez High	Texas
Melton, Wallace W., Jr.	Colo.	Nysteen, Norman Alfred	Ore.	Yee, Albert Suey	Texas
Martin, Wilfred Michael	Colo.	Patch, Horace Wendell	Ore.	Salter, Richard D., Jr.	Texas
Little, John Edmund	Colo.	Blacker, Blair Kinyon	Ore.	Riggs, Francis Earl	Texas
Root, Richard Laird	Colo.	Schoenfeld, Benjamin F.	Ore.	Herndon, Nolan Anderson	Texas
Brandon, Hubert Arthur	Colo.	Woodcock, Milton E., Jr.	Ore.	Stockton, Wm. George	Texas
Best, Elmer Clyde	Colo.	Howe, George Charles	Ore.	Terrell, Jennings B., Jr.	Texas
Davitt, William John	Colo.	Cadle, Dean Albert	Ore.	Parrott, Alonzo W.	Texas
Culp, William Kenneth	Colo.	Wiper, Thomas L.	Ore.	Still, Charles Weldon	Texas
Gates, Billy Orin	Colo.	Zurbrick, Harrison W.	Ore.	Peters, Truman Hill	Texas
Wilson, Carroll James	Colo.	McManus, Leonard Murray	Ore.	Sherrod, Jesse Raymond	Texas

Allan Hancock College of Aeronautics (Continued)

Meeks, Poland Clinton	Texas	Larson, Lloyd Robert	Wash.	Huey, Stanley G.	Wash.
Reeder, Clifford Dean	Texas	Hughes, Harrison S.	Wash.	Lowe, Edgar Allen	Wash.
Wacker, William Wallace	Utah	Mitts, Harold Elmer	Wash.	Murray, Robert Hugh	Wash.
Butts, Clyde I.	Utah	Brown, Glen Hamilton	Wash.	Swan, Glen Gilliland	Wash.
Giles, Gordon Thomas	Utah	Morris, Jack A.	Wash.	Keyes, Bernard Emerson	Wyo.
Shafer, Robert Earl	Wash.	Gary, Willis Jewett	Wash.		

To Dallas Aviation School and Air College, Dallas, Texas

Puckett, Robert Stephens	Ala.	Lenkowitz, David G., Jr.	La.	Young, Edwin Gray	N.C.
Wall, Wallace, Jr.	Ala.	Walker, Joe	La.	Tankersley, Edward Wm.	N.C.
Prather, William Edwin	Ala.	Bates, James Paul	La.	Land, Hunter Laughton	N.C.
Hughes, Arthur Morris	Ala.	Squyres, Kenneth Dalton	La.	Bowman, Charles Lee	N.C.
Smith, Hugh Walter	Ala.	Lolley, Lawrence W.	La.	Fitch, Russell Jesse	N.C.
Elliott, Gober Owen	Ala.	Buhler, Wm. Schriever	La.	Stubbs, Daniel H., Jr.	N.C.
Grant, James Earl	Ark.	Coco, Carl Louis	La.	Palmer, Horace	N.C.
Carnahan, Robert G.	D.C.	Carruth, Julian Reade	La.	Hodge, James Allen	N.C.
Kee, James Jefferson	Fla.	Hall, James Heard	La.	Couch, Llewellyn H. Jr.	N.C.
Hagan, Crandall Hall	Fla.	Hollembek, Hal David	La.	Elliott, Robert F.	N.C.
Goethe, James Hamilton	Fla.	Rose, Charles H., Jr.	La.	Baity, Oren Lee	N.C.
Wainwright, Edward Carl	Fla.	Fontenot, Dallas J.	La.	Hutchins, John A., Jr.	N.C.
Davis, Hal Gibson	Fla.	Korumpas, Anthony D.	Mass.	Cox, Frank Calvin	N.C.
Wiley, James Reed	Fla.	Swayze, Henry Allen	Miss.	Connelly, Robert E.	Ohio
Gilmore, Wm. Featherston	Ga.	Beacham, Loyd L., Jr.	Miss.	Arter, Theodore	Pa.
Gribble, James T., Jr.	Ga.	Farr, Robert	Miss.	Daniels, Edward Linder	Pa.
Head, Elmo Curtis	Ind.	Gillis, Jack Thomas	Miss.	Smith, Alan Bronson, Jr.	Pa.
Sullivan, Charles E., Jr.	Ky.	Kendrick, James Bain	N.C.	Wolfe, Isaac Newton	Pa.
Rowlett, Forrest D.	Ky.	Chenoweth, Wm. A., Jr.	N.C.	Blair, Clyde Hammett	S.C.
Balshaw, Francis Edward	La.	May, Donald Ross, Jr.	N.C.	Hackett, Chester Butts	La. S.C.
Magneas, Willie C.	La.	Walters, Rudolph Breece	N.C.	Cantrill, Truett Vaughn	Texas
Mayeux, Gilbert Eugene	La.	Scott, Charles S., Jr.	N.C.	Stiles, Ralph J., Jr.	Texas
Wellborn, Jeffery O.	La.	Ferguson, Harvey Eugene	N.C.	Whitaker, Scott Turner	Texas
Pops, Dudley Leon, Jr.	La.	Holten, Gilmer H., Jr.	N.C.	Ferrell, Palmore A.	Tex
Colia, Ned Ignatius	La.	Beatty, Griffin Rhyme	N.C.	Andrews, Ralph Frank	Tex
Delhaye, Hubert Francis	La.				

To Dallas Aviation School and Air College,  
Hicks Field, Fort Worth, Texas

Pruet, David Reynolds	Ala.	Swain, Rolland Snead	Okla.	Gaillard, Wm. S., Jr.	S.C.
Hamel, Roger C., Jr.	Ala.	Blitch, Daniel Barry	S.C.	Atchison, Richard F., Jr.	S.C.
Nash, Arthur Louis	Ariz.	Bagby, John Stone	S.C.	Able, Howard Preston	S.C.
Gill, Paul Richard	Colo.	Oliphant, Rufus A., Jr.	S.C.	McMillan, Edward Tate	S.C.
Reese, Charles Woodrow	Ark.	Adair, Archie Sam	S.C.	Tyler, George Donnelly	S.C.
Slack, John Stewart, Jr.	La.	Crouch, Horace Ellis	S.C.	Payne, Joseph Ernest	S.C.
McIntosh, Henry Benford	Miss.	Dixon, William Gordon	S.C.	Duncan, Oliver Lynnwood	S.C.
Ross, Gilbert Gary	N.M.	Pursley, Walter L.	S.C.	Elias, Henry Paul	S.C.
Ludwig, Wm. Robert	N.M.	Furman, Wm. Baker, Jr.	S.C.	Martin, John L., Jr.	S.C.
Highley, Fred A., Jr.	N.M.	Garris, John Alvin	S.C.	Bryan, James Thomas	Texas
Dixon, John Clinton	N.M.	Ragsdale, Wm. Jackson	S.C.	Smiley, Bert Nelson	Texas

To Lincoln Airplane and Flying School, Lincoln, Neb.

Burris, Ottis Jay	Ark.	Hutt, Martin Charles	Mich.	Bernens, Leonard A.	Ohio
Harper, Thayer Curly	Ark.	Rowley, John Waterbury	Mich.	Ernst, Otto Charles, Jr.	Ohio
Clinton, Carl C., Jr.	Ark.	Spross, Spencer Asa	Mich.	Heekin, David Philip	Ohio
Cook, Charles Edward	Ark.	Stangle, Paul L.M.	Mich.	Heinlen, Clayton Howard	Ohio
Herring, Grady Franklin	Ark.	Benton, James Archer	Mich.	Marshall, George Bullen	Ohio
Jarnagan, Lawrence E.	Ark.	Sprehe, Arthur A.W.	Mich.	Bird, Charles David	Ohio
Williamson, Charles F.	Ark.	Ginther, Richard Francis	Mich.	Fellows, Walter S., Jr.	Ohio
Myhand, Garvin Bob	Ark.	Clark, Thomas Walter	Mich.	Penn, Howard Thornton	Ohio
McCarthy, Eugene John	Mich.	Fosket, Max Bernard	Mich.	Shifflet, Fred B., Jr.	Ohio
Bush, Richard James	Mich.	Cermak, George Frank	Minn.	Eagon, George William	Ohio
Crane, Jack Joseph	Mich.	Noel, Dana Ellsworth	Ohio	Butler, Richard Earl	Ohio
Riordan, John M., Jr.	Mich.	Lewis, Robert Clayton	Ohio	Post, Robert Frederick	Ohio
Bright, Roy Rubin	Mich.	Stone, Lowell Leavitt	Ohio	Graff, Hugh Reddington	Ohio
Ecklund, Bertil Henry	Mich.	Beam, James Carroll	Ohio	Teague, Howard Keyes	Ohio

To Chicago School of Aeronautics, Glenview, Illinois

del. Ross, Frank Moore	Del.	Mayer, William M.	N.J.	Beck, William Frederick	N.Y.
Coheen, Robert Marsh	Fla.	Migliori, Angelo John	N.J.	Hall, Ronald Fling	N.Y.
Gillett, George Willson	Iowa	Howat, Kenneth Walter	N.J.	Dunn, Carlos P., Jr.	N.Y.
Posten, John H.	N.J.	Dunham, John Robinson	N.Y.	Dalberth, Arthur Charles	N.Y.
O'Brien, Donald Gregory	N.J.	Marcus, Cassa Jay, Jr.	N.Y.	LaBrake, Lorán E.	N.Y.
Clark, William A.	N.J.	Gratley, Robert Lane	N.Y.	Gurnow, Joseph Wilfred	N.Y.
Kelly, Richard Paul	N.J.	Kronfeld, Edwin L.	N.Y.	LaVier, Eugene Clark	N.Y.
Scherneck, Charles E.	N.J.	Lagana, Philip Antonio	N.Y.	Fletcher, Albert William	N.Y.
Blair, Alan Howard	N.J.	Breinin, Charles F.	N.Y.	Gabso, John D.	N.Y.
Clark, Andrew Ditman	N.J.	Hamann, Richard Houst	N.Y.	Walker, Peter Seville	N.Y.
Ordille, James Antonio	N.J.	Minnick, Robert F., Jr.	N.Y.	Galligan, Clarence J.	N.Y.
Laterman, Raymond L.	N.J.	Axelrod, Bernard	N.Y.	Macdonald, John Clare	N.Y.
Zeamer, Jay, Jr.	N.J.	Lehr, Chester Kenneth	N.Y.	Ogden, Frank Clark	N.Y.
Hale, Boyden Harlin	N.J.	Childers, Adam F., Jr.	N.Y.	Betette, Robert M.	Texas
Orr, Richard L.	N.J.	Green, George Joseph	N.Y.		

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

Barefoot, Tillman A.	Ala.	Seguine, Randolph H.	Md.	Tracy, Joseph Vincent	Pa.
Gay, Alex Henry	Ala.	Betzold, Paul Frederick	Md.	Warner, Philip Goodall	Pa.
Sisler, Orland Odell	Ark.	Lowery, Harry M.C.	Md.	Young, Winfield Gosslen	Pa.
Dunaway, George M., Jr.	Ark.	O'Donnell, John Curran	Md.	Cohen, Joseph	Pa.
Anderson, Herbert	Colo.	Grier, Jack Gordon	Md.	Herron, Christian I.	Pa.
Gray, Walter Page	D.C.	Crockett, David T., Jr.	Md.	Osborn, Wilton Russell	Pa.
Hurley, John J., Jr.	D.C.	Wilburn, Wm. Russell	Miss.	Shills, Peter Paul, Jr.	Pa.
Turner, Clyde Milton	Fla.	Cobb, Phillip Gray	Miss.	O'Neal, Julius Elliott	S.C.
Gray, Joe Henry, Jr.	Fla.	Waterer, John Bunch, Jr.	Miss.	Wargo, Charles William	Pa.
Guarriero, Cilio Spoto	Fla.	Hawkins, Gabe Coke	Miss.	Clark, William Ford	Pa.
Tasley, Frank Shortley	Ga.	Callahan, Thomas J.	Miss.	Curtis, Walter Robert	S.C.
Boyd, William Greer	Ga.	Nagle, Wm. Emmett	Miss.	Branum, Earl	Tenn.
White, Wm. Otis, Jr.	Ga.	Randle, Robert Curtis	Miss.	Anderson, Joseph Earl	Tenn.
Groover, Marshall Emory	Ga.	Menees, Ralph Waldo	Mo.	Cook, James Harry, Jr.	Tenn.
Duffee, Roy Kenneth	Ga.	McIntyre, Kenneth M.	N.C.	Holland, Kermit Shirley	Tenn.
Lasseter, Wilbur Hugh	Ga.	Gorham, John Durham, Jr.	N.C.	Morris, James Harry	Tenn.
Bethune, Manning Kirk	Ga.	Johnson, Donald Wm.	Ohio	Collier, Harris Fields	Tenn.
Touhhton, James Hardy	Ga.	Gebhart, Edward Carl	Ohio	Whitlow, Floyd B., Jr.	Tenn.
Wagner, John C.	Ind.	Bode, Carl Robert	Ohio	Foley, Thomas Francis	Tenn.
Renz, L. Jay	Ind.	Gibbons, James Cardinal	Ohio	Hudgins, Lewis Willard	Va.
Gardner, Joe Douglas	Ind.	Lehr, Richard Raymond	Ohio	Walker, James Ernest, Jr.	Va.
King, J. Raymond	Ind.	McAllister, Francis K.	Ohio	Hearn, Maxwell	Va.
Till, Arthur Leo	Ind.	Edminster, James Lowell	Pa.	Darden, Wm. Howard Union	Va.
Boyd, Robert Lowell	Ind.	Black, Vincent Arthur	Pa.	Gillespie, Clyde Garland	Va.
Clark, Howard Keith	Ind.	Mayes, Thorpe A., Jr.	Pa.	Augustine, John A.	Va.
Powell, Jap A.	Ind.	Tovey, Alfred Wilkins	Pa.	Lambert, Alfred Carey, Jr.	Va.
Adair, John William	Ind.	Egbert, Walter McFarlan	Pa.	Smith, Philip Linden	Va.
Harlan, Dane Winton	Ind.	Pugh, Gilbert Rodman	Pa.	Royster, Wm. Stephen	Va.
Taeter, L.V.	Ind.	Brown, Norwood Joseph	Pa.	Harris, Lawrence Peyton	Va.
Dickman, Robert W.	Ky.	Hoke, Clarence Earl	Pa.	Anderson, Joseph Lee	W.Va.
Smith, Tracy Wheeling	Ky.	Hall, Orange William	Pa.	Lingamfelter, Charles B.	W.Va.
Sutton, Wm. Edward	Ky.	Bilger, Donald Earle	Pa.	Dulin, Arch Hays	W.Va.
Hamilton, Archibald Wm.	Ky.	Petach, Julius	Pa.	Hall, William Franklin	W.Va.
Burch, Colin Foote, Jr.	Md.	Shaw, John Howe	Pa.	Kable, Max Sanford	W.Va.
Cartwright, Luther W. Jr.	Md.	Boden, Robert Clifton	Pa.	Hutchinson, Robert Beverly	W.Va.
Caldstrom, Isidor, Jr.	Md.	Clinch, John G.	Pa.	Brown, Lawrence LeRoy	W.Va.
Maguire, James Albert	Md.	Gabreski, Francis S.	Pa.	Suffill, Lawrence Edward	W.Va.
Mitchell, Earle Watson	Md.	Daniel, Joe Rowan	Pa.	Edwards, Lewis Arthur	W.Va.
Rush, Herman S., Jr.	Md.	Hardy, John J., Jr.	Pa.		

To Spartan School of Aeronautics, Tulsa, Oklahoma

Barger, Thomas Jordan	Calif.	Levinson, Harold Ralph	Ill.	Peck, George A., Jr.	Ill.
Hinkley, Paul Parlier	Ill.	O'Callahan, Robert E.	Ill.	Ball, Arley Junior	Ill.
Vickery, Bennie P.	Ill.	O'Connell, Philip B.	Ill.	Schnell, Frederick W.	Ill.
Askounis, Gust	Ill.	Parsons, Wylly II	Ill.	Kobal, Frank A.	Ill.
Abrahamson, Arthur	Ill.	Shulmistras, Joseph A.	Ill.	Schrepfer, Lowell Oswald	Ill.
Brandlin, Paul Joseph	Ill.	Toren, John Edward	Ill.	Gordon, Donald Millard	Ill.
Burchel, Joseph Charles	Ill.	Tucker, Peter Hare, Jr.	Ill.	Carlson, Donald Richard	Ill.
Griffin, Thomas Carson	Ill.	Ercanbrack, Hal E., Jr.	Ill.	Eckhart, Robert Searle	Ill.
Klein, Harry Anton	Ill.	Payne, James Herbert	Ill.	O'Hill, Robert Allen	Ill.

Spartan School of Aeronautics (Continued)

Gross, Wm Theodore	Ill.	Snyder, John Thorpe	Okla.	Brown, John Wm., Jr.	Texas
Grove, Fred Ambrose	Ill.	Lewis, Wm. Thomas	Okla.	Day, Thomas Wilkinson	Texas
Jurkens, Edward Albert	Ill.	Harris, James Albert S.	Okla.	Harshey, John Robert	Texas
Holdsworth, Virgil Dean	Ill.	Harlin, Covey Eugene	Okla.	Barnett, Wendell H.	Texas
Wikal, Charles Ray, Jr.	Ill.	Beveridge, Theodore M.	Okla.	Bockmon, Leverne	Texas
Fling, Dean Arthur	Ill.	Vaughn, Harley Camden	Okla.	Campbell, Robert Lee	Texas
Holloway, Joseph Jerome	Ind.	Nabors, Miles Henry	Okla.	Henderson, Harvey Earl	Texas
Henebry, John Philip	Ill.	Rogers, Max Warren	Okla.	Fike, Travis Lawrence	Texas
Siljander, Wm. Albert	Ill.	Marshall, Raymond B.	Okla.	Porter, James Louis	Texas
Hause, Milton Maynard	Mich.	Baker, Augustus, Jr.	Okla.	Chapman, Wilson A.	Texas
Joffe, Theodore Harold	N.J.	Byrd, Harold Chauncey	Okla.	Carr, Elmer Long	Texas
Martz, Donald Burton	N.M.	Spillers, Grover C.	Okla.	Evans, Walter Lafayette	Texas
Steyn, Lucian H.	N.Y.	Judy, Hubert S.	Okla.	Knox, Jack Caldwell	Texas
Hirsch, David	N.Y.	DeRouen, Reed Randolph	Pa.	Boren, Wm. Thomas	Texas
Samuels, Charles Lohse	N.Y.	Brown, Jack Orris	S.C.	Gillon, J.D., Jr.	Texas
Schaefer, Gerald	N.Y.	Lowry, Bascom Guyne	Tenn.	Arnold, Jesse Calvin, Jr.	Texas
Taylor, Edgar Sylvester	N.Y.	Glenn, Royce Burton	Texas	Klemann, Robert Byron	Wis.
Kramp, Joseph John	N.Y.	Harris, Bentley H., Jr.	Texas	Fountain, Marcell Emery	Wis.
Crast, Glenn Harwood	N.Y.	Haney, Richard Paul	Texas	Jones, Robert John	Wis.
Reilly, John Frederick	N.Y.	Clement, Richard W.	Texas	Guell, Carl Erhardt	Wis.
Wales, Henry Mendon	N.Y.	Adams, George Scott	Texas	Snow, David Joseph	Wis.
Sorrels, Lawrence F.	N.Y.	Clark, Neil Davidson	Texas	Klika, Albert William	Wis.
Trabucco, Thomas F.	N.Y.	Clifton, Wm. Watson	Texas	Stuyvesant, Arnold J., Jr.	Wis.
Thomas, Earle Roger	N.Y.	Craven, James E., Jr.	Texas	Trickey, Fred Logan	Wis.
Pollard, Raymond G., Jr.	N.Y.	Delahay, Wm. Arnold	Texas	Chase, George Francis M.	Wis.
Jacobs, Dean Caryl	Okla.	Clayton, Hensley Doyle	Texas	Klaus, Leon Peter	Wis.
Benson, William Alfred	Okla.	Berry, Erskine Gurtis	Texas	Taylor, Richard	Wis.
Warren, Johnson Ray	Okla.	Grass, William Ellis	Texas	Winkenwerder, Robert H.	Wis.
Johnston, James Amasa	Okla.	Diltz, Theo Roy	Texas	Zartner, Herbert A.	Wis.
Miser, Vernon C.	Okla.	Gibbons, Henry Bruce	Texas	Street, Carl William	Wis.
Dick, Wm. Houston	Okla.	Fielder, Leo Edwin	Texas	Kane, Marville Leroy	Wis.
Murphy, Kimmel Parker	Okla.	Fouts, John Elijah, Jr.	Texas	Jacque, Nicholas Francis	Wis.
Pulley, Frank Haskell	Okla.	Allen, Sidney Brown	Texas	Foster, Earl Chester	Wis.
McKinney, Robert H.	Okla.	Beahan, Kermit King	Texas	Billings, Dana Baird	Wis.
				Mayer, Robert Frank	Wis.

To Ryan School of Aeronautics, Ltd., San Diego, Calif.

Vargas, Roger	Ariz.	Doyle, Bernard Patrick	Calif.	Mayes, Herbert Carl	Calif.
Hamilton, Frank Clayton	Calif.	Reading, John Harden	Calif.	Neal, Robert Townsley	Calif.
Hughmanick, Douglas B.	Calif.	Tope, William Arthur	Calif.	O'Brien, Forrest S.	Calif.
Hoffman, Theodore C.	Calif.	Field, James Robert	Calif.	Newman, Robert William	Calif.
Karle, Alexander	Calif.	Green, Peter Dudley	Calif.	Grimes, Myron John	Calif.
Brett, Raymond Elliott	Calif.	Miller, James Henry	Calif.	Ahl, Wm. Morton, Jr.	Calif.
Halley, Oscar T., Jr.	Calif.	Davis, Max Edward	Calif.	Hall, William Alvin	Calif.
Hayes, William Donn, Jr.	Calif.	Dilbeck, Melvin James	Calif.	Willson, Martin Eager	Calif.
Jones, David James	Calif.	Campbell, William Pink	Calif.	Price, Lloyd Delmar	Calif.
Tomkins, Jack	Calif.	Reynolds, Wm. Lafayette	Calif.	Christiansen, Hans C.	Calif.
Ireland, Vernon Robert	Calif.	Davidson, Hubert Allen	Calif.	Gallup, Charles Steven	Ill.
Johnston, Clifford A.	Calif.	Cooke, Charles James	Calif.	Schnoebelen, Carroll M.	Iowa
Carroll, Frank W.	Calif.	Elliott, Robert Francis	Calif.	Simpson, Howard Burns	Kans.
Costello, Robert	Calif.	Bero, Francis	Calif.	Elcano, Michael	Nev.
Covert, Charles Betts	Calif.	Bixlem, Keith Gillis	Calif.	Phinzy, Wm. Harrison	N.J.
Etingoff, Sam	Calif.	Hardegree, Howard P.	Calif.	Doran, Richard Paul	N.M.
Heim, Fent	Calif.	Joy, Carroll Howard	Calif.	Benson, Gordon Stanley	Ore.
Mathews, James Dowdell	Calif.	Tedford, Donald Allan	Calif.	Larson, Harold Vernon	Ore.
McCann, Wm. Francis	Calif.	Baldwin, Allan Alphonse	Calif.	Boelens, Leo A.	Wyo.
McNeese, Francis Ashler	Calif.	Coats, Glen Lewis	Calif.	Beach, Rex Ward	Wyo.
Ruettgers, John Joseph	Calif.				

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PROMOTION OF AIR CORPS OFFICERS

To Colonel: Colonels (temp.) Douglas B. Netherwood and Lewis H. Breerton, from August 1, 1940.

To Lieut. Colonel: Lieut. Colonels (Temp.) Calvin E. Giffin, Carl W. Connell, Thomas S. Voss, Thomas W. Hastey and Morris Berman, with

rank from August 1, 1940; Lester T. Miller, Arthur B. McDaniel, Francis M. Brady and Warner B. Gates, with rank from Aug. 18, 1940.

First Lieut. Bruce von G. Scott, Chemical Warfare Service, was transferred to the Air Corps, June 25, 1940, and assigned to duty with A.C. Det., Edgewood Arsenal, Md.

## MORE FACILITIES AT CURTISS-WRIGHT TECH.

A \$100,000 building program to provide additional facilities for the Air Corps Training Detachment at Glendale, Calif., has been launched by Major C.C. Moseley, operator of Curtiss-Wright Technical Institute.

Designed for use of Air Corps enlisted men in training as mechanics at Curtiss-Wright Tech., the buildings will include three huge new barracks, a recreation hall, a bathhouse, a classroom and study building, and additional kitchen and mess hall facilities.

A large crew of workmen is rushing the project to completion in thirty days, thereby rivaling the recent feat of transforming a 375-acre grain field at Ontario, Calif., into one of the nation's most modern training centers in forty working days.

Arriving at the Air Corps Training Detachment at Glendale, Calif., on August 12th were 52 enlisted men from various west coast fields, forerunner of a total of 1053 who will be trained as Air Corps mechanics and sheet metal workers at Curtiss-Wright Technical Institute. Similar groups are to arrive each two weeks.

Approximately two-thirds of the men will become mechanics, and the remainder sheet metal experts.

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## ACTIVITIES AT FORT SILL, OKLA.

The testing of bomb cases was conducted on the granite rocks of Jones Ridge at Fort Sill, Okla., on August 13th, when 19 sand filled bombs were dropped from a B-18A airplane flown from Langley Field, Va., by Lieut. D.A. Tate, as pilot; with Lieut. Paul Schwartz, co-pilot; Lieut. Harvey C. Darney as bombardier, and Sgts. Dozier and Trepencir, crew members. Major Simpson R. Stribling, Ordnance Department, was in charge of this test. The following visiting officers were present to witness the dropping of these bombs: Lieut. Colonel Robert Kauch, Major H.G. Montgomery, Captains G.W. Mundy and D.D. Graves, Air Corps, and Major S.P. Huff, Ordnance Department, all from Maxwell Field, Ala., and Majors E.A. Hillery and H.D. Smith, of Langley Field, Va.

Post Field received its latest Observation type airplane in the form of the YO-51, which has the nickname of the "Flying Motorcycle." This airplane was received on July 24th, when Lieut. George D. Campbell ferried it from the Ryan Aircraft Factory in California. Some interesting results are expected

to be obtained as soon as the pilots become proficient in the handling of this slow flying Observation airplane.

The First Balloon Squadron has again gone on maneuvers with the Third Army in Louisiana. Three officers and 58 enlisted men, under the command of Captain Gerald G. Johnston, departed on August 10th with the motorized balloon and truck convoy. Fifty-nine enlisted men, under the command of Lieut. Leo W. Cather, departed by rail on August 13th. It is believed the members of this Squadron will have some very interesting stories to tell about the floods in Louisiana when they return to Post Field.

Flight "C," 12th Observation Squadron, is having its hands full training new recruits, now that it has been given authorization to enlist 70 new men. It has been necessary to house the recruits in tents, since the accommodations afforded by the present barracks are insufficient. "It is hoped," says the Post Field Correspondent, "that temporary barracks will be constructed before the cold weather gets here this winter. Since the First Balloon Squadron is away on maneuvers, it has also become necessary for Flight "C" to establish a mess, not only to care for the 70 new recruits expected before September 1, 1940, (35 received up to August 15th), but also to care for from 20 to 50 Flying Cadet applicants stopping at Post Field."

The Post Field Infirmary is being swamped with Flying Cadet applicants. Because of the increased number of candidates for Flying Cadet appointment, it has been necessary to increase the personnel in the Infirmary by one officer and two enlisted men. At present, two Medical Corps officers, Lieut. Colonel Walter F. Von Zelinski and Captain Reinhardt L. Schmidtke (Flight Surgeon) are examining from 30 to 50 Flying Cadet applicants a week. One of the largest groups of applicants to take the mental examination for entrance as a Flying Cadet reported on August 13, 1940. There were 26 in this one group.

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The War Department announced under date of August 16, 1940, the award of contracts for airplanes, as follows:

Fairchild Aircraft Division, Fairchild Engine and Airplane Corporation, Hagerstown, Md., 100 training airplanes, \$1,038,300.00.

Consolidated Aircraft Corp., San Diego, Calif., 56 four-engine bombing planes, \$14,861,342.66.

15-8376, A.C.

## FILM "WINGS OF THE ARMY."

The Air Corps recently completed a four-reel sound motion picture film, entitled "Wings of the Army," depicting the history of the Army Air Corps from its inception to the present date. This is considered a very good film which it is believed will prove of general interest to Air Corps personnel. It is very suitable for public relations use in creating interest in the Air Corps.

The film is available in both 35 mm. and 16 mm. sound. The film is not available for showing to civil organizations until the Air Corps stations have had a chance to view it first.

A circular letter was sent to the various Air Corps fields, making inquiry as to whether this film, in either size, was desired for a showing. It was stated that the film should not be held at any one station any longer than is necessary, and not over a few days under any circumstances; and, further, upon receipt of information as to which stations desired the loan of the film, the routing thereof would be arranged.

Mr. Alexander McSurley, of the Dayton JOURNAL-HERALD, after reviewing the above-mentioned film, described it in a recent issue of that newspaper, as follows:

"A motion picture of genuine historic value, that should be seen by every person interested in aviation, is the new feature-length film, 'Wings of the Army,' which has just been completed by the Wright Field motion picture laboratory and which will soon be released to Air Corps posts throughout the country.

"We previewed the picture last week in the frigid depths of the movie lab's air-conditioned little theater, and it has our unqualified endorsement.

"Can you imagine seeing actual motion pictures of the proving flights made by Orville Wright with the army's first airplane, back at Fort Myer, Va., 1909? We didn't know anybody thought about making movies then - but evidently somebody did, and somebody else kept them, and here they are, reprinted, and a little jerky and fuzzy but still corking good pictures. You see Orville leap to his seat alongside Lieut. Ben Foulois, watch him jerk his safety belt tight and see the unwieldy 'box-kite' slide down the monorail and soar up into the air. You even get a glimpse of President Taft, who comes down from Washington to see the Wrights and their flying machine.

From that start, the film moves forward through the years of army aviation, showing vivid World War combat scenes, and post-war developments of our own Air Corps. -You get glimpses of the

first non-stop flight across America by Macready and Kelly in the old Fokker T-2 transport. You get a gander at the first round-the-world flight made by three U.S. Army Douglas planes. You see the old Question Mark on its famous re-fueling flights. You watch Hegenberger and Maitland on their flight to Hawaii. The procession moves on as you watch the Air Corps using its planes in the mail service, in fighting forest fires, in dropping food to starving snow-bound Indians.

The scene swings to more modern developments at Wright Field. You get a glimpse of Capt. A.W. Stevens and Capt. Orvil A. Anderson making their world's highest altitude flight in the stratosphere balloon in 1935. You see propeller tests including spectacular flight pictures of the oppositely rotating propellers which will probably be standard on the airplane of tomorrow, and you watch other widely varied tests of machines and equipment, including the tiny radio-controlled target air-planes, developed for anti-aircraft artillery practice.

We thought the film should have devoted a little more space to developments at our Wright Field here, and could have named several other developments which we would like to include. But it was a problem of editing and cutting the film, and it would have been hard to leave out anything they put in.

The latter portion of the film is devoted to beautiful flight pictures showing the various types of tactical planes and the Randolph Field flying students in training. Best shots aside from the matchless Orville Wright scenes are views of big modern army bombers streaking along through the Grand Canyon at about 250 miles an hour, while the wing tips almost brush the edges of the canyon, or so it seems. And some spectacular shadow pictures showing squadrons of low flying attack-bombers run the Grand Canyon pictures a close second.

A large portion of credit for this picture goes to Capt. Harold Bowman, former director of the movie lab, and to Capt. John Fite, present director, who collaborated in directing and editing it. But a big share of the credit also goes to Louis Hagemeyer, senior, civilian director and photographer. Nearly all the early historical shots except those first Orville Wright pictures were made by Hagemeyer personally in the days when the motion picture unit of the Air Corps was a one-man affair and he was the one man. \* \* \* We have seen nothing in the motion picture world which approaches this film for authenticity. In every case, the scenes shown are actual motion picture records of the developments portrayed."



vd scirema 2207  
NEW STATIONS FOR KELLY FIELD OFFICERS

see Kelly Field officers are standing by impatiently for orders which will affect approximately one-half of the permanent personnel of the Air Corps Advanced Flying School. A tentative unofficial list has given many men a suggestion of their destiny in the new expansion set-up. Directors of Flying, Section Chiefs, Echelon Commanders and Operations Officers have been assigned to the new advanced schools to be formed at Stockton, Calif.; San Angelo, Texas, and at Maxwell Field, Ala., as well as instructors for the Ellington Field, Houston, Texas, bombardment school, and the pursuit school at Selma, Ala.

Squadron officers from the Kelly Field school squadrons have been tentatively assigned to the new school squadrons of the new outfits. Noncommissioned officers and enlisted personnel have as yet received no inkling as to their destination, but it is expected that many old timers of Kelly Field will be on the road for new stations shortly.

Major D.M. Schlatter and Lieut. Harvey Haglin already have reported to Moffett Field, Calif. Captains J.A. Ellison, Chief of Section II, and R.E.L. Choate, Commander, 61st School Squadron, and 1st Lieut. F.P. Smith, Jr., Headquarters and Headquarters Squadron, have been advised to be prepared to leave immediately for Montgomery, Ala., official orders from Washington being expected in the very near future.

Captain J.W. Brown and Lieut. D.W. Saunders are awaiting immediate transfer to Moffett Field. Captain T.H. Tull and Lieut. Jay Montgomery are expecting orders daily for Stockton, Calif., and Major Mallory immediate orders to Barksdale Field for the organization of a specialization school at that station.

The plan at present calls for the departure of Directors of Flying and Squadron Commanders early in September, and Section Chiefs with their Echelon Commanders to follow as needed. By the first of the year the new Advanced Flying Schools will be completely organized at their new posts, including full complements of instructors who will be sent from Kelly Field after completing the 50-hour "Instructors' School" course.

NEW TRAINING CENTER COMMANDER HONORED

To the music of the recently organized Gulf Coast Air Corps Training Center Band, nearly 3,000 officers, flying cadets and enlisted men held a parade and

review for the new Commander of the Training Center, Colonel Millard F. Harmon, on August 14th. More than 500 flying cadets, 300 of whom reported for training only two weeks previously, participated in the review, the largest ever held at Randolph Field.

Colonel Harmon assumed command of the Training Center earlier in the month, concurrent with the departure of Colonel Eugene A. Lohman, who had commanded the Training Center, also Kelly Field, since the death of Colonel A.W. Robins.

CHANGES IN STATIONS OF A.C. OFFICERS

In connection with the establishment of the new flying schools incident to the Air Corps Expansion Program, the following changes of station of Air Corps officers were announced in War Department orders recently issued:

To Montgomery, Ala., for duty with the Air Corps Basic Flying School: Majors Donald D. FitzGerald, Leonard H. Rodieck, Captains Joel E. Mallory, George F. Schlatter, Casper P. West, 1st Lieuts. Wilhelm C. Freudenthal, Hilbert F. Muentzer, Richard H. Wise, 2nd Lieuts. John T. Fitzwater, James R. Luper, Cy Wilson, Andrew O. Lerche, Donald M. Alexander and Wm. L. Hayes, Jr., from Randolph Field, Texas.

To Maxwell Field, Ala., for duty with the Air Corps Advanced Flying School: Major Lloyd C. Blackburn, Captain Burton M. Hovey, Jr., 2nd Lieut. Herbert M. West, Jr., from Kelly Field, Texas; Captains George P. Moody, Mills S. Savage and Claire Stroh, from Randolph Field, Texas; Lieut. Colonel Floyd E. Galloway, from duty with Southeast Air Corps Training Center, to duty as Commanding Officer of Adv. Flying School; Major Julian B. Haddon, Captain Frederick A. Pillet, 1st Lieuts. Charles H. Anderson, Louis A. Guenther, 2nd Lieuts. Robert M. Batterson, Jr. and Thomas M. Todd, from present duty at Maxwell Field.

To Moffett Field, Calif.: Major Kenneth C. McGregor, Captain Trenholm J. Meyer, Captain Sam W. Cheyney, 1st Lt. Lawrence O. Brown, from Randolph Field, Texas; Captain James W. Brown, Jr., 2nd Lieut. Donald W. Saunders, from Kelly Field, Texas, for duty with West Coast Air Corps Training Center.

To Barksdale Field, La.: Majors Louis C. Mallory, from Kelly Field; Frank L. Cook, from Barksdale Field; and Captain Guy B. Henderson, from Maxwell Field, for duty with the Southeast Air Corps Training Center.

To Selma, Ala.: Captain Paul M. Jacobs, from Randolph Field, for duty with A.C. Specialized Flying School.

To Eglin Field, Valparaiso, Fla.: Major Warren A. Maxwell, from Maxwell Field, for duty with the Air Corps Specialized Flying School.

To Randolph Field, Texas: Lieut. Colonel Harlan W. Holden, from A.C. Tactical School, Maxwell Field, for duty with the Gulf Coast Air Corps Training Center.

To Montgomery, Ala.: Lieut. Colonel Aubrey Hornsby, from duty with Southeast A.C. Training Center, Maxwell Field; Captains James A. Ellison and Robert E.L. Choate, from Kelly Field, Texas, for duty with Air Corps Basic Flying School, Lieut. Colonel Hornsby to assume command thereof.

To Maxwell Field, Ala.: Captain Leland S. Stranathan, from Maxwell Field, for duty with Southeast Air Corps Training Center.

To Moffett Field, Calif.: Lieut. Colonel George L. Usher, from duty with 9th Air Base Squadron at that field to duty with the West Coast Air Corps Training Center.

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#### GENERAL OFFICERS VISIT MOFFETT FIELD

General George C. Marshall, Chief of Staff, was a visitor at Moffett Field, Calif., during the month of August, to lead a list of distinguished guests. He stopped at the field for a brief period while enroute to March Field, Calif., following an inspection of the Fourth Army Maneuvers near Chehalis, Wash. He was greeted by Colonel George L. Usher, Post Commander, and Colonel Henry W. Harms, commander of the West Coast Air Corps Training Center.

On August 20th, Brigadier General Jacob E. Fickel, Air Corps, visited Moffett Field on his way south from Hamilton Field, Calif., to confer with officials of the post.

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#### GUNNERY CAMP FOR 37TH PURSUIT GROUP

Under the command of Major Milo N. Clark, the 37th Pursuit Group, Albrook Field, Panama Canal Zone, recently proceeded to the Department Training Center at Rio Hato, Republic of Panama, for the annual aerial gunnery and field exercises. All officers in the Group made daily flights in the accomplishment of the exercises. Although it was the first time on the range for several of the newer officers, scoring in general was very good.

Captain Morley F. Slight consistently led the scoring with high ratings. Major Russell E. Randall, Group Operations Officer, also turned in some good

scores. Most of the gunnery was accomplished on ground targets, but some firing on aerial tow targets also entered into the schedule.

Colonel A.H. Gilkeson, Commanding Officer of Albrook Field, visited the exercises on several occasions.

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#### NEW UNITS FOR SOUTHEAST TRAINING CENTER

War Department orders recently received at Maxwell Field, Ala., from the office of The Adjutant General, announced the assignment of ten new school units to the Southeast Air Corps Training Center, the headquarters of which is at Maxwell Field.

Three of these newly activated squadrons are to be assigned to Maxwell Field; four to the Montgomery, Ala. Airport; two to Selma, Ala., and one to Selma and Eglin Field, Valparaiso, Fla.

Those to be assigned to Maxwell Field (Advanced Flying School) are: Headquarters and Headquarters Squadron, Southeast Air Corps Training Center; the 82nd and 83rd School Squadrons.

Those to be sent to the Montgomery Airport (Basic Flying School) are: 66th Air Base Group (Special); 84th, 85th and 86th School Squadrons.

The 90th and 92nd School Squadrons are assigned to Selma, Ala. (Pursuit School); and the 67th Air Base Group (Reinforced) (Special), is assigned to Selma and Eglin Field (gunnery range), Valparaiso, Fla.

This assignment of school squadrons is in accordance with the Flying Cadet program which was scheduled to begin on September 1st.

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#### AWARD OF CONTRACTS FOR AIRPLANES

Under date of August 28, 1940, the War Department announced the award of contracts for airplanes, involving a total sum of \$14,410,233.75, to aircraft manufacturers listed below, viz:

Ryan Aeronautical Co., San Diego, Calif., 200 Training airplanes with spare parts, \$2,074,234.00.

Beech Aircraft Corp., Wichita, Kansas, 150 Training airplanes and 20 Transport planes with spare parts, \$4,847,217.25.

Vultee Aircraft, Inc., Vultee Field, Downey, Calif., 500 Training airplanes, with spare parts, \$7,488,782.50.

These contracts were cleared through the National Defense Advisory Commission.

The award of contracts for airplanes involving a total sum of \$100,728,742.20.

(Continued on Page 19)

## NEW GROUPS AND SQUADRONS TO BE FORMED

Under date of August 22, 1940, the War Department announced that during the next two months 38 School Squadrons, each having approximately 200 enlisted men, and 6 Special Air Base Groups, each having approximately 480 enlisted men, will be formed by the Army Air Corps. They will be located permanently at 14 different stations in the continental United States. The formation of these units, which are needed to help conduct Air Corps school training activities incident to the Army expansion program, will begin immediately. It is planned that they will be completed on or about November 1, 1940.

The new units and their permanent locations are:

### Maxwell Field, Ala.:

Headquarters and Headquarters Squadron, Southeast Air Corps Training Center.

32nd School Squadron  
33rd School Squadron

### Chanute Field, Ill.:

6th School Squadron  
7th School Squadron  
8th School Squadron  
32nd School Squadron

### Lowry Field, Colo.:

9th School Squadron  
10th School Squadron  
33rd School Squadron

### Scott Field, Ill.:

11th School Squadron  
12th School Squadron  
13th School Squadron  
34th School Squadron

### Randolph Field, Texas:

43rd School Squadron  
44th School Squadron  
45th School Squadron

### Brooks Field, Texas:

63rd Air Base Group (Special)  
65th School Squadron  
66th School Squadron

### Moffett Field, Calif.:

Headquarters and Headquarters Squadron, West Coast Air Corps Training Center.

78th School Squadron  
79th School Squadron

### Montgomery Airport, Ala.:

66th Air Base Group (Special)  
84th School Squadron  
85th School Squadron  
86th School Squadron

### San Angelo, Texas:

67th School Squadron  
68th School Squadron  
64th Air Base Group (Special)

### Stockton, Calif.:

65th Air Base Group (Special)  
80th School Squadron  
81st School Squadron

### Selma, Ala., and Eglin Field, Fla.:

67th Air Base Group (Reinforced) (Special).

### Selma, Ala.:

90th School Squadron  
92nd School Squadron

### Barksdale Field, La.:

87th School Squadron  
88th School Squadron  
89th School Squadron

### Ellington Field, Texas:

65th Air Base Group (Special)  
69th School Squadron  
70th School Squadron  
71st School Squadron  
72nd School Squadron

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## MASS PERSONNEL TRANSFERS FROM RANDOLPH

The News Letter Correspondent reports that mass transfer of officers to man the additional training centers for the accelerated pilot training program is under way at Randolph Field, Texas. Orders long awaited are being received in ever-increasing numbers.

Colonel Edwin B. Lyon, former Assistant Commandant of Randolph Field, has been transferred to the West Coast Air Corps Training Center at Moffett Field along with Captain B.A. Bridget, Basic Stage Commander for the past four years.

According to a tentative assignment bulletin published recently, a total of 507 officers will be transferred from Randolph Field between September, 1940, and June, 1941. Many of them, of course, have not been designated by name, as the contemplated transfers involve many instructors who are still students themselves.

Officer personnel to man the nine additional civil elementary schools which have been organized is being furnished by Randolph Field. The officers being assigned to this duty are veterans of the primary instruction days at Randolph Field.

Officer personnel assigned for duty and instruction at Randolph Field passed the 400 mark. Of the grand total of 434 officers, 31 student officers are taking the course at the School of Aviation Medicine, while 198 Reserve officers are on duty at the Flying School.

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## Contracts for Airplanes (From Page 18)

announced by the War Dept. on August 30th, covered 410 Interceptor Pursuit planes with spares (\$30,278,787) to the Lockheed Aircraft Co., Burbank, Calif., and 277 heavy Bombardment planes with spares (\$70,449,955.20) to the Boeing Aircraft Co., Seattle, Wash. These contracts were also cleared through the National Defense Advisory Commission.

## RADIUS OF ACTION OF AIRCRAFT

Miss Mary Tornich, an associate of the Weems System of Navigation, Annapolis, Md., has written a very interesting book on the fundamentals of aerial navigation, entitled "Radius of Action of Aircraft."

The book, written in very simple language, does not require the reader to be skilled in higher mathematics to understand its subject matter. The text is confined to dead reckoning problems only, but it offers much of value concerning aeronautical charts, Civil Aeronautics Board Regulations, and information relative to various navigation computers.

The book is unorthodox in that it uses large bold-face type with numerous large clear illustrations. These features will be appreciated by persons in their late thirties who do not use reading glasses.

The book should prove a valuable aid to many commercial and private pilots, and it can be used to good advantage to pilots in the military service as well.

Convenient in size and well bound makes the book handy to carry in the airplane, and it is not even too large to carry in one's coat pocket.

Beginning a study of navigation in 1928, the author devoted years of extensive study to the subject of air navigation and acquired practical experience in the field. Her work and ability were brought to the attention of the Weems System of Navigation, and she has since proved herself to be a competent navigation instructor. At the present time she is navigation instructor for the Civilian Pilot Training Program at the University of California, having recently completed a successful term with one of the first classes organized under this program.

Early in 1939, an inspector of the Civil Aeronautics Authority sent two navigation problems to the Weems System of Navigation at Annapolis for solutions. These problems were passed on for solution to seven experts, including the author, and hers proved to be the best, after which one thousand reprints were distributed.

A student with average intelligence should have little trouble in learning from this book the fundamental principles of dead reckoning navigation.

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### Ordnance Activities at Albrook Field

(Continued from Page 8)

this field has been about 11 enlisted men for some time. It is expected the strength will grow to around 150 men by the time the new unit is completed.

## MORE ON THE WHOLESALE PARACHUTE JUMPS

The training and discipline of the men in the 3rd Bombardment Squadron (M) at France Field, Panama Canal Zone, declares the News Letter Correspondent, proved to be of the highest degree. The crew of seven men in a B-18 type Bomber were forced to use their parachutes when the airplane they were in became unsafe for further flight while engaged in tow target work with the Infantry.

Lieut. W.E. Creer, pilot, and Lieut. R.E. Kaliher, co-pilot; Sgts. Hilbert, Engineer; Vaillancourt, Radio Operator; Barlow, Pvts. Cobb and Mattern as Armors, had been working for about two weeks in cooperation with the Infantry units in training at Rio Hato, the Canal Zone Gunnery Camp. A sleeve target was towed 2,500 feet behind the airplane, and the infantrymen would fire at the sleeve with their .50 caliber machine guns.

At about 10:30 on the morning of July 31, 1940, while flying at 5,000 feet and several miles from the landing field at Rio Hato, the right engine stopped. As the crew of the ill-fated ship reports, it stopped working with a 'BANG.' One engine quitting is not so bad, but when it starts to burn and then drops out of its motor nacelle, that is something to worry about. When the engine failed, Lieut. Creer ordered all of the crew to station themselves at the emergency exits, and started for the near but not yet so distant landing field. Sergeant Hilbert, the engineer, remained with Lieut. Creer trying to determine what had caused the motor failure. He was finally ordered to the emergency exit. Sergeant Vaillancourt, one of the best radio operators on the Isthmus, began to send out messages as soon as the trouble began. As a result, the ground stations knew that the ship was going to crash beforehand, and vital messages and crash procedure by Air Corps ground units started.

Within a short time the entire cabin was filled with smoke, and the fire on the right wing was spreading. The crew began to leave the airplane from the rear door of the ship at 3,000 feet. Placing the airplane on the automatic pilot, Lieut. Creer stayed with his ship, maintaining level flight, until the entire crew of five enlisted men and Lieut. Kaliher, the co-pilot, had left the ship. Then Lieut. Creer proceeded to climb up through the pilot's emergency exit to the top of the airplane. Holding on to the radio mast on the top of the cabin, Lieut. Creer made certain that his parachute was not caught and then he went over the side.

of the plane. Lieut. Creer used excellent judgment and was certain about the safety of his crew before he abandoned his ship. He stayed with the airplane as long as he thought that he had an opportunity of saving the plane and equipment.

Six of the seven men in the crew came down on land, but Sgt. Barlow landed about 200 yards off shore in the Pacific Ocean. Maybe Sgt. Barlow just wanted to be a little different from the rest of the crew. Lieut. Creer, in landing via the parachute, injured his right ankle, but after getting out of the burning airplane Lieut. Creer says that his ankle is nothing at all.

"Seven men coming down safely from a burning ship by parachute is quite a record, and we are proud that our training and discipline assisted in saving the lives of the seven members of this organization. That gives the 3rd Bombardment Squadron (M) seven new members in the Caterpillar Club."

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#### TRANSFER OF AIR CORPS UNITS

Under date of August 26, 1940, the War Department announced the transfer of various Air Corps units to be made on or about September 1, 1940, as follows:

7th Bombardment Group, Hamilton Field, Calif., to Fort Douglas, Utah, and Municipal Airport, Salt Lake City.

Detachment, 5th Air Base Squadron, Hamilton Field, Calif., to Fort Douglas, Utah, and Municipal Airport, Salt Lake City.

20th and 35th Pursuit Groups, Moffett Field, Calif., to Hamilton Field, Calif.

82nd Observation Squadron, Moffett Field, to Hamilton Field.

23rd Composite Group and Detachment, 13th Air Base Squadron, Maxwell Field, Ala., to Orlando, Fla.

A detachment of 5 officers and 100 enlisted men of Base Headquarters and 5th Air Base Squadron, Hamilton Field, Calif., was directed to proceed without delay to Fort Douglas, Utah, for station, so as to relieve the detachment of the 38th Infantry, and also so as to prepare Fort Douglas to receive and service the 7th Bombardment Group. The 38th Infantry detachment was transferred to Fort Sam Houston, Texas, to join the rest of the regiment as part of the 2nd triangular division.

The 7th Bombardment Group consists of approximately 112 officers and 600 enlisted men; the 20th Pursuit Group of approximately 33 officers and 635 enlisted men; the 35th Pursuit Group of approximately 31 officers and 475 enlisted men; the 82nd Observation Squad-

ron of approximately 11 officers and 90 enlisted men; the 23rd Composite Group of approximately 77 officers and 600 enlisted men; the detachment of the 13th Air Base Squadron of about 265 enlisted men.

As trained men become available, the above organizations will be raised to the following, which are peace strengths:

The 7th Bombardment Group to 172 officers and 1083 enlisted men; the 20th Pursuit Group to 84 officers and 729 enlisted men; the 35th Pursuit Group to 117 officers and 675 enlisted men; the 82nd Observation Squadron to 27 officers and 142 enlisted men; the 23rd Composite Group to 128 officers and 798 enlisted men; the detachment of the 13th Air Base Squadron to 479 enlisted men.

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#### AIRCRAFT ACCIDENT COSTS FOUR LIVES

While enroute from Atlanta, Ga., to Barksdale Field, La., on an individual navigation training flight, on August 18, 1940, the B-12 Bombing plane, piloted by 2nd Lieut. James Henry Griffin, Air Corps, crashed at 7:43 p.m. at a point seven miles southeast of Ruston, La. Lieut. Griffin was accompanied by 1st Lieut. Hubert T. Elders, Medical Corps, and Privates 1st Cl. Daniel C. Johnston and Edwin E. Quinker, Air Corps, all of Barksdale Field.

Lieut. Griffin was born at Biltmore, N.C., April 20, 1914. Following his graduation from the North Carolina State College with a B.S. degree, he was appointed a Flying Cadet. He graduated from the Primary Flying School, Randolph Field, Texas, February 23, 1938, and from the Advanced Flying School, Kelly Field, Texas, where he specialized in Attack Aviation, on June 16, 1938, whereupon he was rated as "Airplane Pilot," commissioned a second lieutenant in the Air Reserve, and assigned to extended active duty at Barksdale Field, La. On August 15, 1939, Lieut. Griffin, by virtue of passing the competitive examination for a permanent commission, was appointed a second lieutenant in the Air Corps, Regular Army.

Lieut. Griffin is survived by his mother, who resides at Asheville, N.C.

Lieut. Elders was born on August 8, 1907, in Columbia, S.C. He attended Bailey Military Academy, Greenwood, S.C., for four years, graduating in 1928. He attended Newberry College for two years; and was graduated in 1936 with an M.D. Degree from Medical College, S.C. In 1936 and 1937 he interned at Asheville, N.C., and graduated in 1937, A.C.

at the Marine Hospital at Stapleton, N.Y. He was commissioned in the Medical Reserve Corps on June 4, 1936, and appointed a 1st Lieutenant in the Medical Corps, Regular Army, on May 12, 1938, being assigned to duty at the Holabird Quartermaster Depot, Md. Later he was detailed to the Army Medical School, where he completed the course in September, 1939.

In March, 1940, Lieut. Elders graduated from the Medical Field Service School at Carlisle Barracks, Pa., and on June 15, 1940, he completed the course at the School of Aviation Medicine at Randolph Field, Texas, qualifying as a Flight Surgeon.

Lieut. Elders is survived by his widow and two children.

Privates 1st Class Daniel C. Johnston and Edwin E. Quinker were both members of Base Headquarters and 6th Air Base Squadron. Both enlisted in the Air Corps at Atlanta, Ga., the former on October 25, 1939, and the latter on October 28, 1939.

Pvt. Johnston was born at Sandersville, Ga., on June 3, 1918, and Pvt. Quinker at Valdosta, Ga., on October 6, 1914. Pvt. Johnson is survived by his mother, residing at Elberton, Ga., and Pvt. Quinker by his mother, residing at Valdosta, Ga.

The Air Corps extends its deep sympathy to the bereaved relatives of these men who died in the service of their country.

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#### WAR DEPARTMENT SPECIAL ORDERS Changes of Station

To Ladd Field, Fairbanks, Alaska: Captain Richard S. Freeman, 2nd Lieuts. Henry O. Bordelon, George E. Cranston, Alvin E. Hebert, Edward W. Ketchum and Jack S. Marks, Ancil D. Baker, from Lowry Field, Colo.; 1st Lieut. Wilson H. Neal, from Randolph Field, Texas.

To Langley Field, Va.: Captain Hoyt L. Prindle and 1st Lt. John R. Sutherland, from Maxwell Field, Ala.; 1st Lt. Charles W. Stark, Jr., from Selfridge Field, Mich.; Major Martinus Stenseth, from duty as Assistant Military Attache and Assistant Military Attache for Air at Helsinki, Finland.

To Washington, D.C.: Colonel Carl Speatz, from duty as Assistant Military Attache and Assistant Military Attache for Air, London, Eng.; Major Joe L. Loutzenheiser, from Chanute Field, Ill.; for duty in Office of the Chief of the Air Corps; Major Bob E. Nowland, from March Field, Calif., detailed as a member of the General Staff and assigned to War Department General Staff; Major John P. Kirkendall, from Wright Field, for duty in Office of Assistant Secretary of War.

To Randolph Field, Texas: Captain Linus D.

Frederick, from Office Chief of the Air Corps, Washington, D.C.

To Wright Field, Ohio: 1st Lieut. Lawrence S. Fulwider, from Philippines; Lieut. Colonel John Y. York, Jr. and Major Randolph P. Williams, from Maxwell Field, for duty with Materiel Division; 2nd Lieuts. Edward G. Kiehle, Duncan Field, Tex., Ralph L. Wassell, Middletown, Pa., Air Depot, Ewart W. Hedlund and Bernard A. Schriever, Wright Field, for duty as students at Air Corps Engineering School.

To Mitchel Field, N.Y.: Lieut. Col. James F. Doherty, from Panama Canal Dept.; 1st Lt. William M. Gross, from the Philippines.

To Selfridge Field, Mich.: Captain Robert L. Schoenlein, from Philippines; 1st Lt. Wm. E. Covington, Jr., from Maxwell Field, Ala.

To Scott Field, Ill.: Captain Joseph W. Baylor, from Boston Airport, Mass.

To Hawaiian Dept.: Lieut. Col. Wm. V. Andrews from Chapman Field, Miami, Fla.; Major Augustine F. Shea, from Maxwell Field, Ala.

To Kelly Field, Texas: Colonel Hubert R. Harmon, from duty as a member of the General Staff, War Department, Washington, D.C.

To Chicago, Ill.: Colonel Eugene H. Lohman, from Kelly Field, for duty at Headquarters, 6th Corps Area.

To Stockton, Calif.: Captains Bernard A. Bridget, from Randolph Field, and Lloyd H. Tull from Brooks Field, Texas.

To Glendale, Calif.: Capt. Wm. B. Offutt, from Los Angeles, Calif.

To Dallas, Texas: 1st Lieut. Joseph C. Moore for duty as District Supervisor, Southern District, Civilian Mechanics School, Dallas Aviation School and Air College, Love Field.

To Moffett Field, Calif.: Colonel Edwin B. Lyon, from Randolph Field, Texas, for duty as Commandant, Air Corps Basic Flying School.

To Sikeston, Mo.: 1st Lieuts. Ralph C. Rockwood, from Randolph Field, and Charles B. Root, from Spartan School of Aeronautics, Tulsa, Okla., for duty with Air Corps Detachment, Missouri Institute of Aeronautics.

To Jackson, Miss.: 1st Lieut. Wm. M. Brown, from Parks Air College, East St. Louis, Ill., and 2d Lt. Ernest F. Wackwitz, Jr., from Randolph Field, for duty with Air Corps Training Detachment, Mississippi Institute of Aeronautics.

To the Philippines: 1st Lieuts. Erickson S. Nichols, from Patterson Field, Ohio; Bruce von G. Scott, from Edgewood Arsenal, Md., and Capt. William H. Maverick, from Brooks Field, Texas.

To Panama Canal Department: Major Sigmund F. Landers, from Mitchel Field, N.Y.

To Orlando Air Base, Fla.: Lieut. Colonel Thomas S. Voss, from Maxwell Field, Ala.

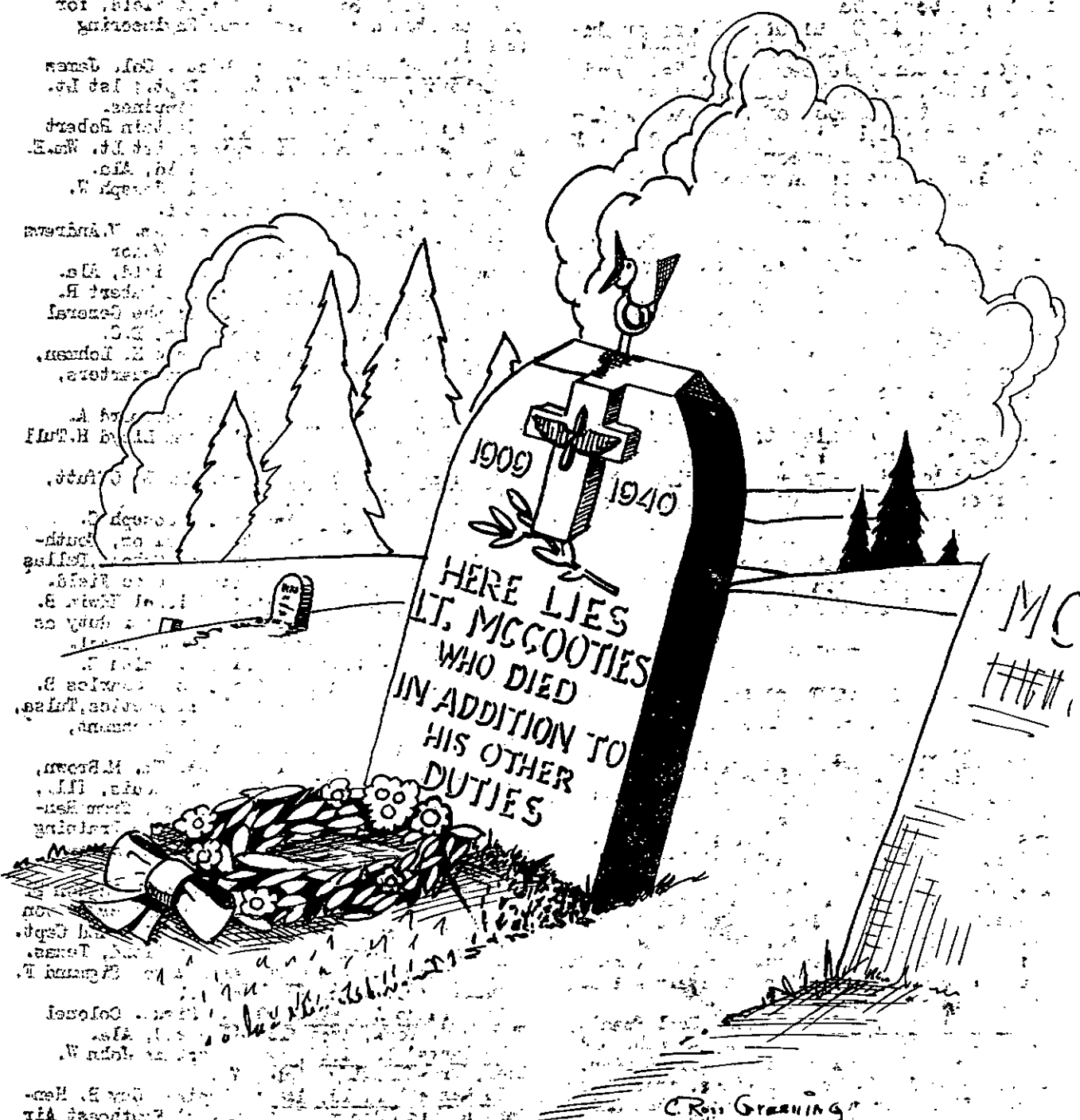
To Barksdale Field, La.: Captain John W. Egan, from Langley Field, Va.

To Maxwell Field, Ala.: Captain Guy B. Henderson, from Panama, for duty at Southeast Air Corps Training Center.

To March Field, Calif.: Lieut. Colonel Joseph H. Davidson, from Hqrs. 6th Corps Area, Chicago, Ill.

To East St. Louis, Ill.: 2d Lt. George J. Ola, from Randolph Field, for duty with A.C. Detachment, Parks Air College.

Faint, illegible text from the reverse side of the page, appearing as bleed-through. Some words like "The Air Corps", "General", "Major", "Lieutenant", "Colonel", "Major General", "Lieutenant Colonel", "Major", "Captain", "First Lieutenant", "Second Lieutenant", "Lieutenant", "Private", "Sergeant", "Staff Sergeant", "Sergeant Major", "Sergeant", "Private", "Private First Class", "Private Second Class", "Private Third Class", "Private Fourth Class", "Private Fifth Class", "Private Sixth Class", "Private Seventh Class", "Private Eighth Class", "Private Ninth Class", "Private Tenth Class" are visible.









Pvt. T. W. RODMAN  
3rd. STAFF SQDN  
FT. LEAVENWORTH, KAN.

# NEWS LETTER

This report was prepared by the staff of the  
Office of the Inspector General, U.S. Department of Justice  
under the direction of the Honorable J. Lee Rankin, Inspector General.  
It is published for the information of the public.

The Office of the Inspector General, U.S. Department of Justice, is pleased to announce the publication of this report. The report is a study of the operations of the Office of the Inspector General, U.S. Department of Justice, during the period from January 1, 1953, to December 31, 1953. The study was conducted by the staff of the Office of the Inspector General, U.S. Department of Justice, under the direction of the Honorable J. Lee Rankin, Inspector General. The report is published for the information of the public.

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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## HOW THE MATERIEL DIVISION TESTS AIRCRAFT FINISHES

By the News Letter Correspondent

The chief purpose of a finishing material is that of protection to the surface covered, although at the same time there are other considerations, such as making the appearance better and more uniform, and also that of achieving a definite color scheme and application of the proper insignia.

The materials used most often are primers, lacquers, dopes, enamels and varnishes. There are a number of lesser used materials, but these will not be discussed. Testing of the finishes by the Materiel Division is necessary to control the quality of materials applied, especially in view of the fact that there is no close control of the sources.

The most essential properties of a finish are the protection afforded, durability, and working properties. In order to ascertain if these requirements as well as some others are met, laboratory as well as outdoor exposure tests are conducted. The laboratory tests at Wright Field are usually completed in a few days, but need to be supplemented by exposure tests, because as yet it is impossible to evaluate a paint film from laboratory tests alone. Complete chemical analysis of the more complex finishing materials is long and tedious and, for a number of reasons, the information gained is not decisive enough in evaluating finishes to warrant it being undertaken on the finishes being discussed. Various physical tests on a panel to which the finish has been applied and some chemical analysis are the usual procedure. The outdoor exposure or durability tests are conducted at Chapman Field, Fla., for six-month periods on both land and tidewater exposure racks.

The tidewater racks are subjected to intermittent wetting with salt water by the tide in addition to exposure to the effects of sun, wind, rain and dew. The Florida exposure is approximately four times as severe as comparable conditions of exposure in Dayton, Ohio. The tests are of six months' duration, run-

ning from April to November and from November to April. These two six-month periods are much more nearly comparable and uniform in Florida than in Dayton, besides being accelerated greatly so that much less time is needed to complete the tests. This period could be increased if necessary. However, most finishes fail or start to fail within this time so that there is no point in having either a longer or shorter period of time.

Since the exposures are for six months, acceptance or rejection of a material being purchased by the Air Corps or a plane manufacturer cannot be withheld until such test is completed. An approved list of manufacturers eligible to bid on contracts for primers, lacquers, dopes and enamels is made up of all those who have submitted satisfactory materials for approval.

In order to be on the approved list, a sample of the manufacturers' material must have satisfactorily passed both the laboratory and exposure tests. The finishing material being purchased is accepted or rejected on the basis of laboratory tests conducted on a sample taken by an inspector. If accepted, a test panel of the finish is made up and placed on exposure at the beginning of the next six-month period. If the material falls below standard on this exposure or durability test, the manufacturer's name is removed from the approved list for the material involved. This procurement policy insures that the manufacturer is able to furnish a satisfactory product. Primer panels are tested on both land and tidewater racks, while enamels, lacquers and dopes are tested only on the land rack. Since varnishes are seldom used nowadays under conditions of outdoor exposure, an approved list is no longer maintained for them.

In spite of the fact that laboratory tests are not sufficient completely to evaluate finishes, they are an essential part of such evaluation. Among the properties determined in the labo-

ratory are color, gloss, hiding power, drying time, adhesion, hardness, viscosity, working properties, composition, flexibility, and resistance to liquids.

In the application of finishes to metals, the prime coat is the most important from the standpoint of protection. The prime coat should seal the metal from air and moisture, inhibit corrosion, furnish a good base for the top coats and adhere well to the metal. The film should be tough and flexible as well as reasonably hard. Zinc chromate primer is a very suitable prime coat for metal, but especially so over aluminum, aluminum alloys and magnesium alloys.

Air Corps Specification 14080 for zinc chromate primer contains requirements covering condition, pigment content, and composition, non-volatile or film-forming content, viscosity, drying time, lacquer and gasoline resistance, flexibility, working properties, and durability. The proper balance among pigments, resins, oils, and thinners is attained by the pigment and nonvolatile requirements. The viscosity of the thinned primer must be controlled to permit a good film to be applied with one wet coat. A short drying time permits handling of the coated metal soon after application. Zinc chromate primers usually are sufficiently dry to handle in ten minutes. On account of the fast drying this product is satisfactorily applied only by spraying. Lacquer resistance is a quality that has been greatly improved in primers. Lacquer solvents and thinners are paint removers, and formerly many primers were lifted from the metal by the following lacquer coats.

The adhesion of a primer film to the metal may be seriously impaired by the lacquer coats, although such effect may or may not be apparent. All finishes need flexibility to withstand flexing of the surfaces as well as thermal expansion and contraction. Gasoline can easily be spilled on aircraft surfaces, which necessitates gasoline resistance in the finishes.

Many interior sections are finished with primer alone or with zinc chromate primer plus some aluminum powder. Therefore, primer itself must withstand gasoline immersion. The term "working properties" mentioned in specifications includes adhesion of the primer to the metal and of the top coats to the primer, as well as spraying qualities. The need for durability is self-evident.

Today the outer finish is almost always lacquer. Lacquers have been greatly improved in recent years and their extremely fast-drying time offers great

advantages to airplane manufacturers.

Air Corps specifications require that lacquers shall be dry and hard in thirty minutes. Airplane dopes are similar to lacquer in composition. Their principal function is to tauten and strengthen fabric. On metal planes they are used only on the surfaces of controls and landing flaps.

Varnishes and enamels have been largely displaced by lacquers. Since these finishes have the same functions as lacquer, the specifications of the three are similar.

The Air Corps lacquer specification provides that certain markedly toxic solvents and thinners shall not be used. Other requirements cover color, blushing, nonvolatile content, viscosity, drying time, water and gasoline resistance, flexibility, covering power, self-lifting action and durability. The Army-Navy porcelain color plates are the color standards for lacquers, dopes and enamels. It is desired that the prescribed finishing scheme be capable of being easily reproduced with regard to color, shade, and gloss; hence the color requirement. Of the remaining provisions in the specification, each has its purpose in obtaining an adequate and durable protective film.

The specifications are so written as to obtain a high-quality uniform product which can be furnished by a reasonable number of producers.

By testing finishing materials before application, it is possible to forestall many difficulties which might otherwise ensue, with consequent saving in time, money and equipment.

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#### ACTIVATION OF 341ST ORDNANCE COMPANY

The 341st Ordnance Company (Aviation) was recently activated at Maxwell Field, Ala., in accordance with instructions from The Adjutant General's Office, Washington, D.C. Its authorized strength is two officers and 32 enlisted men. Previously, Ordnance personnel at Maxwell Field had been assigned to the post's Ordnance Detachment.

First Lieut. James A. Cain, Jr. (Field Artillery) Ordnance Department, is the newly formed unit's first commanding officer. Incidentally, Lieut. Cain is also Maxwell Field's Post Ordnance Officer. Major Sargent P. Huff, Ordnance Department member of the Air Corps Board, is also assigned to the unit. The first sergeant is C.E. Malkowski.

Lieut. Cain said that the general function of the 341st Ordnance Company (Aviation) is the storage, issue and maintenance of Air Corps Ordnance materiel and equipment.

## 23RD COMPOSITE GROUP IN MANEUVERS

The 1st Pursuit Squadron (Interceptor) and the 54th Bombardment Squadron (Medium) of the 23rd Composite Group, which had been on maneuvers with the First Army in the Pine Camp Area (Plattsburg-Watertown, New York) starting August 10th, returned to Maxwell Field, Ala., from the "wars" on August 23rd.

The 4-plane flight of B-23's (Bombers) landed on the afternoon of the 23rd from its base at Burlington, Vt.; the ten transport planes, carrying the ground echelon of two officers (Lieuts. Thomas W. Hornsby and Benjamin M. Sheldon) and 75 enlisted men, landed at Maxwell Field the following day, Saturday, and the 24 P-36's (Pursuit) a day later, having made an overnight stop at Mitchel Field, N.Y.

Captain John C. Crosthwaite, Commanding Officer of the First Pursuit Squadron (Interceptor), said that the maneuvers were uneventful. He stated the 54th Squadron was inspected by President Roosevelt on August 18th and that it passed in review the day previous for the Chief Executive. Apparently, the First Pursuit did itself proud on both occasions, as its performance merited a letter of commendation from Colonel

Frank P. Lahm, Air Corps, Chief of Army Aviation during the maneuvers.

Captain Crosthwaite added that his Squadron was based at the Syracuse, N.Y., airport, and that his unit performed many missions incident to the maneuvers, among them being interception and reconnaissance flights. His Squadron "bagged" three "enemy" Bombers one morning and 14 on another. Many of the missions commenced about 4:30 a.m.

The last week at Syracuse was cold and the natives there said that such weather at that time of the year was "unusual."

Two minor aircraft accidents occurred while the unit was at Syracuse. The landing gear of Lieut. Sheldon's plane buckled while he was making a landing, while Lieut. James E. Haile, Jr., over-shot the field. Lieut. Sheldon's P.36 was repaired at Syracuse, but Lieut. Haile's was dismantled and sent to Mitchel Field for overhaul. Neither officer was injured.

Pilots on the 4-plane B-23 flight of the 54th Bombardment Squadron were Captain John W. Persons, 1st Lieut. Dwight Divine, II, 2nd Lieuts. Wesley A. Anderson, Edmund F. Freeman, Conway S. Hall, Daniel G. Hawes, Harry J. Hawthorne, Donald W. Land, James A. Lee and John A. Mahoney, Jr. Its enlisted complement consisted of Staff Sgts. George T. Taafe, Charles L. Bibbee, Edwin A. Logsdon, Oscar L. Nugent, Cpl. Archie

M. Hooper, Pvts. James E. Beck, Charlie T. Kent, James R. Smith, Ernest L. Cutchens, James C. Richardson, James W. Hall, Johnny E. Goethe, William P. Brock, Henry A. Jordan, Jr., Robert A. Parker, Warner F. Moore, Herbert T. Fleming, Joe N. Lennard and Mitchell W. Reed.

Commissioned personnel of the 1st Pursuit Squadron participating in the maneuvers, in addition to Captain Crosthwaite, were Captain Winslow C. Morse, Operations Officer; 1st Lieuts. Donald R. Hutchinson, Engineering Officer; Ralph Mack Kellogg, Adjutant, James D. Lee, Jr., James O. Guthrie, 2nd Lieuts. Howard F. Nichols, S.W. Westbrook, Eugene L. Strickland, Heman W. Randall, Jr., Willis E. Beightol, Wm. D. Gilchrist, Henry B. Darling, Ansel J. Wheeler, Samuel E. Lawrence, Jr., James E. Haile, Jr., Seth J. McKee, Robert L. Morrissey, Neil A. Newman, Wm. Waller, III, Thomas W. Hornsby, Wyatt P. Exum, George B. McMillan, Rudolph K. Ort, George A. Walker and Benjamin M. Sheldon. Staff Sgt. Curry St. George was the Acting First Sergeant at Syracuse.

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### Redesignation of 13th Air Base Squadron

Redesignation of the 13th Air Base Squadron (Special) as the 13th Air Base Group (Special), and Base Headquarters and 26th Air Base Squadron (Single) as the 26th Air Base Group, effective September 1, 1940, was contained in instructions received at Maxwell Field, Ala., from The Adjutant General.

The permanent stations of both units will remain unchanged, with the 13th continuing to be assigned to Maxwell Field and the 26th to Westover Field, Holyoke, Mass. Incidentally, the 26th was activated at Maxwell Field on February 1, 1940. Its departure for Massachusetts is unknown at the present time.

The newly formed Groups are to be organized into three elements - an Air Base Squadron of 145 men, a Materiel Squadron of 203 men, and a Headquarters Squadron of 131; total complement, 479. Each Squadron will have its own first sergeant, which means that four more Maxwell Field enlisted men will be sporting a "diamond" on their chevrons, indicating they are "top-kicks" (first sergeants). Lieut. Colonel Arthur J. Melanson is in command of the 26th Air Base Group, with John P. Milligan as first sergeant. Capt. John P. Ryan commands the 13th Air Base Group (Spl.), with Don J. Newell as first sergeant.

## KELLY FIELD BOMBER LANDS WHEELS UP

The extended navigation training flight of Lieuts. C.E. Bassett and G.F. Anderson, of the Gulf Coast Air Corps Training Center, ended immediately after the take-off from Kelly Field at 8:30 a.m., September 4th, when Crew Chief T.J. Burris, of the 60th School Squadron, observed that one wheel of the B-10 Martin Bomber was only partially retracted. Pilot Bassett continued on his scheduled flight while attempting to complete the retraction. While doing so, he noticed that the defective wheel would neither come up nor go down but remained at the half-way position. He immediately returned to Kelly Field, arriving there about ten o'clock, and circled the field for two and one-half hours trying to dislodge the gear.

Major Harvey Prosser, Commanding Officer of the Air Corps Advanced Flying School, was on the tower in constant radio contact with Lieut. Bassett. After all possible means of dislodging the wheel had been exploited, Major Prosser ordered a wheel-up landing. Fire truck and ambulance took their places out on the field, but were not required, since Lieut. Bassett brought the ship in, right wheel completely up, left wheel partially down, for a beautiful landing. The plane rolled about 150 feet on the one wheel and then settled on the right wing.

Lieuts. Bassett and Anderson, Pvts. Burris and J.H. Sage lost very little time in putting in an appearance from within. Lieut. Anderson's wirehaired terrier seemed to think it was all a lot of fun.

The News Letter Correspondent declares that "Lieut. Bassett's excellent headwork throughout the entire emergency is to be highly commended. The entire crew at no time thought it necessary to leave the ship, and preserved excellent presence of mind. There was no injury whatsoever to any personnel. The plane suffered the usual bent props and crushed belly, but was in excellent condition otherwise.

"Hats off to Lieut. Bassett!"

—oOo—

Shifting of personnel at Air Corps Flying Schools was recently ordered by the War Department, as follows:

From Randolph Field, Texas, 2nd Lts. Frank W. Iseman and Robert J. Rogers were transferred to the Advanced Flying School at Maxwell Field, Ala., and Hugh A. Griffith, Jr., Walter J. Alsop, John C. Habecker, Perry M. Hoisington, 2d, Carl W. Hollstein, Oliver B. Taylor, Geo. W.R. Zethren and Robert M. Wray to the Basic Flying School, Moffett Field, Cal.

## HOLLYWOOD INVADES "WEST POINT OF THE AIR"

Under authorization from the War Department, the Gulf Coast Air Corps Training Center has been playing host to a motion picture company which was filming in steady progression practically all of the activities at both Randolph and Kelly Fields.

The company, comprising 130 persons, and equipped with three camera planes and four carloads of equipment, was dispatched to the Training Center by Paramount Pictures, Inc., and is busy filming sequences of "I Wanted Wings," written by Lieut. Bierne Lay, Jr., graduate of the Training Center.

Officers who have extended the courtesies of the fields and who have made the filming of the various phases of training possible are Colonel Millard F. Harmon, Commanding Officer of the Gulf Coast Air Corps Training Center; Colonel John B. Brooks, Commanding Officer of Randolph Field; and Major Harvey W. Prosser, Commanding Officer of Kelly Field.

The story of "I Wanted Wings" deals primarily with three young men who enter the Air Corps because of their inherent love of flying. The first is the son of a wealthy business man who forsakes polo playing and a job in his father's companies for a career in the Air Corps; the second is a lad who, without background, enters the course at Randolph Field, knowing that it is fundamentally democratic and that a man stands or falls on his own ability; and the third is a former All-American football player who would rather fly than make a touchdown in the last two minutes of play.

The three roles are played by Ray Milland, who was starred in "Men With Wings," and who has flown considerably; William Holden, who has been seen recently in "Golden Boy;" and Wayne Morris who, by coincidence, has just finished a picture called "The Quarterback." Jay Theodore Reed is directing the production.

While the actual story continues after the men have been successful in their work at Randolph and have been graduated from Kelly, the main portion thereof deals with life at the Training Center. In view of this, the Commanding Officers, flying officers, instructors, and the cadets themselves are all playing minor roles in the production.

Scenes will show Randolph and Kelly Fields as a whole; classrooms where Meteorology, Navigation, Radio Code, and many other courses are given; the huge hangars at both fields; and airplanes landing, taking off, performing acrobatics, and flying in formations.

One of the outstanding sequences will be that dealing with graduation from Kelly Field, with a class of more than 200 cadets receiving their diplomas. The company under Director Reed is expected to be at one field or the other for at least four weeks. Actually, two units, or branches, of the company are working. One, under Reed's direct supervision, is photographing principals on all parts of both fields, the cast including, in addition to those already mentioned, Brian Donlevy, playing the role of a flying instructor; Veronica Lake and Constance Moore, the "love interest"; Hedda Hopper, Herbert Rawlinson; Harry Davenport and Hobart Cavanaugh. Air Corps facilities, including training planes on both fields, numbering more than 600, are getting most of the second unit's attention, under Arthur Rosson. This organization includes Paul Manta, motion picture stunt pilot; Elmer Dyer, aerial cameraman, and his assistant. Second Lieut. Fred Gray, of Abilene, Texas, so far has "doubled" by flying a plane for aerial scenes, as have several others of the commissioned personnel. After the filming at the Training Center has been completed, the film company will make the remainder of the sequences at the Hollywood studios and at either March or Hamilton Fields in California.

Friday, August 30th, Kelly Field was literally "humming" with not only the graduation of Class 40-E, but also with Paramount "shooting" scenes to be used in the picture "I Wanted Wings," which is being filmed at Randolph and Kelly Fields. All of the cast, including Constance Moore, Ray Milland, Wayne Morris, William Holden, Veronica Lake, Brian Donlevy and the staff were honored with a luncheon immediately following graduation. The photographers were busy taking numerous ground shots and pictures of the review and graduation exercises. The filming was to continue at Kelly Field for about a week after graduation.

The 96th Bombardment Squadron (H), of Langley Field, Va., participated in the maneuvers at Barksdale Field with the Third Army.

The class of 40-B trainees with the 96th completed all training except the dead reckoning navigation course. All trainees qualified as restricted co-pilots on B-17 and B-18 planes. Several qualified as co-pilots on the B-17 airplane.

## CONSTRUCTION AT RANDOLPH FIELD

The Quartermaster General, U.S. Army, has allotted \$20,556.00 to Randolph Field, Texas, as Sponsor's contribution to a State W.P.A. project for the construction of additions to lean-tos at Hangars F, K, U and V, at a total cost of \$42,374.90. Work on this project will be started in about a month.

Upon the completion of additions to lean-tos at the above mentioned hangars, all of the eighteen hangars at Randolph Field will be provided with similar additions to accommodate the increased classes of Flying Cadets and student officers.

Advice has been received from the Quartermaster General of an allotment of funds in the amount of \$1,711.40 for the purchase of materials to provide additional space for the Air Corps Station Supply Stock Record and Bookkeeping Section in the Air Corps Warehouse Building. This additional office space was necessary due to greatly increased activity throughout the entire supply department during the past year.

Bookkeeping in this activity now requires the use of five billing machines and five operators whereas, prior to a year ago, this work was performed by three machines and operators. This additional office space also brings into close proximity two closely related sections - Requisition and Memorandum Receipt Sections - which, due to lack of space, were formerly in separate offices, causing considerable inconvenience, loss of time, and errors.

The Quartermaster General has allotted to Randolph Field the sum of \$15,670.00 as Sponsor's contribution to a State W.P.A. project for the construction of a four-bay, 100-foot addition to the Quartermaster Warehouse. This additional space is essential to provide storage space for supplies and for packing and crating of household goods for officers, noncommissioned officers, etc. Work on this construction will commence at an early date.

Construction work is about completed on a Radio Range and Transmitter Building and Tower, located on the Graytown-Converse Road, approximately  $2\frac{1}{2}$  miles south of Randolph Field, on a tract of land comprising 25 acres, recently purchased by the government. This project is under the jurisdiction of the Constructing Quartermaster, San Antonio, Texas, and vicinity, Fort Sam Houston, Texas. The building is 32'6" x 50'9" in dimension, of concrete construction and interior of plaster on metal lath. The floor is concrete, reinforced with

(Continued on Page 7)

THIRTY YEARS, OR-----ONE YEAR IN AVIATION

By Pvt. Henry T. Zbiegin,  
2nd Materiel Squadron, Langley Field, Va.

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"Well, Tom; just one more day to complete sprain' this blinkin' potato crop of mine," Cal remarked, not glancing in the direction of his neighbor, who at the moment was trying to keep the pieces of, crumbled tobacco leaves in his left hand from falling to the ground, and with his right hand was reaching for the pipe in his back pocket.

It was no unusual sight to the neighboring farmers passing by to see Tom and Cal sitting on the roadside, making gestures with their hands, almost to indicate the amount of money that was to come to them after the crop had been harvested and sold at the fall market. For years each had come to this spot upon completion of a day's work in the field to engage in an informal conversation before departing in opposite directions to their respective homes. Why it only seemed like yesterday when----- but that's another story.

"The days are shore gettin' hotter," Cal continued, as he loosened both shoulder straps that held the can of arsenic lead spray on his back. Then, in a voice that asked for assistance from the long hard days in the field, he said: "If someone would only invent-----"

Suddenly, he checked his appeal, for the drone of an airplane engine in the distant sky was heard. Immediately, both men turned their heads upward toward the direction the purr had come. As the plane passed overhead, what a brief period before was a mere spot in the sky now seemed like a huge domineering mammal from the heavens speeding to some predetermined destination to answer a challenge for its master. As the plane disappeared in the distance, Tom, who had been pondering over Cal's last remark and now realizing its significance, stated in an authoritative voice: "I seen by yesterday's paper that the airplane will be a big help to the farmers."

"Bah," Cal exclaimed emphatically, "the only help those infernal blasted flyin' gadgets will be to me is gettin' rid of the crows from my cornfields."

That conversation between two neighbors had taken place about thirty years ago in a huge farming district called Washburn.

Little did Cal realize that the "Flyin' Gadget" was to play a major role in the field of today's industries. To the farmer the airplane has saved time and money. Constant patrol of our

forests has enabled us to preserve most of our vast timber fortune. To the thousands, who had been left homeless during floods, earthquakes and other disasters; the airplane has brought relief through the transportation of the necessary food, serums and medical supplies. It has proved a medium of faster transportation, a potent weapon of defense; it has performed countless other tasks and created a major industry wherein thousands are now being employed.

The handful of aviation pioneers who have worked hard and diligently gave to us - youth - the opportunity of fulfilling a successful career in aviation and cause to make us feel proud that this was made possible by rendering true and faithful service in the United States Army Air Corps.

As I look over the year I had served as a member of the Air Corps, I find that I have gained a considerable amount of knowledge in the field. "I want so much to grow up in."

My first four weeks were spent as a recruit, being taught military courtesy, receiving drills, attending various lectures delving into military discipline and military regulations.

During the second week of my recruit period, we were given an Alpha test and a mathematical examination which, if passed successfully, determined the nature of the course you were to continue. This examination qualified you to attend one of the highly recognized schools of the Army to receive instruction in Meteorology, Aviation Mechanics, Radio, and in various other subjects.

Various forms of recreation are provided for enlisted men, such as the service club, movies, gymnasium, swimming pool, etc. A chapel on the post helps to maintain an individual's religious faith throughout his Army career.

The meals served to us are of superior quality. Excellent cooking and careful planning of menus tend to make the meals very appetizing.

Plenty of clothing is provided to the individual to enable him to withstand even the fiercest of weather. All in all, I am very well pleased and honored to be in the service of the United States Army Air Corps.

As one of the fortunates who had the pleasure of attending the Casey Jones School of Aeronautics in mechanics, I shall summarize some of the various courses included in our six months of



training. Besides theory, much of the work is of a practical nature. Experiments, tests and operation of the various units necessary for an airplane engine are included. In blueprint reading and drafting, neatness, accuracy and details, along with the proper use of drawing instruments, were stressed.

The subject of Electricity included experiments with magnetic fields, wiring hook-ups and diagrams, magnetos and motors.

Hydraulics gave us the opportunity of actually seeing it in operation through the use of glass test tubes and piping.

Propellers took us back to the days when their use was first known, starting with the ground adjustable and finishing with the hydromatic propeller, of the one in general use today. Its operation, construction and assembly was very much stressed.

Carburetion dealt with differentials in atmospheric pressures. With one part of gasoline to fifteen parts of air by weight, the proper fuel mixture is sent into the induction system.

Instruments proved very interesting to me. By their use, proper mixture of fuels and air can be determined; engine temperatures and engine operation can readily be noted and, also, the position of the airplane while in flight.

The most interesting subject to me was engine trouble shooting. The instructor would put trouble in the engine while the class was in another room. By carefully watching the instruments, engine operation and ignition system, and through a process of elimination, the trouble encountered was always found. Proper adjustment of said trouble was then made, and the engine was once again functioning smoothly.

Engine installation gave us the opportunity of putting theory into practice.

A complete and thorough inspection of the airplane is made. Every defect is corrected and then recorded on the Form No. 41.

The instructors at the school are very conscientious and, for that reason, I believe we have gained a considerable amount of knowledge in the subjects we have already taken and covered in such a short span of time. May I add that I am very well pleased to have been one of the many to attend a highly recognized school as the Casey Jones School of Aeronautics.

\* \* \* \* \*  
Scre-e-e-ch, the tires seemed to scream from the newly paved road, as Cal, Jr., applied the brakes to his car, stopping at young Tom's farm. "Well, Tom, I just had the corn and potato fields sprayed," he yelled to the lat-

ter, who at the moment was watching the smoke from his cigarette being carried away by the wind while feeling perfectly reclined in the easy rocker on the open porch. "Had it done in exactly one hour and ten minutes," Cal continued.

"I guess we farmers would certainly be in a spot if it were not for the airplane," Tom answered.

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#### SHORT RANGE LIAISON PLANE TO BE TESTED

The War Department announced, under date of September 11th, the receipt of six Stinson O-54 airplanes for service test in connection with mechanized units to determine their suitability as short range liaison airplanes.

These planes will be used by the Armored Divisions at Fort Knox, Ky., and at Fort Benning, Ga.

The O-54 is a military adaptation of the standard commercial model Stinson 105. It is a two-place, high-wing, strut-braced, fabric-covered cabin monoplane with a gross weight of 1,580 pounds. The wing span is 34 feet and chord 57 inches. The power plant is a Continental A-80 engine which develops 80 b.h.p. at 2700 r.p.m.

The planes will carry no armament but will be equipped with radio.

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#### CONTRACT AWARDED FOR PURSUIT PLANES

The War Department announced under date of September 10th the award of a contract to the Bell Aircraft Corporation, Buffalo, N.Y., for 120 Pursuit airplanes, with spare parts, at a cost of \$4,962,220.00.

This contract was cleared through the National Defense Advisory Commission.

This award brings the total under the 1940-41 Appropriations to 2,797 out of 4,247 airplanes authorized. Of the 2,797 airplanes, 963 are of combat type.

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#### Construction at Randolph Field

(Continued from Page 5)

4" x 4" x #6 gauge welded wire mesh; composition roof. The appointments of this building consist of a Control Room, Heater and Machine Room, Office, Storage Room, and Lavatory.

This installation is to provide aid to local aircraft, and is scheduled to be completed and ready for occupancy on or about September 8, 1940.

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Lieut. Colonel Byron T. Burt, Jr., has been transferred from Maxwell Field to McChord Field, Tacoma, Wash.

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## YOUNG OFFICERS "DIG FOR THEMSELVES"

The 78th Pursuit Squadron, commanded by Captain Daniel W. Jenkins and stationed at Wheeler Field, T.H., was recently formed, with ten officers assigned. Lately, the Squadron received a complement of 14 junior officers, graduates of the '40-A and B classes at Kelly Field, Texas. An extensive transition training program has been put into effect for the seasoning of these new officers.

As the 78th is a new Pursuit Squadron not boasting a large complement of officers, the problem peculiar to the seasoning of these pilots is different from that existing in squadrons which have been functioning for a longer period of time. Whereas in the past junior officers have been able to serve as apprentices under a senior officer, this is not the case in the 78th. The junior officers are given jobs without the benefit of first serving an apprenticeship. This may sound like the hard way to receive responsibility, but in the long run it has proved to be the easier way. The psychology behind this procedure is that it immediately creates a sense of responsibility in the junior officer, as he is solely responsible that his particular department functions efficiently. In these days of Air Corps Expansion, senior officers have not the time to lead their juniors around by the hand. It is each new officer's duty to get in and dig for himself. That's what the juniors are learning in the 78th. Also, in accordance with the training plan, each new officer has been assigned his own P-36A. It is each officer's duty to know his own ship, and each one is personally responsible that the Air Corps Maintenance Chart Form 41 is properly maintained with respect to his ship, and the Air Corps Form 31 is maintained with regard to himself.

The fact that the officer has a plane of his own gives him a feeling of pride. It is his ship and his privilege to work with the crew chief in seeing that it is properly maintained. The two above mentioned activities in the training of the junior officers might be termed extra curricular, for these are only supplementary to a rigid transition flying program which is required before the junior officer takes his place beside the veterans of the Squadron.

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War Department orders, recently issued, transferred Major Charles H. Downman, Air Corps, from Barksdale Field to Randolph Field.

## CREATION OF AIR BASE GROUPS

The War Department announced, under date of September 11, 1940, the completion of a reorganization of 24 Air Base Squadrons into 24 Air Base Groups.

The change was made to create units more easily administered, particularly when on field duty. The former large Air Base Squadrons, not uniform in size, were converted into groups normally consisting of three standard small squadrons.

Each newly formed group will consist of a Base Headquarters and Headquarters Squadron, an Air Base Squadron and a Materiel Squadron. At bases where more than one combat group is located, the Air Base Group will be reinforced with an extra Materiel Squadron for each combat group. Increased mobility is afforded in the new organization by the creation of the separate, relatively small Materiel Squadrons. These squadrons readily can be detached from the base group and sent into the field to provide personnel necessary for the operation of temporary airdromes.

The reorganization also provides for Special Air Base Groups for assignment to training bases. The special groups are so designated because of the duties of the groups necessitate a different classification of personnel within the squadrons composing the group.

The units affected by the change are listed below.

Base Headquarters and 1st, 4th, 15th, 16th, 17th and 24th Air Base Squadrons (Double) are converted into Air Base Groups (Reinforced) and given the same numerical designation, their permanent stations being as follows:

- 1st - Langley Field, Va.
- 4th - March Field, Calif.
- 15th - Albrook Field, Canal Zone.
- 16th - Bruja Point, Canal Zone
- 17th - Hickam Field, T.H.
- 24th - Puerto Rico.

Base Headquarters and 2nd, 3rd, 18th, 20th and 23rd Air Base Squadrons (Single) are converted into Air Base Groups (Reinforced), given the same numerical designations, with permanent stations, as follows:

- 2nd - Mitchel Field, L.I., New York
- 3rd - Selfridge Field, Mich.
- 18th - Wheeler Field, T.H.
- 20th - Nichols Field, P.I.
- 23rd - Alaska

Base Headquarters and 5th, 19th, 26th and 27th Air Base Squadrons (Single) are converted into Air Base Groups, given the same numerical designations, with permanent stations as follows:

- 5th - Salt Lake City, Utah
- 19th - McChord Field, Wash.

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26th - Westover Field, Mass.

27th - MacDill Field, Fla.

Base Headquarters and 6th Air Base Squadron (Double) is converted into the 6th Air Base Group (Special) with permanent station at Barksdale Field, La.

Base Headquarters and 7th Air Base Squadron (Special) is converted into the 7th Air Base Group (Special), with permanent station at Scott Field, Ill.

Base Headquarters and 9th Air Base Squadron (Single) is converted into the 9th Air Base Group (Special), with permanent station at Moffett Field, Calif.

The 11th, 12th, 13th and 21st Air Base Squadrons (Special) are converted into the correspondingly numbered Air Base Groups (Special), with permanent stations, as follows:

11th - Randolph Field, Texas

12th - Kelly Field, Texas

13th - Maxwell Field, Ala.

21st - Lowry Field, Colo.

The 14th Air Base Squadron (Special) is converted into the 14th Air Base Group, with permanent station at Bolling Field, D.C.

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#### OBSERVATION AVIATION TACTICS IN PANAMA

Truly, the 39th is a versatile outfit! declares the Correspondent of the 39th Observation Squadron at France Field, Panama Canal Zone, and he then goes on to say: "Today, August 30th, we put on our interceptors' hats, went out to sea, and put up a scouting screen that baffled the best efforts of a group of Bombers to sneak through unobserved. The clouds, formed in layers at various altitudes, gave us quite a job patrolling all the levels, but we found 'em and got the news in to the shore defenses well in advance of their arrival."

All this was part of the weekly problems worked by the 19th Wing in defense of the Panama Canal against simulated attack. These problems involve all branches of aviation, and are easily the most interesting phase of our training. Through them, the young pilots of the Squadron are gaining some fine information and new conceptions of the various tactical uses of observation, as well as a comprehensive idea of the whole defense of the Canal.

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Effective August 18, 1940, the following named Air Corps officers, holding the rank of Lieut. Colonel (temporary), were given permanent appointments as such: Lieut. Colonels Ira C. Eaker, Frank H. Fritchard, Idwal H. Edwards, George S. Warren, Early E.W. Duncan and William D. Wheeler.

#### NUCLEUS OF TACTICAL SCHOOL RETAINED

According to the Commandant of the Air Corps Tactical School, Maxwell Field, Ala., Lieut. Colonel Edgar P. Sorensen, the faculty nucleus of this school will be retained at that airdrome to continue its studies of Air Corps tactical principles. This has been determined by the War Department.

In addition to Colonel Sorensen, who is also Director of the Air Corps Board, the faculty will consist of Lieut. Cols. David S. Seaton, Harvey H. Holland, Majors Elmer J. Bowling, Charles E. Thomas, Jr., and Robert C. Oliver, Air Corps.

Colonel Hollard and Major Bowling are to conduct the school's extension course section. This department will continue its function of preparing Air Corps extension courses and of conducting correspondence courses for junior Air Corps officers.

Majors Thomas and Oliver are to conduct the school's research activities. In general, this will consist of evaluating information obtained from various sources for the purpose of determining the trend of newly developed tactics, technique and equipment. They will assemble this data so that it will be available for instructors to use in the preparation of lectures and exercises when instruction at the Air Corps Tactical School is resumed. They are also to collaborate with Colonel Seaton, librarian of the Air Corps Tactical School, incident to the indexing of all war information. Colonel Seaton is compiling bibliographies on many subjects covered in the Air Corps Tactical School curriculum. Incidentally, the Maxwell Field library contains over 10,000 books and 7,000 documents on military subjects and is one of the most complete libraries of its type in the world.

Major Oliver is also to act as Air Corps Tactical School secretary, succeeding Lieut. Colonel Harlan W. Holden, who was transferred to the Gulf Coast Air Corps Training Center, Randolph Field, Texas. Colonel Holden will once again be serving under his former chief, Colonel Millard F. Harmon, Jr., who prior to his assignment to command the Training Center at Randolph Field, was Assistant Commandant in charge of instruction at the Air Corps Tactical School.

Colonel Sorensen also said that the Chief of the Air Corps had directed that the Air Corps Tactical School reproduction and drafting sections remain in operation to print texts and other material of the School for distribution to the entire service. The reproduction

(Continued on Page

V-8583, A.C.

What had promised to be just another graduation at Kelly Field on August 30th held many pleasant surprises for the entire garrison, namely: Retiring Master Sergeant Joseph Costello joined Colonel Millard F. Harmon, Jr., A.C., Commanding Officer of the Gulf Coast Air Corps Training Center, and was rendered the place of honor during the exercises. For the first time in many years, the exercises were conducted outside, thus affording ample room for the thousands of people who desire to attend graduation of the Flying Cadets.

A mammoth aerial review was flown by instructors of the Air Corps Advanced Flying School, honoring Sergeant Costello. Last, but not least, Paramount movies were on location filming the entire exercises for the production of "I Wanted Wings," by Lieut. Bierné Lay, Jr.

Kelly Field passed the one thousand mark as it graduated its fifth class of over 200 students since March 23, 1940. Old Kelly Field, school of the World War I pilots, is bustling with activity as the Air Corps Flying Schools undertake the mission of training 7,000 pilots and 3,600 Bombardiers and Navigators annually. Two new Training Centers, as complete as the well-established Gulf Coast Training Center in San Antonio, Texas, are now organized and will soon be turning out rated Army pilots. The entire program contemplates the use of over thirty flying fields throughout the United States. The Gulf Coast Air Corps Training Center will carry two-thirds of the burden in the vast expansion training program.

Colonel Harmon, recently assigned as Commanding Officer of the Gulf Coast Air Corps Training Center, addressed Class 1940-E, the first one to graduate under his regime. He took over the reins of command upon the departure of Colonel Eugene A. Lohman. The difficult task of organizing and controlling the innumerable elements of the world's finest training school will become his responsibility.

The graduation exercises began with a band concert by the Gulf Coast Air Corps Training Center Band. Shortly following the Aerial Review, Chaplain Rupp delivered the invocation. Major Harvey W. Prosser, Commanding Officer of the Advanced Flying School, Kelly Field, introducing Colonel Harmon, stated:

"I want to congratulate the student officer and the 206 Flying Cadets who have successfully completed the training at the Air Corps Training Center

and arrived at the long-looked-for day of their graduation. The new Commander of the Training Center is one of the early members of the Air Corps, having taken his first ride in a military airplane in January, 1916. His many and varied duties as an active pilot, which included many flights over the front lines during the first World War; his command of organizations, particularly the command of March Field during the time it was a primary school; and his duty as Assistant Commandant of the Air Corps Tactical School have given him a thorough and understanding knowledge of school activities and the problems confronting students, especially during this time of expansion."

Colonel Harmon's address was as follows:

"Major Prosser, All our Friends and Relatives, and Members of the Graduating Class:

You gentlemen have been absorbing at a, to you, probably unprecedented rate for a period of 34 weeks. This fact, coupled with your understandable desire to have your wings and mingle with your relatives and friends, inclines me to brevity.

To you I need not stress the importance of air power. The stigmatized, fanciful conceptions of the Mitchells of a decade ago are surpassed by the realities of today. In your hands largely lies the future responsibility for the defense of two continents and two oceans. As individuals your job is to see that you so equip and maintain yourselves that you may meet your responsibilities with the efficiency justified by your potential mentality and physique.

You have a duty to perform. You must meet this duty every minute of every hour of every day. While we must all have our moments for relaxation and play, we will appreciate that as officers of the Air Corps we must be ever ready to perform arduous and strenuous duty on short call. This duty demands steady nerves, clear eyes and sharp mentality.

You have honor to uphold. This is basically your individual honor. As officers of the Army, so long as your honor remains unsullied in your own eyes, there need be no concern as to its status with the nation. You must be alert to insure that the honor of your Corps, of the Army and the nation is not undermined by the deliberate or irresponsible action of individuals with whom you may come in contact.

You have a country to defend. We are

all fortunate in this respect and that it is such a glorious one. Many previously independent peoples have lost their countries largely through mental inertia and the resultant failure to develop and instrument a logical and efficient concept for national preservation.

We all know that you and many thousands like you willingly will sacrifice your lives for this nation of ours should occasion demand, but your sense of duty demands more than that - it demands that you work for it and think for it.

National defense is a much more far-reaching term now than it was a few years ago. A small Navy, a few sea-coast defenses and diminutive standing army could insure our safety. Now we must spread our defenses over two continents and far flung adjacent territory and waters. It is air power that creates a threat of such dispersion magnitude, and it is by air power principally and primarily that we can counter

I pray you to assiduously court your sense of duty, jealously guard your concepts of honor and never let flag your appreciation of full and unqualified loyalty to your country, for these are sensitive and exacting times when it will not do for us to complacently view the threats to the safety and integrity of the nation."

Upon the conclusion of his address, Colonel Harmon presented the Flying Cadet graduates their diplomas and commissions as second lieutenants in the Air Corps Reserve. Major Prosser presented the highly coveted sterling silver wings to all the graduates, the names of whom are listed on pages B and B4 of this issue.

It is interesting to note that California, the leading State in the matter of representation of students in the graduating class, is credited with a total of 41, or 15%. Illinois and Texas are tied with 17 each; followed by Oklahoma with 11; Kentucky, 9; Michigan and New York, 7 each; Georgia, Missouri and Ohio, 6 each; Arizona, Colorado, Pennsylvania and Wisconsin, 5 each. Los Angeles, Calif., and Chicago, Ill., with 5 students each, lead the cities represented by members of the graduating class, followed by San Antonio, Texas; Milwaukee, Wisc., and Pasadena, Calif., with 3 each. None of the other States are represented by more than four students and no other city is represented by more than two students. Only one commissioned officer of the Regular Army was a member of the graduating class - 2nd Lieut. Byron Webb, who will be transferred to the

Air Corps.

During the course of the graduation ceremonies, Major Prosser had occasion to deliver a few remarks regarding the retirement of Master Sergeant Costello. "It seems to me," he said, "that this is an appropriate occasion for us to pay tribute to that splendid group of men who have been charged for years with the responsibility of taking care of our mechanical equipment. Sergeant Costello is a representative of this group. Now, after many long and faithful years of service, efficiency and loyalty, he passes to the retired list. We all regret to see him go. We will miss him, personally, and for his efficiency on the line. However, we realize that he has done his bit. We congratulate him upon his fine record and wish him joy and happiness in his retirement."

Master Sergeant Joseph Costello, a member of the 12th Air Base Squadron at Kelly Field, was placed on the retired list of the Army on August 31, 1940, at the age of 52 years. This veteran non-commissioned officer, who has had an outstanding career with the flying branch of the Army, having first enlisted in the Signal Corps in 1909 in New York City, is a truly pioneer aviator. He was initiated into aeronautic mechanics while a member of Company G of the Signal Corps in 1909. During his first enlistment he served a tour of duty at Fort Gibbon, Alaska, as gas engineer. Following his return from Alaska, he was assigned to Omaha, Neb., where he saw service with balloon organizations. Later he was assigned to San Diego, Calif., joining the 1st Aero Squadron which had then just been organized. The Sergeant recalls that this now famous unit was originally equipped with four airplanes and had but a handful of officers and enlisted men. A few of the officers comprising the old "1st Aero" were Major General Benjamin D. Foulois (who until his retirement in 1935 served as the Chief of the Air Corps); Major General Henry H. Arnold, present Chief of the Air Corps; Major General Delos C. Emmons, Commanding General of the GHQ Air Force; Brigadier General Herbert A. Dargue; Colonels Frank P. Lahm, B. Q. Jones, Thomas DeW. Milling, Edwin B. Lyon, John B. Brooks, Harvey S. Burwell; the late Lieut. Taliaferro, and a number of others who have since made their niche in military aviation.

The Sergeant recalls, with a great deal of pleasure, the many hours spent in the air with the then Lieut. Dargue, who now commands the 19th Wing in the

## Panama Canal Department.

Sergeant Costello has served at many of the far-flung posts of Uncle Sam in the United States, Alaska and Hawaii. He has at various times been a member of the 18th, 42nd, 152nd Squadrons; the 23rd Squadron, which he accompanied to Honolulu; 20th Bombardment, 52nd School and 12th Observation Squadrons; and his last organization, the 12th Air Base Squadron. His four-year tour of duty was served at Wheeler and Luke Fields from 1922 to 1926. His various assignments carried him from New York to Alaska, San Diego, March and Langley Fields, Honolulu, Brooks and Kelly Fields. He has been stationed at the latter airdrome for the past three years and spent about 13 years of his service in the San Antonio area.

Sergeant Costello holds the unique distinction of being one of the few old noncommissioned officers to hold the coveted "Aeronautical Certificate of Aviation Mechanician," dating back to April, 1918, and which bears the signature of The Adjutant General of the Army. His present warrant of "Master Sergeant" dates back to July 1, 1920.

Devoting practically all of his service to the maintenance and engineering end of the flying game, Sergeant Costello has seen the Air Corps progress from a conglomeration of planes and engines to its present size and efficiency with ultra-modern Bombers and fast interceptor Pursuit planes. In spite of thousands of flying hours spent in the air in various types of aircraft with flying personnel of great and limited experience, the Sergeant recalls that all his landings have been happy ones with never an injury. And it is with a sincere reluctance that he leaves the Air Corps on the eve of its largest expansion to date. The Sergeant, who holds a commission as second lieutenant in the Air Corps Reserve, awarded him in 1924, will make his home in San Antonio with his wife and five children.

---oCo---

## CONSIDERABLE ACTIVITY AT BOLLING FIELD

The termination of maneuvers over the country has at last allowed the Operations Office and other personnel of Bolling Field, D.C., a few moments to catch their breaths. During these extensive maneuvers, Bolling Field teemed with traffic. The airplanes were always busy taking officials to the various concentration points throughout the country - from the Eastern seaboard to the Pacific Ocean.

General George C. Marshall, Chief of Staff, made an extensive inspection

tour around the whole United States, from Bolling Field to the extreme northwest, down the Pacific Coast, then across the southern states and back to Washington.

Major General Henry H. Arnold, Chief of the Air Corps, accompanied by Mr. Knudsen, of the National Defense Advisory Commission, made a trip around the States.

Brigadier General Frank M. Andrews, General Staff, G-3, made two recent trips, one to the maneuvers in Wisconsin, on out to the West Coast, then back to Bolling Field via Barksdale Field and Camp Beauregard, and another to the games around Ogdensburg, N. Y.

Brigadier General Jacob E. Fickel, Assistant to the Chief of the Air Corps, made a tour of the various Air Corps training schools.

These are a few typical flights that have originated at Bolling Field in August and are mentioned only to give an idea of the activities that have been going on at this field. Many other officers and officials have gone to observe or inspect the maneuvers from Bolling Field, and the Operations Office hasn't had a dull moment, particularly since the weather was very uncooperative in that there were some 24 days of rain during this period.

---oCo---

## NEW TELEPHONE SYSTEM AT ALBROOK FIELD

Albrook Field, Panama Canal Zone, will "go up town" in a big way in the comparatively new future with the contemplated installation of an automatic telephone system similar to that used in the Canal Zone and in most cities in the United States.

Army officials have announced that the new system at Albrook Field will be initiated with a board of 1,000 lines with an ultimate capacity of 1,200 lines, as compared with the present board which handles about 300 lines. It was said that arrangements for the number of trunk lines running into the Balboa (Canal Zone) exchange have not been completed.

The Army Signal Corps will handle maintenance on the new automatic system. Equipment has been placed on order with the Automatic Electric Company (Strouger) which is the same firm supplying the equipment to the Panama Canal.

After the Albrook Field system has been completed, similar installations will be made at Howard Field, new Air Corps post now being built across the Canal from Albrook Field; at Fort Clayton, and at Fort Gullick, on the Atlantic side.

ROSTER OF GRADUATES - CLASS 40-E  
Flying Cadets

Plosser, Charles Robert, Jr.	Auburn, Ala.	Senften, Harold G.	Castleford, Idaho
Reid, John C.	Birmingham, Ala.	Sawyer, Charles W.	Emmett, Idaho
Smith, Robert Adelbert	Tuscaloosa, Ala.	Miller, Robert W.	Moscow, Idaho
Hinton, Joe K.	Nashville, Ark.	Swisher, Robert F.	Pocatello, Idaho
Johnson, James K.	Bisbee, Ariz.	Hammer, Meax C., Jr.	Cairo, Ill.
Knoell, Hugh F.	Phoenix, Ariz.	Inskip, Charles Wilson	Champaign, Ill.
Moss, Orville J.	Somerton, Ariz.	Campbell, Murdoch William	Chicago, Ill.
Horne, Richard G.	Tucson, Ariz.	Hoss, Robert J.	Chicago, Ill.
Dymock, John S., Jr.	Warren, Ariz.	Kush, Arthur John	Chicago, Ill.
Conrad, John H.	Alameda, Calif.	Polansky, Charles A., Jr.	Chicago, Ill.
Holmquist, George W.	Bakersfield, Calif.	Orance, Albert	Chicago, Ill.
Packard, Peter L.M.	Bakersfield, Calif.	Brouck, Robert Ralph	Cicero, Ill.
Hinton, Bruce H.	Burbank, Calif.	Teborek, Raymond George	Cicero, Ill.
Roberts, James F., Jr.	Burbank, Calif.	Talmage, Ernest F., Jr.	Congress Park, Ill.
Burnett, Robert F.	Buttonwillow, Calif.	Waugh, Robert F.	Edwardsville, Ill.
Keller, Charles R., Jr.	Camerillo, Calif.	Campbell, Archibald, Jr.	Evanston, Ill.
Smith, Lawrence	Carpenteria, Calif.	Robinson, John Leach	Jacksonville, Ill.
Grund, William F.	Chula Vista, Calif.	Mathews, Joseph Clarke	Marissa, Ill.
Stewart, James C.	Corona, Calif.	Belden, Richard P.	Niles Center, Ill.
Randolph, Richard L.	Delano, Calif.	Wilson, Willard Wendell	Paxton, Ill.
Ridley, Thomas M.	Escondido, Calif.	Goff, Charles G.	Three Rivers, Ill.
Standley, Stacy, Jr.	Hollywood, Calif.	Wright, Lewis J.	Atlanta, Ind.
Narrow, Carl W.	Los Angeles, Calif.	Fearech, Lowell D.	Bloomington, Ind.
Glary, Lawson, Jr.	Los Angeles, Calif.	Hardesty, Wilmer A.	Indianapolis, Ind.
Lockwood, Bert J., Jr.	Los Angeles, Calif.	Kunkel, John H., Jr.	Indianapolis, Ind.
Rue, Rolland H.	Los Angeles, Calif.	Abernathy, Louis M.	Arkansas City, Kans.
Teorey, Thomas F.	Los Angeles, Calif.	Reeve, George A., Jr.	Ashland, Ky.
Little, Robert L.	Marysville, Calif.	Reynolds, John R.	Bardstown, Ky.
Nicholas, Charles D., Jr.	Monrovia, Calif.	Miller, Fred W.	Hammond, Ky.
Thayer, Rob't N.	North Hollywood, Calif.	Moore, William W.	Knightstown, Ky.
Thomas, Keith H.	Oakland, Calif.	Brown, Chester	Lexington, Ky.
Tuttle, Frank M.	Oakland, Calif.	Hand, Stanley I.	Louisville, Ky.
Jones, William A.	Ontario, Calif.	Langan, Gene D.	Louisville, Ky.
L'Ecluse, Carroll A.	Pasadena, Calif.	Meng, William J.	North Middletown, Ky.
Samways, William T.	Pasadena, Calif.	DeLacey, Wm. H.	Utica, Ky.
Reed, Boardman C.	Pasadena, Calif.	Curtis, Gordon, Jr.	Boston, Mass.
Petersen, Malcolm E.	Petaluma, Calif.	Ellis, Wm. Vincent, 2d	Brookline, Mass.
Moore, Rollin B., Jr.	Berkeley, Calif.	Conant, Hiram Francis	Cambridge, Mass.
Jamison, Donald C.	Porterville, Calif.	McGee, Edward Francis, Jr.	Cochituate, Mass.
Demay, Sherman E.	San Diego, Calif.	Willard, Rush H.	Bay City, Mich.
George, Walter R.	San Diego, Calif.	Lorgan, Chester H.	Detroit, Mich.
Celio, Gove C., Jr.	San Francisco, Calif.	Stickney, John T.	Detroit, Mich.
Tyler, Robert A.	Glendale, Calif.	Beth, Elman J.	Fremont, Mich.
Ogas, Bernard V.	Glendora, Calif.	Harris, David H.	Mt. Pleasant, Mich.
Foot, Harland H.	San Pedro, Calif.	Howe, Everett B.	Waldron, Mich.
Carter, Wesley E.	Santa Barbara, Calif.	Duncan, William F.	Pontiac, Mich.
Reid, Angus G.	Santa Barbara, Calif.	Forsyth, Allen P.	Minneapolis, Minn.
Cary, Alton R.	Santa Monica, Calif.	Lewy, David M.	Greenville, Miss.
Matthews, Stanley E.	Santa Monica, Calif.	Allers, Howard Clinton	Cape Girardeau, Mo.
Fensler, Robert W.	Tule Lake, Calif.	Fowler, Clarence Charles	Jefferson City, Mo.
Elliott, Otis L.	Colorado Springs, Colo.	Huttig, Jack Wilfred	Kansas City, Mo.
Dobrusky, Ralph E.	Denver, Colo.	White, Richard James	Kansas City, Mo.
Eliker, Hadley B.	Denver, Colo.	Boggs, Raymond W.	St. James, Mo.
Jochim, LaVergne C.	Lakewood, Colo.	Readey, John Vernon	St. Louis, Mo.
Jones, Richard G.	Loveland, Colo.	Odom, Archibald Douglass	Dover, N.H.
Watson, Harold F.	West Hartford, Conn.	Liebolt, Edward J.	Pittsburg, N.H.
Fuller, Henry Walter	Coral Gables, Fla.	Davis, Thomas J., Jr.	Butte, Mont.
Kraemer, John Jacob	Miami, Fla.	Mitchell, Samuel A.	Helena, Mont.
Dean, Charles Woodrow	Vero Beach, Fla.	Kemp, James D.	Ronan, Mont.
Killam, Robert Grayson	West Palm Beach, Fla.	Roper, Sherwood R.	East Orange, N.J.
Shingler, Herbert T.	Ashburn, Ga.	McIntosh, John S., Jr.	Packanack Lake, N.J.
Darby, George C., Jr.	Atlanta, Ga.	Rohr, Louis W.	Teaneck, N.J.
Watson, Theodore Hoffman	Atlanta, Ga.	Martin, Robert W.N.	Carlsbad, N.M.
Roberts, Frank A.	Decatur, Ga.	Ridley, Thomas M.	Elida, N.M.
DeLong, Frank Wiley, Jr.	Gainesville, Ga.	Walroth, Robert H.	Brooklyn, N.Y.
Bennett, Wm. Walter, Jr.	Macon, Ga.	Davis, Frank L.	Cornwall, N.Y.

Spence, Hubert L.  
Gumaer, James Edward, Jr.  
Kowac, Joseph F.  
Munro, Benson N.  
Franklin, Charles F.  
Morris, Dallas Lester  
Wright, John Worth  
Reed, Robert J.  
Witty, Robert W.  
Mallory, Robert F.  
Templeton, Robert F.  
McPherson, Clarence C.  
Junkermann, Howard C.  
Harlow, Frederick S.  
Ellis, Walter H.  
Bradbury, Lloyd V.  
Howenstine, Kenneth K.  
Jordan, Laurence R.  
Holman, Leslie W.  
Mitchell, Kirk R.  
Ward, Emery M.  
Elliott, John W.  
Whittington, Cyrus A.  
McWhorter, Wm. A.  
Pardey, Herman J.  
DeLapp, Louis A.  
Speer, Robert E.  
Holstrom, Everett W.  
Paxon, Charles B.  
Burgard, George T.  
Surowiec, John J.  
Urick, John A.  
Kokolus, John  
Caton, Frederick W.  
Williams, Howard Wilson  
Durham, Benjamin J., Jr.  
Griffith, James J., Jr.  
Evans, Richard Ernest  
Kintner, Guy G., Jr.  
Glenn, Fletcher M.  
McKown, James S., Jr.  
Wood, Wilson R.  
Mostyn, Thornton J.  
Brown, John H., Jr.  
Gough, Jamie  
Stephens, William H.  
Blackwell, Jack  
Schuck, Francis J.  
Lawhon, Brooks A.  
Briley, Joe C.  
Latham, Steve  
Depmore, Daniel B.  
Rumsey, Herman  
Vitek, Richard D.  
Cloyd, Virgil M., Jr.  
Britt, Jimmie W.  
Pack, Jack N.  
Thorup, Louis G.  
McNeil, Max  
Franks, George E.  
Peschka, Jerome A.  
Myers, Robert W.  
Griffith, Frank T.  
Jones, Frank G.  
Houx, Frank L.  
Jessen, Harold H.  
Larson, John C.  
Thomas, Gordon F.  
Schneider, Arthur L.  
Melcher, John N.

Dannemore, N.Y.  
Kingston, N.Y.  
New York, N.Y.  
Syracuse, N.Y.  
Watervliet, N.Y.  
Charlotte, N.C.  
Greensboro, N.C.  
Cincinnati, Ohio  
Cleveland, Ohio  
Conneaut, Ohio  
Lakewood, Ohio  
Rayland, Ohio  
Sugar Grove, Ohio  
Bartlesville, Okla.  
Binger, Okla.  
Edmond, Okla.  
Lawton, Okla.  
McAlester, Okla.  
Oklahoma City, Okla.  
Oklahoma City, Okla.  
Salina, Okla.  
Sapulpa, Okla.  
Sapulpa, Okla.  
Tablequah, Okla.  
Aurora, Ore.  
Bend, Ore.  
Eugene, Ore.  
Westfir, Ore.  
Hatboro, Pa.  
Lewistown, Pa.  
Philadelphia, Pa.  
Shamokin, Pa.  
Stroudsburg, Pa.  
Providence, R.I.  
Columbia, S.C.  
Columbia, S.C.  
Kingsport, Tenn.  
Knoxville, Tenn.  
Waverly, Tenn.  
Amarillo, Texas  
Amarillo, Texas  
Chico, Texas  
Conroe, Texas  
Corsicana, Texas  
Dallas, Texas  
Fort Worth, Texas  
Jean, Texas  
Fredericksburg, Texas  
Levelland, Texas  
Odessa, Texas  
Mason, Texas  
San Antonio, Texas  
San Antonio, Texas  
San Antonio, Texas  
Waco, Texas  
Welch, Texas  
Salt Lake City, Utah  
Salt Lake City, Utah  
Raymond, Wash.  
Seattle, Wash.  
Spokane, Wash.  
Holden, W.Va.  
Morgantown, W.Va.  
Morgantown, W.Va.  
Sheridan, Wyo.  
Madison, Wisc.  
Madison, Wisc.  
Madison, Wisc.  
Milwaukee, Wisc.  
Oconomowoc, Wisc.

The foregoing list of graduates of the Air Corps Training Center, who were commissioned second lieutenants in the Air Reserve, have been assigned to extended active duty at the stations indicated:

To McChord Field, Wash.

Allers	Horne	Roberts
Armstrong	Keller	Ruse
Campbell	Kintner	Speer
Carter	Lawhon	Thomas
Celio	Martin	Tuttle
DeLapp	Mitchell	Watson
Dobrusky	Packard	Whittington
Duncan	Pardey	Wilson
Forsyth	Petersen	Witty
Holman	Polansky	Wood
Holstrom	Reed	

To MacDill Field, Tampa, Fla.

Burgard	Hand	McPherson
Curtis	Harlow	Orance
Dean	Hoss	Reed
DeLong	Inskip	Reid
Franklin	Kraemer	Robinson
Griffith	Kunkel	Shingler
Gumaer	McIntosh	

To Langley Field, Va.

Abernathy	Little	Ridley
Brouk	McNeil	Sawyer
Denny	Melcher	Stewart
Goff	Moore	Thayer
Hinton	Myers	Thomas
Howe	Readey	Waugh
Junkermann	Reeve	

Bennett	Glenn	Mostyn
Belden	Harris	Urick
Boggs	Huttig	Walroth
Bradbury	Kush	Willard
Ellis		

The following named graduates were assigned to the Gulf Coast Training Center to take the Instructors' course, to report to Kelly Field or Randolph Field, as indicated.

To Advanced Flying School, Kelly Field

Beth	Houx	Peschka
Blackwell	Howenstine	Randolph
Briley	Jamison	Reed
Britt	Kemp	Reid, A.G.
Brown, C.	Killam	Richardson
Burnett	Knoell	Ridley
Cary	Kokolus	Roberts, F.A.
Clary	Langan	Roper
Larby	Larson	Rumsey
Davis, T.J.	L'Ecluse	Samways
DeLacey	Leibolt	Schneider
Depmore	Lockwood	Schuck
Dymock	Mallory	Smith, R.A.
Eliker	Matthews, J.C.	Smith, J.L.
Elliott, J.W.	Matthews, S.E.	Spence
Elliott, O.L.	McGee	Standley
Evans	McWhorter	Stephens
Fensler	Miller, F.W.	Stickney
Foat	Miller, R.W.	Surowiec
Fowler	Mitchell, S.A.	Swisher
Franks	Moore, R.B.	Talmage
Fuller	Morgan, C.H.	Templeton
Gough	Morris, D.L.	Teorey
Griffith, F.T.	Nicholas	Thorup
Grund	Odum	Tyler
Hardesty	Pack	Vitek
Hinton, B.H.	Raxon	Ward



WTA ads to To Kelly Field, (Continued)

Watson Williams Wright, L.J.  
White Wright, J.W.

To Primary Flying School, Randolph Field, Texas

Cloyd Holmquist Jones, F.G.  
Conrad Jessen Moss  
George Jochim Ogas  
Hammer

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**ACTIVITIES AT CAL-AERO ACADEMY**

By the time this appears in print, Curtiss-Wright Technical Institute's \$100,000 building program to provide additional facilities for Air Corps personnel will have been completed at Glendale, Calif.

The new buildings, eight in number, were ordered by Major C.C. Moseley, operator of the Curtiss-Wright Tech., for the use of enlisted men in training as Air Corps mechanics and sheet metal workers at his school.

Built in the form of a hollow square, 358 x 210 feet, they include barracks, a recreation hall, a classroom and study building, a bath house and additional kitchen and mess facilities. They augment four other large buildings erected a year ago, when the training detachment first was established at Curtiss-Wright Tech.

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With Army, civic and State dignitaries as invited guests, the new \$600,000 Cal-Aero field and training center at Ontario, Calif., was scheduled to be elaborately dedicated on September 14th in an impressive morning ceremony.

The large plant, which includes ten major buildings and modern aviation facilities of every sort on its 375 acres, was erected in the record time of 40 working days by a crew of over 400 artisans. It is complete even to its own water, sewage and underground power distribution plants, and an elaborate job of landscape gardening, which includes thousands of transplanted plants, trees and shrubs and three acres of lawn.

Flying Cadets of Class 41-B were the first to use the new training center, initiating their work there on August 5th.

Lieut. R.L. Scott, Air Corps, is the Commanding Officer at the Ontario field.

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Although the training detachment at Glendale, Calif., has been actively campaigning for Flying Cadet enrollment for more than a year, with the intensive aid of the public relations department of Cal-Aero Academy, the contracting civilian school, a drive for cadets late in August produced 700 interviews over the two-week period. The net result was the conducting of 109 examinations, and an average of ten men per day sent to the recruiting office in Los Angeles for probable enlistment in other branches.

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With the arrival of Class 41-C to initiate its Air Corps career, the three Cal-Aero Academy fields at Glendale, Ontario and Oxnard, Calif., will all be uniform in operation, with

upper and lower classes constantly at each. Hitherto, Ontario has operated in such fashion, with Oxnard providing the first five weeks' instruction for new classes, then transferring them to Glendale for the second five weeks. Class 41-C will number 80 Flying Cadets at Ontario, 45 at Oxnard and 35 at Glendale.

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To provide a name more in keeping with its military activities, Cal-Aero Training Corporation, contractors for Air Corps primary flight training at Glendale, Ontario and Oxnard, Calif., has been renamed "Cal-Aero Academy." The change in name was made early in September.

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The arrival of three separate parties of ranking officers within three days kept the Air Corps detachments at Cal-Aero's Glendale, Ontario and Oxnard fields busy late in August.

First to arrive was Colonel Millard F. Harmon and staff from the Training Center at Randolph Field. They thoroughly inspected the Ontario, Glendale and Oxnard detachments in the order named on successive days, beginning on August 19th.

Late the following day, Major General Henry H. Arnold, Chief of the Air Corps, landed at Glendale with Mr. William Knudsen, head of the President's National Defense Advisory Committee, for a two-day inspection of aircraft manufacturing plants in the area.

On the next day, Brigadier General Jacob E. Fickel, Assistant to the Chief of the Air Corps, arrived for official inspections of Oxnard and Glendale, following with inspection of the Ontario field the next day.

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In honor of the dedication of Cal-Aero Academy's new \$600,000 primary training center for Air Corps Flying Cadets at Ontario, Calif., the Ontario DAILY REPORT will issue a 12-page special edition containing numerous articles and pictures, explaining to citizens of the community just what the Air Corps Expansion Program is all about and how it works.

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Headquarters of the Air Corps training detachment at Oxnard, Calif., were moved from downtown barracks building out to quarters in Cal-Aero Academy's flight office at the flying field. This change provides more space for the Flight Surgeon's quarters at the barracks, and will enable better coordination between the civilian instructors and the Army supervisors.

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The 8th Pursuit Group, Langley Field, Va., completed on August 24th a 12-weeks' intensive training course for 50 officer trainees. These officers were members of Class 40-B and had previously received six months' training at the Air Corps Training Center and three months of primary training at civilian flying schools. During the training period with the 8th Pursuit Group, these officers received approximately seventy hours of air instruction and one hundred seventy-five hours of ground work.

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## MANEUVERS AT CAMP MCCOY, WISC.

Under the command of Major Hugo P. Rush, three B-17's represented the 29th Bombardment Group (H), MacDill Field, Fla., at the Second Army Maneuvers at Camp McCoy, Wisc. The planes departed from Drew Field, Tampa, on August 24th, arriving at Madison, Wisc., the base of flight operations, on the afternoon of the same date. The speed of air travel was evidenced by the fact that only six hours elapsed between the take-off time at Drew Field, at which time the troops were sweltering in drill under the warm Florida sun, and the arrival time at Madison, where combat crews could be noticed snuggling down into the collars of their flying jackets for protection against the light snowfall.

At Madison, the crew promptly took over the East Side High School and availed themselves of the cots set up in the gymnasium. Service tested on this trip were new air mattresses of the B-17's, and the comfort offered by these made sleeping one of the highlights of the trip. (Brick-bats still await the practical joker who pulled the air plug on your correspondent's mattress at 3:00 o'clock one frigid morning).

In the afternoon of the day following the arrival of the planes at Madison, the three B-17's of the 29th Group took off and joined the formation of five B-17's from the West Coast to inaugurate the first of the maneuvers scheduled for Heavy Bombardment, the pilots scoffing at the prevailing two-mile visibility. The object of the mission was to acquaint ground troops on bivouac at Camp McCoy, Wisc., 90 miles northwest of Madison, with the airplanes flying overhead. A solid overcast which prevailed over Camp McCoy defeated the purpose of the mission, and the planes returned to Madison within an hour without having reached the bivouac area.

The acute air-mindedness of the people of Madison was noted when thousands of them journeyed in automobiles to the Madison Airport to witness the return of the heavy Bombers and Pursuit ships.

For the remaining days of the maneuvers the low overcast weighed continually on the shoulders of the female figure atop the State Capitol at Madison and forced the postponement of the remaining flights of the maneuvers. The combat crew devoted their afternoons and evenings to sight-seeing about Madison. The chief points of interest seemed to be the University of Wisconsin campus and the Capitol building. By noon on August 28th, the weather cleared up sufficiently to permit the B-17's to depart for Patterson Field on the homeward trip.

After an overnight stop at that station, the Bombers proceeded to Tampa and arrived there at mid-afternoon of August 29th.

After four days of fog, rain, snow and cold weather in Madison, the airmen reached the conclusion that the warm Florida sun wasn't so terrible after all.

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## OFFICER PERSONNEL CHANGES AT KELLY

Kelly Field, Texas, recently experienced a partial "turnover" in commissioned officers, losing five of them. Captain R.E.L. Choate, formerly Commanding Officer of the 61st School Squadron, left for Maxwell Field, Ala., and was replaced by Captain John H. Ives. Captains Burton M. Hovey, James A. Ellison, Lieut. F.P. Smith were also transferred to Maxwell Field, and Lieut. D.W. Saunders to Moffett Field, Calif.

Captain Hovey, former Director of Flying, is scheduled to be Director of Training at his new station. He is replaced by Captain Edgar Todd. Captain Ellison, Chief of Section II, is replaced by the former echelon commander of Section II, Captain T.B. Anderson. Lieut. F.P. Smith was the Engineering Officer of Headquarters; Flight and Lieut. Saunders the Assistant Adjutant. The latter is replaced by 1st Lieut. J.R. Novake, a new arrival at Kelly Field. Lieut. Milton Arnold becomes Post Operations Officer and Captain Kurt M. Landon, Chief of Section III.

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## NEW CLASS REPORTS AT KELLY FIELD

September 4, 1940, saw 221 Flying Cadets begin their final phase of instruction at Kelly Field. The new Class, 40-G, spent the next few days in being processed at the field and was scheduled actually to begin flying on Monday, September 9th. Already half way through the ten-weeks' advanced course at Kelly Field are 235 Cadets of Class 40-F, which will be graduated on October 4th. After being given a physical examination and equipment issued to them, the new class was slated to be split up into three sections and to receive instruction for the next ten weeks prior to graduation on November 15, 1940.

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Captain John M. Sterling, relieved as Assistant Military Attache and Asst. Military Attache for Air, Paris, France, was assigned to Selfridge Field, Mich.

## ACTIVITIES AT CHANUTE FIELD

By the News Letter Correspondent  
to report

Recruiting at Chanute Field, Rantoul, Ill., has gone on at a feverish pace, with the total number of new enlistments exceeding the expectations of even the most optimistic. Over a 3-month period - May, June and July and several weeks in August - over 2,000 new recruits have been added to the ever increasing Army Air Corps! Bear in mind the fact that this was achieved at the Chanute Field station alone. Everywhere, the cry "More Wings for America" is rising. We are proud of the part we have assumed toward achieving this end, and want to tell the world about it!

In itself, the recruitment of better than 2,000 men in a little more than a 3-month period may not seem so unusual - but when the fact that these enlistments have been secured with practically no cost to the government has been considered, the feat becomes an outstanding one. The only expense has been the clerical staff, all enlisted men, used to answer the many inquiries and to forward the application blanks.

A strategic plan of action was put into effect and successfully carried out through the utmost cooperation between the Personnel Office and the Public Relations Office. Without this complete cooperation of both departments, the phenomenal results could not have been achieved.

When authorization for the first allotment of 800 new enlistments was secured, a specially prepared news release was mailed to every newspaper within a radius of five nearby States. The content matter of this release was aimed to appeal to the air-minded youngster of today and sell him on the idea of enlisting in the Army Air Corps - not so much for adventure and excitement, but rather as a medium of acquiring an advanced and highly technical education that would provide manifold benefits in the future. And that, after all, is the main concern of the young men graduating from high school these days. Stressing the fact that the Air Corps Technical School provides an aeronautical education on a par with that of any institute in the nation for those who were able to qualify, all phases of vital importance to aviation maintenance were listed chronologically and enumerated upon.

It is our firm belief that all publicity should be of a truthful nature, that the prospective applicant should not be promised anything specific. Therefore, we have not tried to solve the recruiting problem by alluring il-

lusions of Travel, Romance and Adventure. Ours has been the earnest endeavor to impress upon the youngster's mind the fact that advanced education in a growing industry is the best method in the world to train and prepare one's self for a better place in society. It is felt that future recruiting results, as well as those of the present, will prove this analysis to be correct.

Of this special release, between 250 and 400 copies were mailed daily to newspapers of all types and description. Five thousand copies were mimeographed and almost all were used. The results were not noticeable immediately, however, but within ten days a veritable flood of inquiries began pouring into the Personnel Office of Chanute Field.

This office has always been satisfied with the willingness of newspapers and periodicals to "play ball" when it came to publishing our releases, but never before had the complete cooperation of all newspapers contacted - both large and small - been so much in evidence. Numerous letters are on file from editors, stating their earnest desire to cooperate to the greatest possible extent, and several also asked for special news releases, which we were only too happy to provide them. The complete article ran about 10 column inches, and it is a pleasure to report that there are hundreds of newspaper clippings in our scrap-book that had been printed verbatim.

The results of this publicity splurge were so encouraging that it was deemed almost a necessity to aim a barrage of Air Corps Technical School publicity at all newspapers within a reasonable distance from Chanute Field. To date, the following States have been covered, each and every newspaper: Minnesota, North Dakota, South Dakota, Wisconsin, Iowa, Michigan, Illinois, Indiana, Mississippi, Oklahoma, Missouri, Arkansas and Pennsylvania. Upon termination of this particular activity, the text of the mimeographed release was revised and literally hundreds of copies of these releases are now making their way thru the New England States - Maine, New York, New Hampshire, Massachusetts and New Jersey having been already covered.

An extensive publicity campaign, such as the one mentioned, throws a heavy load on the clerical staff, but the results have more than justified our decision. The enlisted personnel of both departments take great pride in their accomplishments.

The major portion of the credit for the number of new enlistments secured must go to Major Oliver K. Robbins, S-1 Officer, and his staff. Without their cooperation, without their zealous ef-

forts and many hours of "over-time," the large number of applicants would have been materially lessened.

Charged with the all-important function of recruiting, the S-1 Department is of paramount importance to any Air Corps station, and particularly so in the case of Chanute Field, the home of the Air Corps Technical School. Theirs was the task of following up the inquiries for further information concerning the Air Corps Technical School and enlistment in the Army Air Corps. The Public Relations Office started the ball in motion, but it was solely up to the S-1 to keep it moving!

To the S-1 Department of Chanute Field our highest compliments for a job splendidly done. There are none other on Chanute Field more ambitious nor more sincere in their assignments than they!

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#### BORINQUEN FIELD IN RETROSPECT

A year ago, on September 16, 1939, Major Delmar H. Dunton was assigned as Commanding Officer of the newly designated 27th Reconnaissance Squadron, Long Range. The Squadron was formed at Langley Field, Va., and consisted of officers from Mitchel, Selfridge and Langley Fields. On November 21, 1939, 200 enlisted men, 9 officers and a few supplies arrived at San Juan, Puerto Rico, aboard the Army Transport CHATEAU THIERRY. On December 5th, the air echelon, consisting of nine B-18A's led by Major Dunton, arrived at Borinquen Field, Puerto Rico. During this past year, under somewhat adverse conditions, the Squadron has been doing all the training required by the directive, including the schooling of 120 recruits, as per schedule. On Monday, September 16, 1940, the first birthday of the Squadron was scheduled to be held at Columbus Park, Aguadilla, P.R., featuring the serving of refreshments and the staging of the usual athletic contests.

Temporary quarters are springing up like mushrooms in order to house the personnel of the 25th Bombardment Group, scheduled to arrive from Langley Field, Va., about November 1st. Everyone is anxiously awaiting the arrival of this Group.

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The War Department announced the award of a Soldier's Medal to 2nd Lt. George Albin, Air Reserve, for saving the life of Private Joseph M. Makely, who was about to drown in the shark-infested waters off Borinquen Field, Puerto Rico.

#### A NOTE OF THANKS

The following communication recently drifted into the Information Division, Office of the Chief of the Air Corps:

"We, the enlisted men of the Air Corps, desire to express our sincere gratitude to 2nd Lieut. Richard M. Marshall for his fine eulogy of us, which was published in last month's AIR CORPS NEWS LETTER. Such expressions are most encouraging and revitalizing to our efforts to perform our duties with the utmost ability.

"The splendid teamwork that exists in the Air Corps today is a result of a mutual and considerate understanding of each other's duties, with a patriotic determination to make our Air Force the envy of the world.

"We feel that with such outward gestulations as Lt. Marshall's, and with such fine, superior officers as we have to guide us, our efficiency can never fail.

"An enlisted man."

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#### NUCLEUS OF TACTICAL SCHOOL (From Page 9)

and drafting departments are located in the basement of Austin Hall (Post Headquarters). They are equipped with modern machinery for reproduction by mimeograph, multigraph, rotaprint, multilith, blueprint and printing press machinery. They will also distribute material relating to the studies completed by the Air Corps Board.

With requests for texts from the three newly organized Air Corps Training Centers, its complementary ground schools and the recently activated General Headquarters Air Force Squadrons, the reproduction and drafting sections are turning out at the present time the largest volume of material in its history.

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Ten officers and 18 enlisted men, with three B-17B airplanes of the 49th Bombardment Squadron, Langley Field, Va., participated in the 2nd Wing Exercises at Barksdale Field, La., from August 16th to 21st.

On August 28th, the 49th Squadron operated as a complete Squadron for the first time since the reorganization. Six B-17B airplanes were utilized for Squadron bombing, navigation and gunnery missions, which proved to be very educational for all personnel.

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Major Walter K. Burgess and 1st Lieut. Harry N. Renshaw were assigned to duty with the United States Military Mission to Ecuador, with station at Quito.

# A LIFE RAFT DEMONSTRATION IN HAWAII

By the News Letter Correspondent

In order to foster a greater sense of security and to minimize the hazards of forced landings on water, it has become of prime importance that the flying personnel of the Army stationed in the Hawaiian Department be thoroughly trained in the use of water life saving equipment.

The 78th Pursuit Squadron, commanded by 1st Lieut. Joseph S. Haltoner, and stationed at Wheeler Field, T.H., which "buzzes" the Islands in P-36's, is thoroughly equipped to meet forced landing on water emergencies, utilizing a crash boat, maintained by the 17th Air Base Squadron, Hickam Field, which boat is stationed in Waialua Bay off the north shore of Oahu. In accordance with the Squadron training regulations, all flying personnel are schooled to meet water forced landings by a working demonstration of all life saving equipment. The main object of the demonstration is to familiarize the flying personnel with the use of the rubber life raft, which is dropped to a distressed pilot from another plane. The life raft is a rubber collapsible, self-inflated, rectangular boat, resembling a rubber duck boat.

The new officers of the 78th Pursuit Squadron, who are recent graduates of the 40-A and B classes of Kelly Field, witnessed a life raft demonstration, supervised by Captain Kaye, and demonstrated by 1st Lieut. Bruce Holloway and 2nd Lieut. James Ferrey. The latter played the part of the distressed pilot, while Lieut. Holloway flew to his aid. The demonstration was conducted from the deck of the crash boat "Oscar Westover," where the new officers were assembled. Lieut. Ferrey, considered to be the most durable swimmer of the lot, was rowed out a hundred yards from the "Oscar Westover," and dropped overboard. At precisely 1:15 p.m., Lieut. Holloway, who was hovering overhead in a P-36, was notified by two-way radio communication that Lieut. Ferrey was down. Lieut. Holloway then buzzed the bay to sight Lieut. Ferrey, who was splashing in the water. The second time around, Lieut. Holloway put his P-36 in a sharp steep bank about 25 feet from the water and released the boat, which is rigged to spring from the baggage compartment.

When dropping the life raft, the door to the baggage compartment falls also. Thus, when dropping a life raft, an improvised door is substituted for the regular P-36 door for economical reasons. On a previous demonstration,

Lieut. Holloway's accuracy was too good for comfort, as the door fell on one side of the distressed pilot and the raft on the other. To minimize the chance of hitting the pilot, the door in future demonstrations will be securely fastened to the life raft and both will fall as one.

After the raft was dropped, it was Lieut. Ferrey's job to procure it, inflate it, and then row back to the "Oscar Westover." There is quite a technique to the inflation of the life raft and to the use thereof to the best advantage. Upon reaching the life raft it is imperative that you securely attach yourself to it by a rope provided before inflating the raft. This is necessary, as the raft is inflated by the released pressure of attached air bombs which inflate it rapidly. If you do not have a secure hold on the raft, the wind will blow it from your reach upon the instant of inflation and it will in all probability float away at a faster rate of speed than you can swim. There is another good point to be observed; sit in the raft the best way you can while it is still deflated and then release the inflating mechanism, allowing the raft to build up around you. This eliminates the difficulty of climbing in the raft after inflation when it becomes very buoyant and the process of boarding the raft becomes as difficult as climbing into a canoe from the water.

Lieut. Ferrey performed his part of the demonstration very capably, and rowed back to the "Oscar Westover" in the shortest possible time.

At the conclusion of the life raft demonstration, the new officers were shown around the crash boat which, incidentally, is powered with two 400-h.p. Hurricane engines and is capable of making 35 knots per hour.

The familiarization of the new flying personnel with the life saving equipment, which is at their immediate disposal in case of a forced landing in water, tends to create a greater feeling of security with but one exception. We were informed while enroute back to quarters that nine sharks had been pulled from the bay only the morning before the demonstration.

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## REINFORCED CONCRETE RUNWAYS AT LANGLEY

As a result of a recent allotment of \$268,710.00 for construction at Langley

(Continued on Page 20)

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## ACTIVITIES OF 89TH SQ. AT McCHORD FIELD

The 89th Reconnaissance Squadron at McChord Field, Wash., flew as a complete squadron for the first time recently for the Inspection and Review for General Arnold. Major Cronau led nine B-18A's, manned mostly by 89th pilots, to Hamilton Field, Calif., for the occasion.

A Good Will reconnaissance flight in conjunction with the 17th Group was made to Arlington, Oregon. The formation of nine planes flew around the territory surrounding the town, including the area expected to be used as a bombing range. At about noon, all planes landed at the local airport, and all airmen were taken in private cars to a local hotel for dinner given by the townspeople.

The Squadron now has five B-23 airplanes assigned. Despite several maintenance bugs, this new plane has proven very satisfactory to both pilots and engineering crews. It has speed, performance, stability, and other qualities that make it approach a pilot's dream.

The first photographic mission ever flown in a B-23 was undertaken with Lieut. J.A. Hilger as photographer and Lieut. W.J. Wrigglesworth as pilot. Pictures of another B-23, with Lieut. A.C. Carlson at the controls, were made, using backgrounds such as Mt. Rainier, Blue Sky, the Narrows Bridge, etc. Vertical shots of Camp Murray and McChord Field were also made by Tech. Sergeant M.C. McClurg, Noncommissioned Officer Head of the Photographic Department. Photographers and pilots expressed the opinion that the B-23 is a fine reconnaissance airplane.

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## NEW UNIT AT SELFRIDGE FIELD

The Third Signal Platoon (Air Base) is one of the new units activated under the expansion program of the Air Corps, in conjunction with the rest of the Regular Army. Second Lieut. Joseph A. Vanko, Signal Reserve, is in command of the squad of 24 men, comprising one Sergeant, one Private, 1st Class, and 22 Privates. This platoon is attached to the Air Base for duty and would provide the necessary communication facilities of the Base Squadron when that organization is on maneuvers.

The outfit was turned to active duty on July 10th. On the following day, 15 of the men motored via convoy to Camp Skeel, Oscoda, Mich., to become familiar with field work. Their duties at this camp were only secondary to their regular duties, but it gave them an

idea of what field life is really like and what is to be expected of them when they maneuver into the field.

The detachment helped to enlarge the landing field. Their work has given the field a streamlined appearance and has promoted the safety of landings by the B-18 Bombers.

"Upon returning to Selfridge Field," declares the News Letter Correspondent, "yarns concerning Camp Skeel were profusely scattered amongst us until its perpetuation had irritated us beyond human endurance. But at the conclusion of each tale it always happened to have the same rhythm - "Selfridge Field is heaven."

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## 39th PURSUIT SQUADRON IN MANEUVERS

Eleven officers and eleven enlisted men of the 39th Pursuit Squadron, 31st Pursuit Group, departed from Selfridge Field to participate in the First Army maneuvers in Watertown, New York, area during the period from August 18th to 22nd, inclusive. The 39th with 11 P-35's, together with 10 P-36's from the 8th Pursuit Group, Langley Field, Va., made up the Second Pursuit Squadron (Provisional), and based at the Syracuse Municipal Airport, Syracuse, N.Y. The Squadron operated under the control of the Air Defense Command and gained some valuable experience in navigating to some rather indefinite points, such as dirt cross roads and old barns. The unit was commanded by Captain Allen R. Springer, with Lieuts. Barr, of Langley Field, and Barrett, of Selfridge Field, acting as flight leaders. With Captain Springer were Lieuts. Brannon, Pixey, Whiteman, Parker, Carter, Crossen, Willis, Sims and Keyes.

As would be expected, the Squadron is highly in favor of more maneuvers - with clam bakes afterwards.

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## Runways for Langley (From Page 19)

Field, Va., the airdrome will acquire some reinforced concrete runways. The contract was awarded to the E.T. Ritter Co., Inc., of Norfolk, Va., and construction has been started.

Approximately half of the present runways will be replaced with reinforced concrete, and it is expected that future allotments will allow for the concreting of the remaining runways. Due to the sea level location of Langley Field, the soft, wet ground makes it virtually impossible to keep the present type of macadam top runways from breaking up.

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The presentation of the Mackay Trophy for the year 1939 was made on the morning of September 12, 1940, in his office, by the Hon. Robert P. Patterson, The Assistant Secretary of War, to the officers and men of the Army Air Corps who flew medical supplies in an Army B-15 airplane from Langley Field, Va., to Santiago, Chile, shortly following the earthquake in that country in February, 1939.

The provisions of the deed of gift of the Mackay Trophy are as follows:

"To be competed for annually by officers of the United States Army under rules to be made each year by the War Department of the United States Government, or in the absence of a contest this trophy may be awarded annually by the War Department to the officer or officers who, in their opinion, make the most meritorious flight of the year."

No competition for the Mackay Trophy was held during 1939, but the board of officers convened for the purpose of making the award selected the journey of the Army airmen to Chile on their errand of mercy as the most meritorious flight of the year.

The flight to Santiago, Chile, on February 4, 5 and 6, 1939, was made at the request of the American Red Cross for the purpose of placing without delay 3250 pounds of urgently needed vaccines and other medical supplies in areas of Chile devastated by the earthquake. Loaded to absolutely maximum capacity, the XB-15, piloted by Major Caleb V. Haynes, Air Corps, took off from Langley Field, Va., before daylight on February 4th and, adhering thereafter to a rigid flight schedule, involving the penetration of unfavorable flying weather, a night landing at Panama, night take-offs at Panama and Lima, Peru, landed on schedule at Santiago, Chile, early on February 6, 1939.

Members of the flight receiving the award have been widely separated since making the flight. All of them, however, were present in the office of the Assistant Secretary of War during the presentation ceremony, namely:

Major Caleb V. Haynes and Staff Sgt. James E. Sands, 41st Reconnaissance Squadron, Langley Field, Va.

Major William D. Old and Staff Sgt. Russell E. Junior, 43rd Bombardment Squadron, MacDill Field, Tampa, Fla.

Captain John A. Sanford and Technical Sergeant David L. Spicer, 52nd Bombardment Squadron, MacDill Field, Tampa, Fla.

Captain Richard S. Freeman, 28th Com-

posite Group, March Field, Riverside, Calif.

First Lieut. Torgils G. Wold, Hqrs. Squadron, 25th Bombardment Group, Langley Field, Va.

Technical Sgt. Harry L. Hines, 6th Bombardment Squadron, MacDill Field.

Master Sgt. Adolph Cattarius and Tech. Sgt. William J. Heldt, 41st Reconnaissance Squadron, Langley Field, Va.

Also in attendance in the Office of the Assistant Secretary of War during the presentation ceremony were Major General Henry H. Arnold, Chief of the Air Corps; Dr. George W. Lewis, Chairman of the National Advisory Committee for Aeronautics; Mr. Gill Robb Wilson and Lieut. Colonel G. de Freest Lerner, Air Reserve, President and General Manager, respectively, of the National Aeronautic Association.

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#### MAXWELL BASIC SCHOOL READY TO START

Flying Cadets have been arriving at Maxwell Field, Ala., for the Basic Flying School, scheduled to begin operating on September 14th, and, according to Lieut. Colonel Aubrey Hornsby, Air Corps, Commanding Officer of the Basic School, were being organized into a basic training group.

Members of the initial class, comprising approximately 120 students, have been assembling at Maxwell Field from civilian elementary flying schools located in various parts of the country. Some of the schools from which the Cadets came are Glendale, Calif.; Dallas, Texas; Santa Maria, Calif., and Glenview, Ill.

Captain George J. Schlatter, Air Corps, who reported at Maxwell Field recently from Randolph Field, Texas, was designated Commandant of Cadets. He announced his staff, as follows: 2nd Lieuts. Everett T. Ostler, Adjutant; Charles H. Hastay, Supply Officer, and Richard N. Ellis, Mess Officer.

According to Captain Schlatter, the Flying Cadet Group is to be subdivided into two basic training squadrons for administrative purposes. Trainees are to assist in the administration of the group and squadrons. Those especially qualified are to be appointed Flying Cadet Officers and Noncommissioned Officers, and will function under the supervision of the Regular Army instructors. This procedure will provide the Cadets with valuable experience in the functions of command, leadership and executive ability.

(Continued on Page 22)

## FLIGHTS TO NEIGHBORING COUNTRIES

The 7th Reconnaissance Squadron at France Field, Panama Canal Zone, continued its record as good will envoys to the neighboring Republics during August, when a flight of two planes, a B-18 and a B-18A, flew to Lima, Peru, and return.

Personnel making the flight were 1st Lieut. H.K. Mooney, 2nd Lieuts. T.K. Hampton, G.C. Denter, G.B. Scott, R.W. Burns and R.T. Pierce; Staff Sergeants Wells and Payeski; Sergeants Hursey and Riddles.

Stops were made at Guayaquil, Ecuador, Talara, and Lima, Peru. At each stop the flight was cordially received and extended a most hearty invitation to return soon.

During the period from August 19th to 24th, inclusive, the majority of the officers of the 39th Observation Squadron, France Field, were again engaged in an aerial tour of Central America. This was the second such flight accomplished by the Squadron within the last two months. "This time, however, the trip was very much more pleasant," declares the News Letter Correspondent, "due to the fact that we were flying our own O-47A's instead of the A-17's that were used on the previous flight. We again visited all the capitals of Central America, with the exception of British Honduras. Most of these cities are by now quite familiar to the pilots of the 39th. The route covered carried us in sequence to Managua, Tegucigalpa, Guatemala City, San Salvador, San Jose, and back to France Field. Unusually clear weather, considering the rainy season, gave us good views of some of the volcanoes, mountains and lakes along the way which we had missed on our last trip."

As the result of an emergency arising at Quito, Ecuador, in that a clerk in the office of the U.S. Naval Attache there had contracted a severe case of pneumonia, the Commandant of the 15th Naval District requested the dispatch of an Army B-18 airplane for the purpose of sending a Navy Surgeon and the necessary oxygen emergency apparatus.

Accordingly, the plane departed from Albrook Field, Panama Canal Zone, at 6:37 a.m., August 18th, and arrived at Quito at about 10:00 a.m. Occupants of the airplane were Captain C.L. Munroe, Jr., pilot; 2nd Lieut. J.H. Carter, copilot; 2nd Lieut. J.D. Whitt, Navigator; and Captain W.C. Efpach, Navy Surgeon.

The officers of the flight were guests of the United States Ambassador to Ecuador, Mr. Boaz Long, during their stay in the capital of that country.

The cold climate encountered in this locality, which is at an altitude of 9,400 feet, was reported as a decided contrast with that of Panama.

The patient, Mr. Munson, was apparently well out of danger on Tuesday, August 20th. Accordingly, the return flight was accomplished on that day without incident, landing at Albrook Field at 3:00 p.m.

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## NEW INSIGNIA FOR 38TH RECON. SQUADRON

The 38th Reconnaissance Squadron (L/R) GHQ Air Force, March Field, Calif., recently blossomed forth in a brand new insignia, which was approved by the War Department. The new insignia or badge consists of a disc, divided horizontally green, light blue, and ultra-marine blue; through the center of the light blue a horizontal checkered bar of eight oblong pieces orange and black; the disc and all its sections are separated by narrow gold bands.

Gold and ultra-marine blue are the colors of the Air Corps. The green represents land and the light blue represents air. Dark blue represents the sea, while the checkered bar represents reconnaissance. Thus, the new 38th Squadron badge represents reconnaissance over land, over sea and in the air.

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## SKEET SHOOTING POPULAR AT BOLLING FIELD

The most popular sport at Bolling Field just now appears to be Skeet shooting. Enthusiasm has been mounting as the quality of shooting has improved. Several officers have acquired their "25-Straight" and "50-Straight" patches.

The Commanding Officer of the Field, Colonel Hill, is now the man to be reckoned with when the Sunday morning shooters get into action. However, stiff competition from off the post is found in the persons of General Fchet, U.S.A., Retired, former Chief of the Air Corps, and Lieut. Colonel Ira C. Eaker, Executive Officer, Office of the Chief of the Air Corps.

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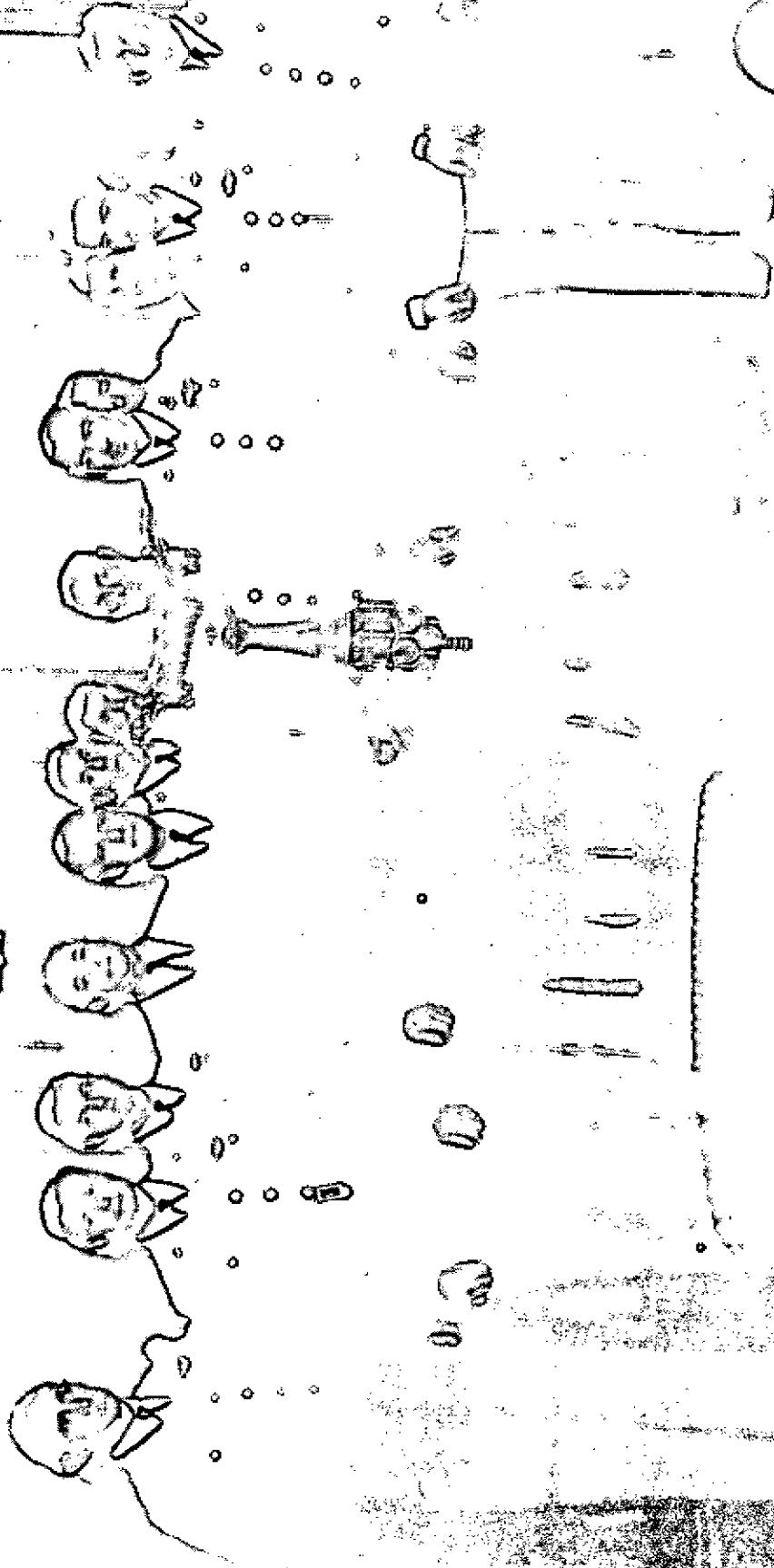
## Maxwell Basic School Ready to Start (Continued from Page 21)

"Processing" of the Cadets commences promptly upon their arrival at Maxwell Field. They are assigned to a squadron, space in the new barracks (fronting Austin Hall), issued equipment, and basic military drills commences, consisting of close order drills, military courtesies and customs of the service, etc.

V-8583, A.C.



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SEPT. 12, 1940.



# AIR CORPS NEWSLETTER



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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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## "NIGHT FLIGHT"

By Flying Cadet A. J. Parra, A.C.  
Randolph Field, Texas

(An individual's reactions to his first "night flight" always are interesting, especially so when the intangible thoughts are so aptly transferred into words, as has been done by Flying Cadet Parra, Class of 40-G, after his first "night flight" at Randolph Field. Crowd into the cockpit with Cadet Parra for "Night Flight.")

All day you have been saying to yourself, "If others can do it, so can I." With a toss of the head you slip the thought in some narrow crevice of your busy brain. As the afternoon wears on, the hard Texas sky softens, and the sinking sun adds a few merry touches. You saunter off to the flying line. Officers are taking their afternoon drive; a red-headed girl passes you in a maroon convertible - top down. These things you hardly notice, for a new conquest lies ahead of you. Tomorrow you will feel a notch higher in the ever rising scale of your training.

At the field, the planes are ready in line...very quiet. In a short while you will climb into one of them and fly off into oblivion, and as you look you wonder that you have been flying this airplane.

Soon the Flight Commander emerges from the control tower and orders you into the Stage House with a brusky air. As you huddle around him and listen to his lecture you get the impression that this thing you are about to do is very serious. The man walks back and forth and draws pictures and diagrams on the board. He repeats and emphasizes critical issues. He admonishes and warns you. The lecture at an end, he stares about, as though saying: "You have heard and understood and have no questions...I hold you responsible!"

When you step outside the stars are shining. You join your instructor and head for your ship. He tells you that tonight you are doing everything and that he is just riding along as a pass-

enger.

You put on your helmet and slide into your parachute gingerly as though it were loaded. The field flood lights are turned on as you climb into the airplane. You go through the procedure of checking the various controls, switching on the radio, and are ready to start the engine. You energize and press the starter. The engine spins, coughs, hesitates, and catches with a roar. Now things are alive. Static crackles in your ear, dimly lit needles tremble in front of you, and the whole ship quivers under your hand at the controls. After easing back on the throttle, the engine takes the easy clatter of a slowly pacing charger.

In short moments you will give it free rein and it will drag you into a night of flashing lights and rushing winds!

You reach for the "mike" and hear your voice say, "Two-one-five, Cadet Doe, to tower, altimeter setting zero, left tank full, right tank full, running on right tank, request permission to take off and go to zone three." They give you an O.K., you let off on the brakes, and taxi onto the field.

Light spreads in a wide sector over the grass. It looks like a stage upon which you are about to make your debut. You taxi into position, give one last forlorn look at the ground, and push the throttle forward. Off you go! Like a crazy demon you go thumping over the ground until you are in the air - your element.

You arrive at your zone and climb to thirteen hundred feet above nothing. A short distance to the left is the field, warm and merry with its red and green boundary lights. Its nearness gives you a feeling of safety. On the horizon is San Antonio in a cluster of lights.

There, you reflect, crowds are stepping out to the movies, strolling on the warm streets, or listening to their radios. Far above you, astride a black charger riding lazy circles in the night. How big you feel! You gaze at the pigmy lights from cars and isolated house far below...you cannot but feel that you belong to a different race of men. These things you deal with are

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unknown to the midgets on the dark carpet below.

Then, the colored signals atop the hangar roofs bring back reality. On the radio you hear the first plane being called in for a landing. Then comes the next, and before you know it they are calling you. You drop swiftly into the abyss below. You are at right angles to the field. You have "cut your gun," set the stabilizer, and the critical moment is approaching. The small amount of flaps you have rolled down barely seem to make a difference. Here comes the light! The ground tilts underneath. Every nerve in your body is on end. "Ease it back, ease it back slowly," you hear on the earphones and it rings in your mind. The ship is ready to touch now. She is settling, settling, settling... God Almighty, how high are you? After what feels like an eternity, you hit, bounce slightly, and roll out of the light into the dark beyond.

Before you realize it you have repeated the performance and your instructor is climbing out of the rear cockpit. "Bring it back," he says, "in one piece." He leaves. You clear yourself with the control tower, taxi out, push the throttle relentlessly forward, and you are off again - alone! Now you are flying alone at night. And you have to bring that ship down safely. You have earned your dark wings. You can almost hear them beat the wind as you point the nose on a quiet star.

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#### KELLY FIELD WELCOMES NEW COMMANDER

Colonel Hubert R. Harmon recently arrived at Kelly Field, Texas, to assume command of the Air Corps Advanced Flying School. Colonel Harmon is a native of Chester, Pa. He graduated from the U.S. Military Academy in 1915 and was commissioned in the Coast Artillery Corps. Later, after he had completed his flying training at San Diego, Calif., in 1916 and 1917, he was transferred to the Aviation Section, Signal Corps.

He is a graduate of the Air Corps Tactical School, class of 1933; the Command and General Staff School, class of 1935, and the Army War College, class of 1938. Prior to his assignment to duty at Kelly Field, he served in Washington, D.C., as a member of the War Department General Staff.

"For the first time in his career," declares the Kelly Field Correspondent, "Colonel Harmon will be directly under the command of his older brother, Colonel Millard F. Harmon, Commanding Officer of the Gulf Coast Air Corps

Training Center. Unprecedented coordination between the Training Center and Advanced Flying School will undoubtedly prevail."

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#### CHANGES AND PROMOTIONS AT KELLY FIELD

"Chevrons, Cigars and Smiles" lit up Kelly Field, Texas, with a burst last Friday, (September 13th), when War Department orders arrived, authorizing over 700 promotions among enlisted personnel at the airdrome. The activation on September 1, 1940, of six new squadrons required in the expanding training program at Brooks Field, Texas, and San Angelo, Texas, left these vacancies in the ranks of noncommissioned officers.

Eleven excellently qualified privates, first class, jumped to Staff Sergeant, a total of 183 promotions being made to that grade. The biggest thrill came to the 277 new Corporals, who received their first promotion in the United States Army Air Corps.

Forty-three new Master Sergeants also appeared on "the scene."

The new organizations are: 63rd Air Base Group; 65th and 66 School Squadrons, with men furnished by the 12th Air Base; 61st and 62nd School Squadrons of Kelly Field, respectively. These units will man the expanded Advanced Flying School at Brooks Field. Another new group, formed from the 12th Air Base, 63rd and 64th School Squadrons of Kelly Field, is the 64th Air Base Group, 67th and 68th School Squadrons, which are scheduled to move to San Angelo, Texas, to operate the Advanced Flying School being organized there.

Headquarters and Headquarters Squadron is now officially known as the 60th School Squadron.

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#### COLOMBIAN OFFICERS AT KELLY FIELD

"Ut Viri Volent" - "That Men May Fly," motto of the Air Corps Advanced Flying School, Kelly Field, Texas, was recently explained to three Colombian Air Corps officers by Lieut. Robert Worden, U.S. Army Air Corps. First Lieuts. Miguel Antonio Melendez, Octavio Gonzales and Luis Eduardo Herrera are undergoing a refresher course at the Gulf Coast Training Center and have been assigned to Lieut. Worden for advanced training. Although the latter speaks Spanish fluently, each of the foreign officers speaks perfect English, being a graduate of the Colombian Military Academy and Aviation School, where English is a required subject. All three officers are from Bogota, Colombia, South America.

AWARD OF DECORATIONS TO AIR CORPS PERSONNEL

Military dignity marked the ceremony of presentation of the Distinguished Flying Cross to two officers and one enlisted man of the Army Air Corps on Tuesday morning, September 24th, at Wright Field, Dayton, Ohio.

The men who were recipients of the honor were Captains S.R. Harris, of the Office of the Chief of the Air Corps, Washington, D.C.; George E. Price, of Wright Field, and Private Raymond U. Whitney, also of Wright Field. The decorations were presented to the three men by Major General C.B. Hodges, Commanding General of the 5th Corps Area, who came from Fort Hayes, Columbus, Ohio, for the purpose.

The ceremony took place in one of the immense hangars at the flying line of Wright Field. A line-up consisting of approximately 180 Wright Field officers formed an impressive background against which stood the three men to be honored. At the other side of the hangar, in two rows of three each, were Major General Hodges; Colonel Oliver P. Echols, Assistant Chief of the Materiel Division, Wright Field; Lieut. Colonel Lester T. Miller, Commanding Officer of Wright Field; Lieut. Colonel George C. Kenney; Major A.W. Marriner, and Captain R.M. Bristol, Aide to General Hodges.

The citations were read by Lieut. Colonel John Y. York, Jr., who was positioned at the center of the hangar between the lines of officers. When the reading of the citations had been completed, General Hodges stepped to the center position, and the ceremony of pinning the crosses upon the lapels of the recipients followed. In each case the award was made for extraordinary achievements in connection with aerial flights.

Captain Harris received the award for his especially brilliant record in testing experimental airplanes during a four and one-half year period as a test pilot at Wright Field. During this time, Captain Harris flew or flight-tested more than 200 different types of airplanes, many of hazardous experimental design, without the loss of a single airplane. Despite frequent forced landings due to failure, with complete disregard of his personal safety, he continued to put experimental aircraft through the most strenuous maneuvers possible to ascertain their safety, efficiency and suitability for air combat. As a result of his flights, scientific data of permanent importance to the Air Corps were obtained.

Captain Price was cited for the award because of the courage, sound judgment

and skill displayed upon the occasion of flight-testing a new Pursuit plane at Buffalo, New York, on January 6th. Captain Price was making a high-speed power calibration test when a structural failure resulted in the malfunctioning of the landing gear, causing the wheels to become locked in retracted position. With utter disregard to his personal safety and despite the failure of his radio transmitter to operate, he decided to make a wheel-up landing rather than to abandon the airplane.

After signaling his intention to officials in the control tower of the airport, he was advised by one-way radio to land off the runway in snow about a foot deep. He made a power approach at a high angle, shut off all battery and ignition switches, and achieved a successful crash landing at the point indicated without material damage to the airplane. This action was instrumental in saving the Government the benefit of two years of intensive research and development which the airplane represented.

The award to Private Raymond Whitney was made on the basis of his work as an experimental subject in carrying out medical research studies for high altitude flight involving a degree of personal risk well beyond the normal call of duty. During the two years in which Private Whitney has been assigned to the Aero Medical Research Laboratory, a long series of experimental studies has been conducted to determine the limits of human tolerance in flight. In essentially all of these studies Private Whitney has acted either as an experimental subject or assisted in the technical procedures. The experiments included the maximum altitude to which one can go while breathing oxygen; the effect of rapid rates of atmospheric pressure decrease equivalent to ascent from sea level to 30,000 feet, during which rates up to 12,000 feet per minute were attained; the effect of rapid rates of pressure increase equivalent to descent from 30,000 feet to sea level, during which rates up to 30,000 feet per minute were attained; the effect of prolonged exposures from 25,000 to 35,000-foot altitude pressure; flight tests of the XC-35 substratosphere pressure cabin airplane.

Private Whitney was fully aware of the dangers inherent in the experiments mentioned above, but in all instances elected to carry on without regard to his personal safety or welfare. Through his aid, definite advances were made in the knowledge of aviation medicine, the

limits of human tolerance in flight, and indirectly to the advancement of military aviation.

Private Whitney's father and mother were present to see the decoration presented to their son, who was the youngest of the three conferees, being 26 years of age.

After the brief presentation ceremonies were completed, the officers rushed eagerly from ranks to offer their congratulations. Before departing for Fort Hayes, General Hodges expressed his interest in coming to Wright Field on so pleasant a mission. All flying activities were of special concern to him just now, he said, in connection with the recruiting of flying cadets in the 5th Corps Area. While they are ahead in enlistments of all other services, they have not had sufficient flying cadet enlistments to meet the quota, which in this area is four per day, or 120 per month. He advised young men to consider seriously the advantages of Air Corps training. While two years of university work is a requirement, attention is called to the fact that written examinations can be taken instead on comparatively equivalent work.

Captain Harris, a native of Pittsburgh, Pa., graduated from the U.S. Military Academy in 1926. After completing his primary and advanced flying training at Brooks and Kelly Fields, respectively, he served at various Army fields, including Wright Field, from 1930 to 1938. During his period at Wright Field, he graduated from the one-year course at the Air Corps Engineering School with an excellent record. He left Wright Field in 1938 for a year's course at the Air Corps Tactical School, from which he graduated in 1939. His present detail is in the Office of the Chief of the Air Corps, Washington.

Captain Price is a native of Los Angeles, Calif. His early education was in California, including the Los Angeles Polytechnic High School. He graduated from the Air Corps Primary and Advanced Schools in 1929. Reporting for duty at Wright Field in May, 1937, he was assigned to the testing of new aircraft. In June, 1939, he saved his life by a parachute jump from 1000 feet, when the new training plane he was testing failed in flight. He has served also at Rockwell Field, Calif.; Kelly Field, Texas, and Wheeler Field, Hawaii.

Private Whitney was born in Chardon, Ohio, where he received his early schooling. Before enlisting in the Army, he was a press operator in a

printing shop, and held various other similar positions. Before serving at Wright Field, he was with the Mechanized Field Artillery at Fort Knox, Ky., for eight months.

Technical Sergeant Ora H. Day, of the 24th Air Base Group (Reinforced), Kelly Field, Texas, was awarded the Purple Heart by the War Department for wounds received in action against the enemy in France in July, 1918, while a member of a machine gun company, 16th Infantry, 1st Division, A.E.F. The presentation of the decoration to Sergeant Day was made by Captain Robert E.L. Choate, Air Corps, until recently the commanding officer of the 61st School Squadron, with which organization Sergeant Day had served during the past five years. Sergeant Day, whose home is in Shirley, Indiana, first entered the service in February, 1917, at El Paso, Texas, when he was assigned to the 16th Infantry, with which he served in all its engagements in France, and in which regiment he attained the rank of Sergeant.

Following the Armistice, he accompanied his organization to Germany, where he served with the American Army of Occupation on the Rhine. A veteran of 23 years' service in the Army (12 years of which have been in the Air Corps), Sergeant Day has served continuously at Air Corps fields in the San Antonio area during his entire Air Corps service. As a member of the 24th Air Base Group, he is scheduled to sail for Puerto Rico on or about October 26, 1940.

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#### PROMOTION OF AIR CORPS OFFICERS

The following-named Air Corps officers, holding the temporary rank of Lieutenant Colonel, were promoted to permanent rank in that grade, effective on the dates indicated:

August 18, 1940

Armin F. Herold	Edward C. Black
Charles A. Pursley	Robert Kauch
George L. Usher	Ross F. Cole
Joseph H. Davidson	George P. Johnson
Paul J. Mathis	Clyde V. Winter
Otto G. Trunklar	Douglas Johnston
Gilbert T. Collar	Lawrence P. Hickey
Benjamin F. Giles	

August 30, 1940

Shiras A. Blair	Edwin J. House
Lowell H. Smith	

September 17, 1940

Ray A. Dunn	
Frederick F. Christine	

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## EXODUS OF PURSUITERS FROM MOFFETT FIELD

"For most of the 'old-timers' around this Air Corps base, this is now like being in a new station, for out of all the outfits formerly stationed here, only a few remain, following the exodus last week of the bulk of the 9th Air Base personnel, who went to Hamilton Field," comments the News Letter Correspondent.

"The men from the 9th Air Base were the last of several outfits to be transferred, following the entire 20th and 35th Pursuit Groups and the 82nd Observation Squadron to their new base at Hamilton Field. This leaves only the balance of the 9th personnel; Flight 'E' of the 1st Photographic Section; and the other attached units at this base. Skeleton staffs in most offices are carrying on as usual, to be supplemented later by personnel from other squadrons now on the field.

Organization and activation of the 78th and the 79th School Squadrons and of the Headquarters Squadron of the Basic Flying School have been completed and the West Coast Training Center detachments, formerly attached to the 9th Air Base, have been disbanded. A large number of recruits, destined for the new air base at Stockton, where the Air Corps will maintain their advanced flying school, are now located in temporary quarters at Moffett Field. Personnel of the 9th, and of the attached outfits, have been moved to the old wooden barracks, leaving the permanent quarters available for the first group of Flying Cadets, who will arrive here about October 15th for the classes starting four days later."

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## COOL WEATHER AT OSCODA FOR PURSUITERS

The latter part of September marked the completion of the move of the 39th Pursuit Squadron from Selfridge Field, Mich., to Camp Skeel, Oscoda, Mich., to participate in gunnery practice. The arrival of the Squadron ushered in the season for fur jackets and boots, for summer in this part of the north has passed. The entire personnel lost little time in digging into their barracks bags for woolsen clothing, discarding their summer khakies.

Captain Warburton was a visitor here, coming from Wright Field as pilot of a B-23 Bomber flown here for tests. Aside from his flying duties, Captain Warburton has been enjoying the excellent fishing.

With the winter season approaching rapidly, the men have taken great interest in the numerous deer in the vi-

city. Officers commented that at one time they had counted as many as 100 buck near Camp Skeel.

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## 40TH PURSUIT COMPLETES GUNNERY PRACTICE

The last week of gunnery practice proved to be one of the most interesting of the four weeks spent by the 40th Pursuit Squadron, of Selfridge Field, Mich., at Camp Skeel, near Oscoda, Mich.

Aside from the intensified firing schedule, several emergencies arose which served as valuable examples of conditions which may arise in the field and how to cope with them. Although one forced landing occurred, the principal emergency was one where a P-35 caught fire while starting, resulting in sufficient damage to necessitate an engine change.

At 9:30 p.m., on August 6th, an engine, completely assembled on a mount, was received for installation. Immediately after receiving the engine, work was started on its installation by a waiting crew of five men. Light was furnished by two portable floodlights, with power furnished by a motor-driven generator. A collapsible tripod was used to swing the engine up to the plane. The replacement progressed rapidly, and by 3:00 a.m., the engine had been placed and had received its ground run-up. The crew then recessed until 6:00 a.m., at which time they returned to work and completed the job, making minor changes and adjustments. At 8:00 a.m., the airplane was in the air getting its slow time. It is believed that this engine installation is a good example of the difficulties that can be overcome in the field.

All pilots, having completed their qualification in gunnery, are devoting their time to fulfilling War Department requirements. In this connection, interesting data was obtained when an AP-6 was flown from New Orleans to Selfridge Field non-stop in five hours and fifty minutes - Kelly and Brooks Fields please note.

With the return to Selfridge Field, everyone is finally getting used to seeing the sun instead of the moon on arising in the morning.

The 94th Pursuit Squadron recently returned to Selfridge Field from the gunnery camp at Alpena, Mich., after a stay of almost two months. "Our duties," says the News Letter Correspondent, "were varied and ranged from operating the 'meat runs' and transport work, to keeping the building area of the 1st Pursuit Group in shape until their return."

## B-15 MERCY SHIP "ARTISTICALLY DRAPED"

Fifty beautiful mermaids from Billy Rose's World's Fair Aquacade invaded Mitchel Field, N.Y., on "Friday the thirteenth" of September. Upon their arrival at the field, they were escorted to the Officers' Club, where they were served luncheon.

Following the luncheon, the young ladies donned their flaming red bathing suits and posed for publicity photos on the wing of the huge B-15 Bomber, which was flown to Mitchel Field from Bolling Field, D.C., by Major C.V. Haynes. Shortly before their departure from Washington, Major Haynes and his crew were presented with the Mackay Trophy for accomplishing the most meritorious flight during the year 1939 - the errand of mercy to Santiago, Chile, carrying a cargo of greatly needed medical supplies for the earthquake sufferers in that country.

When the girls arrived on the "Line," all official functions ceased as mechanics and clerks left their respective duties in order that they might feast their eyes on the array of beauty draped over the huge Bomber.

Approximately fifty press, newsreel, news photo and aviation magazine representatives were on hand to cover the invasion.

Forty young officers from various squadrons were lined up with the beautiful aquabelles in different poses while the cameras clicked.

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## NEW UNIT AT MITCHEL FIELD

Base Headquarters and 2nd Air Base Squadron (Single), GHQ Air Force, Mitchel Field, N.Y., was reorganized early in September, and is now known as the Second Air Base Group (Reinforced). The elements of this new Group are as follows:

Headquarters and Headquarters Squadron, Second Air Base Group (Reinforced)

Air Base Squadron, Second Air Base Group (Reinforced)

First Materiel Squadron, Second Air Base Group (Reinforced)

Second Materiel Squadron, Second Air Base Group (Reinforced).

Under the reorganization, the following Reserve officers were assigned to Headquarters and Headquarters Squadron, 2nd Air Base Group (R): Major Donald B. Irwin (Commanding), Majors R.A. Culbertson, M.G. Stone, Air Res.; Captains H.R. Newton, Q.M. Res.; A.E. Paterson, S.J. Zoller, 1st Lieut. J.S. Garrett, Inf. Res.; Chaplain P.J. Giegerich, Res.; 1st Lieut. J.E.

Condron, F.A. Res.; 1st Lieuts. R.C. Kugel, R.A. Spiers, 2nd Lieut. K.Y. Lynnton, Air Res., and 2nd Lieut. W.P. Harmon, Q.M. Res.

To the 1st Materiel Squadron were assigned Major J.H. Carr (Commanding) and 1st Lieut. J.C. Kelso, Air Res.; Captains A.K. Buchanan, Inf. Res., and W.R. Taube, F.A. Res.

To the 2nd Materiel Squadron Major E. Stanley was assigned as Commanding Officer, also 2nd Lieut. G.H. Cox, both Air Res.; Captain R. Lipkin and 1st Lieut. D.C. Ross, Infantry Res.

Major D. Hudson (Commanding), Captain H.B. Heacock, Air Res., and 1st Lieut. R.L. Marvin, Cav. Res., were assigned to the Air Base Squadron, 2nd Air Base Group (R).

The Second Air Base Group (Reinforced) is under the command of Major C.H. Welch, Air Corps, who is a native of Nebraska, and has been in the Army since November, 1917. He graduated from the Balloon School at Fort Omaha, Nebr., and has attended the Army Industrial College and the Air Corps Tactical School. He has been stationed at Mitchel Field since October, 1936.

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## CONTRACTS FOR NEW AIRPLANES

According to various announcements by the War Department during the period from September 19th to 25th, inclusive, contracts involving a total sum of \$294,340,670.94 were awarded to aircraft manufacturers for airplanes and spares, as follows:

Vultee Aircraft, Inc., Downey, Calif., \$29,494,633.44.

Consolidated Aircraft Corporation, San Diego, Calif., \$85,800,000.00.

Ryan Aeronautical Corporation, San Diego, Calif., \$5,355,087.00.

Fairchild Engine and Airplane Division, Fairchild Aircraft Corporation, Hagerstown, Md., \$6,672,200.00.

Curtiss Wright Corporation, St. Louis, Airplane Division, Robertson, Mo., \$45,643,882.00.

Curtiss-Wright Corporation, Curtiss Airplane Division, Buffalo, N.Y., \$48,511,819.50.

North American Aviation, Inc., Inglewood, Calif., \$72,857,049.00.

A contract in the amount of \$4,727,542.82, covering airplane engines, was awarded to the Continental Motors Corporation, Muskegon, Michigan.

All of the above enumerated contracts were cleared by the Advisory Commission to the Council of National Defense.

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AIR TRANSPORT GROWS WITH THE AIR CORPS  
By the Materiel Division Correspondent

- For a little over five years, the 10th Transport Group has quietly been doing the highly essential job of transporting by air the supplies and assemblies urgently needed by outlying stations. More and more it is called upon to transport ferry pilots; to take inspection personnel to district offices; to arrange flights for Congressional parties; and this year in mid-summer it provided a 15-plane flight which carried 450 West Point Cadets, in three increments, to Langley Field, to Wright Field and back to the Military Academy.

Although regularly scheduled flights are maintained in any weather conditions that do not ground commercial airline flights, the 10th Transport Group has never lost an airplane or the life of a single pilot or passenger in a scheduled flight.

On a basis of miles flown and traffic moved, it ranks sixth in the list of commercial airlines in this country. This performance has been attained with a still existing shortage of first pilots. There are at present 47 first pilots for 45 transports, and it is this shortage of manpower which limits operations to day flights.

The report for the calendar year 1939 provides a broad picture of the 10th Transport Group operations:

Pounds of cargo moved.....	4,034,000
Passengers carried.....	2,170
Miles flown.....	2,517,000
Hours flown.....	16,790

Figures for the first six months of 1940 show a general increase of 100%:

Pounds of cargo moved.....	3,395,000
Passengers carried.....	2,345
Miles flown.....	1,928,000
Hours flown.....	16,398

The organization through which this volume of shipments is accomplished starts with Transport Group Headquarters at the Field Service Section of the Materiel Division at Wright Field. This operations office is responsible for the scheduling and operation of all inter-depot freight movements, or about 70% of the total shipments.

Depending on freight balances reported at the four continental depots, weekly flight schedules are made in advance, covering the necessary transport movements for the week. This basic schedule leaves enough cargo capacity unallotted to handle the emergency and change orders which always arise. Freight is classified, according to urgency, into extra priority, priority, and normal shipments.

Radio notification is maintained with

the depots. Arrivals, departures and cargo stated in the radiograms provide headquarters with a constant picture of the approximate position of each transport and its payload at all times.

Fairfield Air Depot is the busiest shipping point, as shown in these arrival and departure figures for a normal week:

Fairfield Air Depot,....	110
Middletown Air Depot,...	60
San Antonio Air Depot,...	35
Sacramento Air Depot,...	50

A typical flight schedule is routed from Middletown to Fairfield, to Sacramento, to Los Angeles, and return to the base station. Loaded with 3,200 pounds of Government Furnished Equipment and materials for other depots, the departure is radioed to Group Operations at Wright Field, stating freight load, crew, aircraft number, and departure time. This is spotted on the routing board and follows the transport through the entire flight. A radiogram is received which states that 500 pounds of higher priority material is at Patterson Field and must move to the West Coast. So, upon landing at Patterson Field, the air freight terminal makes the necessary load change and the transport proceeds westward, following its original schedule for the balance of the trip.

New engines, propellers and Government Furnished Equipment compose the bulk of inter-depot shipments. The balance of 30 percent are intra-depot shipments, which include distribution of supplies and overhauled engines, and bringing back repairable assemblies from outlying stations to the repair depots.

Organized in July, 1935, the 10th Transport Group originally consisted of one squadron of two C-27 Bellancas attached to each air depot. In 1936, these were augmented by two DC-2's per squadron. During 1938, payloads and speeds were again increased with the addition of twenty-four C-39's to the 10th Transport Group, bringing the total strength to thirty-two. (The C-27's had been disposed of in the meantime.)

Service was expanded in 1938 to include inter-depot flights and, subsequently, coast-to-coast flights. This resulted primarily from the urgency of keeping an even flow of Government Furnished Equipment from factories in the East to aircraft factories on the West Coast. By air, this movement normally requires two to two and one-half days.

Water shipments by Army transport through the Panama Canal sometimes took as long as six months, due to the shortage of transports.

On August 9th, a regular weekly flight was inaugurated between the San Antonio and Panama Air Depots, a distance of 2,116 miles, via Mexico.

Present distribution of the 10th Transport Group is:

Fairfield Air Depot, 1st and 5th Squadrons, 14 Transports.

Middletown Air Depot, 2nd and 6th Squadrons, 11 Transports.

Sacramento Air Depot, 4th and 7th Squadrons, 12 Transports.

San Antonio Air Depot, 3rd Squadron, 7 Transports.

Total, 44 Transports.

Since air shipment is something over four times faster than rail and truck service, a secondary value results from its speed, i.e., the stock of spares in any given control area can frequently be reduced, because the air transport can deliver from the base point with little or no delay.

Witnessing the trained crews in the air freight terminals whisk out engines on mobile shipping cradles, or mounting the largest propellers on special underwing carriers, or stowing smaller articles in the transport, is an education in the military efficiency and coordination achieved in the air freight service.

Looking ahead, there is some probability that a squadron will be attached to the Ogden Air Depot, and the depot under construction at Mobile, Ala., will be demanding similar consideration.

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#### ENGINEER NONCOMS. UNDER VOTING AGE

Young men in the Corps of Engineers, especially in the 21st Regiment (Aviation), at Langley Field, Va., have much better opportunities for promotion than young soldiers who enlisted in the Corps ten years ago. According to veteran staff noncommissioned officers of the 21st, the younger engineer "noncoms" of today, many of them under 21 years of age, are acquiring responsibilities in the Corps of Engineers that were assumed by middle aged "noncoms" until recently. The formation of new regiments and battalions at Langley Field and elsewhere have made all of these promotions possible, and the older N.C.O's assert that the younger men fill their roles remarkable well.

Captain Herman W. Schull, Adjutant of the 21st Regiment, recently called the attention of young men in civil life to the splendid opportunities open to young men interested in military engineering.

stating that many promotions in the 21st had been held up in order that young men entering the regiment in the next few weeks would be given an opportunity to qualify for these grades and ratings. He cited the many trades that may be learned in the Corps of Engineers, including drafting, automobile mechanics, and many others.

Although the 21st Regiment has an enviable World War record, officers of that organization, a forward looking group of professional men, have no time to discuss past history but, instead, boast about the fact that the 21st is the first regiment of Engineers in the United States to be organized for aviation purposes. They enjoy telling about their plans to make this brand new regiment into a worthy adjunct of the GHQ Air Force.

Promotions recently made in the 21st include 6 Staff Sergeants and one Sergeant to the grade of First Sergeant; 10 Sergeants and one Corporal to the grade of Staff Sergeant; 17 Corporals; 4 Privates 1st Class and one Private to the grade of Sergeant; 25 Privates, 1st Class, and 14 Privates to the grade of Corporal.

It is interesting to note that one of the 22 men promoted to the grade of Sergeant, Robeson Carter, Jr., of Knoxville, Tenn., is but 18 years of age. Three of this group are 19; four, 20; three, 21; four, 22; one, 23; two, 24; two, 25, and one, 29.

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#### LANGLEY ENLISTED MEN SENT TO SCHOOLS

Fourteen enlisted men from Langley Field, Va., left on the afternoon of September 6th for Chanute Field, Rantoul, Ill., to begin various specialist courses at the Army Air Corps Technical School at that field. These men are pursuing courses of instruction, such as carburetor specialist, electrical specialist, instrument specialist, propeller specialist and parachute rigger specialist.

A detachment of 48 enlisted men left Langley Field, Va., on September 7th for Newark, N.J., for the purpose of pursuing the Air Mechanics course at the Casey Jones School of Aeronautics. Four men of this group are World War veterans, namely, Tech. Sgts. Wm. H. McAbee, Tony Yucius, Harvey F. Brady and Staff Sgt. Louis M. Kell.

This contingent is the third in a series of four groups of 48 men each sent or to be sent to this aeronautical school. The fourth and final group was scheduled to leave September 23rd, making a total of 192 students from this field.

V-8597, A.C.

## REORGANIZATION AT McCHORD FIELD

The old Pierce County hangar is being converted into a recruit center and will be utilized to the best advantage in the care and training of over 1,000 recruits soon expected. Lieut. Earl Hoffman has been placed in charge of the training of recruits.

Quartermaster personnel were organized into six different organizations, composed of the 239th, 254th and 255th Separate Quartermaster Companies (AB), Company "A," 88th Quartermaster Battalion (L/M); Company "C," 89th Quartermaster Battalion (L/M), and Company "M," 30th Quartermaster Regiment (Truck). The six organizations comprise a total of 482 men.

The organization formerly known as Base Headquarters and 19th Air Base Squadron has been reorganized into three separate squadrons, known as the Headquarters and Headquarters Squadron, 19th Air Base Group; Air Base Squadron, 19th Air Base Group, and Materiel Squadron, 19th Air Base Group.

On September 1, 1940, there were stationed at the field a total of 103 officers, comprising 2 Colonels, 4 Lieut. Colonels, 7 Majors, 11 Captains, 18 First Lieutenants and 61 Second Lieutenants.

The City of Tacoma has plans under way for the development of a large Soldiers' and Sailors' Club in the heart of the city. The men will soon have a room for dancing, another one where refreshments will be dispensed, shower facilities, a reading room and a limited number of game rooms. Here the men may take their friends, sweethearts or relatives to enjoy a good evening. "This added facility for the comfort of the men," declares the News Letter Correspondent, "will relieve the pressure somewhat on our newly completed guard house, as it seems that human nature is such that men get themselves into trouble when there is nothing to do. McChord Field is grateful toward Tacoma in their efforts."

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## CONSTRUCTION PROGRESS AT RANDOLPH FIELD

Rapidly approaching completion at Randolph Field, Texas, is the \$100,000 paving project providing airplane parking areas in the rear of the 18 hangars on the flying lines. This construction was necessitated by the increased number of airplanes supplied this field. Deteriorated utilities under the ramp areas were replaced. The contractors, Gage Brothers, have worked under the supervision of Major E.V. Dunstan, Constructing Quartermaster for this area.

## DOCTOR, LAWYER, MERCHANT, CHIEF - NOW AIR CORPS CADETS

By the Randolph Field Correspondent

From every imaginable profession, college student, radio announcer, motion picture actor, mining engineer, come the Flying Cadets of the expanding Army Air Corps. For example, Flying Cadet H.M. Harlow once boxed professionally - won one, lost one, and retired. But before that he was National Intercollegiate welter champ at U. of Virginny... C.J. Jackson, while at Minnesota U., was on the All-American Intercollegiate Rifle Team... E.F. Blakemore, Jr., has done everything from roughnecking in oil fields and servicing mail planes to teaching college geology classes... A.J. Parra, hailing from Puerto Rico, wore the Navy blue at Annapolis for three years... J.E. Perry made 15 trips to Hawaii and two to Australia as a bellhop on the Matson Lines... R.S. Dodson had started a coaching career before his appointment... Another ex-coach is R.M. Thomason... J.W. Bennett gave up work as laboratory technician, comedian, radio announcer and wrestler to learn to fly... After graduation from law school, Chambliss Keith was engaged in private practice and graduated to the Safety Board... Glenn Keiser and Ed Lass moved in one short year from 5,000 feet below the ground to 5,000 feet above it. They used to be mining engineers... D.R. Cairns used to get \$25.00 a day for saying "O.K." in a couple of football pictures... Hudson Schieber played pro polo and Gordon Paulson played pro rugby... R.S. Bridges, of Wahkiawa, T.H., worked as radio announcer and theater manager... Tom Schumacher also managed a theater, and later a monument business. Dick Lively decided eight years ago to become a Flying Cadet. In the meantime, he has been a student, construction worker, and highway surveyor... Bill Ellis and Jack Davis were pro cartoonists. Ellis once had his own commercial art agency and Davis' screwballs have appeared nationally in POPULAR AVIATION and other magazines... When Bob LeCompte was covering a "police beat" for his home town paper, his editor assigned him to write the aviation column. A month later he was flying - six months later he was on his way to primary... Athletes are at Randolph by the hundreds. It is safe to say that a national title team could be put out in any major or minor sport if Flying Cadets had time to practice. Pigskin chasers, basket shooters, puck flickers, water babies, leather-pushers, grunt 'n groan-boys - they're all here. For instance - M.H. Morris played tackle for Cornell for three years; swam for three

years, and hung up a conference free-style record...G.W. Shipley boxed for U. of C. at Berkeley...C.L. Stieg played end for Lehigh, wrestled, and was on the rifle team...W.L. Gray ran the high hurdles for Santa Barbara State...After three years on the golf squad at U.C. L.A., J.E. Cunningham captained the team...C.D. Steves gave his all for U.C. L.A. on the rifle team...Bob Faurot hung up triple letters at Missouri in football and basketball...Frank Grubb captained the Carson-Newman football team. Horace Carswell doubled in baseball and football at Texas Christian...Jim Fergen was an outstanding basket shooter at South Dakota...H.J. Scandrett lettered in swimming, hockey and water polo... W.H. Merriam turned down a pro-baseball contract with the Los Angeles club... J.K. Hardy at Utah U. captained a conference-champ basketball team and played Western Division championship tennis...Bill Tesla was All Big Ten swimmer while at Iowa.

Doctor, lawyer, merchant, chief. Rich man, poor man. College hero, drudge.

All future Men With Wings.

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#### "B" STAGE ACTIVITIES AT RANDOLPH FIELD

The largest class ever to report to "B" Stage at Randolph Field - 299 Flying Cadets, 2 student officers and 6 foreign officers, received instructor assignments and familiarization rides on September 14th.

"B" Stage was completely reorganized just prior to the start of the new class. The four flights which had operated from this stage have been augmented by a like number.

Captain B.A. Bridget, Stage Commander for many years, was ordered to Stockton, Calif., relinquishing command to Captain N.B. Olsen. Captains H.H. Van Auken and H.L. Mace are the new Assistant Stage Commanders.

Lower classmen of Class 41-A heard an orientation lecture delivered by Colonel John B. Brooks, Commanding Officer of Randolph Field, on September 14th. This lecture was the last phase in the week of intensive training for the new class of Flying Cadets. Upper classmen had supervised the military training, drawing of flying equipment, text books, etc.

The arrival of Class 41-A's 299 Flying Cadets swelled the Battalion to a peak of 584. Flying Cadet Battalion parades are scheduled for four successive Saturdays. The first of such parades started on September 21st.

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#### FROM HEAVY BOMBARDMENT TO PURSUIT

The Seventh Bombardment Group, Headquarters and Fifth Air Base Squadron, and the 88th Reconnaissance Squadron completed their move from Hamilton Field to Fort Douglas, Salt Lake City, Utah, on September 11th. The move involved approximately 1800 officers and enlisted men. They made the trip by troop trains, trucks, airplanes and private conveyances.

With them went all bombing planes, leaving the entire base clear for the 20th and 35th Pursuit Groups, who moved in starting Monday, September 9th.

Hamilton Field did have a deserted look and feeling for a few hours on September 9th and 10th, but at present over 2,400 men of the Pursuit Groups have moved in, together with many new recruits. The barracks are all filled, and several hundred men are sleeping and eating in hangars until the new temporary barracks, now under construction, are completed.

The 20th and 45th Pursuit Groups from Moffett Field, together with the newly activated Headquarters and 45th Air Base Group, are now stationed at Hamilton Field.

At last the long contemplated move from Moffett Field, Calif., has materialized. The 20th Pursuit Squadron (Int.) is now in full swing at its new station. "Needless to say, the new location is much nicer than the birthplace of this Group," says the News Letter Correspondent. "Although we are sharing our hangar with the Group, it will not be too long before we have a home of our own, and by ourselves. All around, it is believed the organization is much better satisfied at the present location."

Following a multitude of rumors, this organization - 21st Pursuit Squadron, (Int.) - was transferred to Hamilton Field from Moffett Field on September 10th. All airplanes were ferried to Hamilton Field on the 9th, with the personnel following the next day. The move was accomplished without accident or delay.

Arriving at Hamilton Field, members of the squadron expressed considerable enthusiasm for the new station. Facilities for hangar space is quite limited, and at present the airplanes are parked on the warm-up ramp. This in itself is quite an imposing sight, as the ships form a double row the entire length of the mat. Better facilities are also experienced in the offices, as the accommodations are excellent.

## "KELLY STUDENT THROUGH WITH OVERCAST"

By Flying Cadet J.W. Cullen  
Class 40-F, Section II, Kelly Field

Now look, honey, you're doing me a great injustice. You know I wouldn't lie to you, don't you. Oh, you don't? Well, won't you take my word for it this once? You won't do that either? Fine thing! I go through the agony of being lost, of not knowing whether I will ever get back or not, and when I am finally rescued and can hear your sweet voice again, what is the first thing you ask me? "Who do I know in Caldwell, Texas?" Is that fair? Now wait a minute. Before we start arguing any more, give me a chance to explain how it happened.

We have only been at Kelly Field a short time and, naturally, we are not very well acquainted with the territory we fly in, so one of the first things the instructor has us do is to take a short Orientation Cross-Country. This one was to extend from Kelly Field to Poteet, to Dunlay and back to Kelly.

I took off at 7:15 a.m. with two full tanks of gas, a very inadequate map (for me) and a mind filled with misgivings. I set a compass course of 170 degrees and, after about 15 minutes of flying, picked up Poteet. It wasn't so bad after all. Now all I had to do was fly a course of 294 degrees to pick up Dunlay. I made my turn to the right and discovered that I could no longer see the ground. The overcast had come between me and the ground. Was I scared? Well, not yet, because straight ahead I could see where the overcast was broken. I decided to fly up to that point, drop down until I could see the ground, pick up Dunlay, and continue my merry way back to Kelly.

It would have been perfect except for one thing - it didn't work. I couldn't find Dunlay. I flew farther, thinking that I hadn't come to it. Still I couldn't find it. From here on things got confused. I remember seeing points on the ground that seemed to me to coincide with the map. I remember changing my course to suit these points until finally I couldn't have gone back if I had wanted to.

Finally, with five gallons of gas in each tank, I landed in a hay field. I had an idea I wasn't very far from Kelly. Imagine my embarrassment when I found out I was in Caldwell, Texas, about 160 miles from San Antonio!

To make a long story short, I called Kelly (reversed the charges, of course) and told Operations where I was. I landed at 10:35 a.m., and the plane came for me at about 1:30 p.m. I transferred 50 gallons of gas from their

plane to mine, and then I rode back as a passenger, arriving at Kelly about 4:15 p.m., and now here I am telling you about it.

What's that, honey? You say you have only one question to ask me? Go ahead, I'll do my best to answer. Oh, you want to know how I first found out where I was? Well, you see, I circled the town twice before landing and people naturally heard my engine, so there were some at the field when I landed. I just went up and asked her where I was and -- asked who, honey? Why, the young lady that got to the field first. Wait a minute, honey! Don't leave, I can explain everything - Oh, Damm!

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## EARLY AUTUMN FOR FIRST PURSUIT GROUP

The coming of cold weather has given the newer members of the 1st Pursuit Group, now stationed at Alpena, Mich., a taste of autumn life in the field. The Supply Section has been very busy issuing mackinaws and setting up stoves in tents that weren't ready for cold weather. A great deal of activity has been caused by the snappy spell. Tents were staked down closer to the ground and openings in the tents were closed to the cold wind. The radio operators have even developed a few blisters while trying to keep warm by chopping wood.

The 94th Pursuit Squadron missed the cold spell by returning to Selfridge Field on September 6th.

During the period from September 2nd through the 4th, the Group shared its camp site at the Fair Grounds with the Alpena County Fair. An attractive Air Corps exhibit was displayed and was of great interest to the fair-goers. The fair afforded a lot of amusement for the men, but its departure was quite welcome, for tent walls gave little protection against the noise that the ferris wheels, shooting galleries and other county fair attractions raised until early morning.

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Air power today has decided the fate of nations. Germany with her powerful air armada has vanquished one people after another. On the ground large armies have been mobilized to resist her, but each time it was that individual power in the air that decided the fate of each individual nation.

Secretary of War Henry L. Stimson,  
August 9, 1940

## UNITS VACATE BARKSDALE FIELD

The War Department announced, under date of September 26, 1940, that orders are being issued to transfer the following listed Air Corps units from Barksdale Field, Shreveport, La., to the stations indicated:

The Third Wing Headquarters and Headquarters Squadron, consisting of approximately 11 officers and 130 enlisted men, to Drew Field, Tampa, Fla. This unit will occupy tent camp shelter until temporary construction is completed.

The 15th Bombardment Squadron (L) of the 27th Bombardment Group, consisting of approximately 8 officers and 160 enlisted men, to Lawson Field, Fort Benning, Ga. This unit will also occupy tent camp pending completion of temporary barracks.

The 3rd Bombardment Group (L) and the 27th Bombardment Group (L), less the 15th Bombardment Squadron (L), consisting of approximately 55 officers and 1120 enlisted men, to Savannah, Ga., so as to arrive not later than October 15, 1940. They will be provided tent shelter until completion of temporary barracks.

The 35th Air Base Group is redesignated the 35th Air Base Group (Reinforced) with an authorized enlisted strength of approximately 680 men. A detachment of this Air Base Group, consisting of 3 officers and approximately 200 enlisted men, will be transferred to Savannah, Ga., as soon as necessary arrangements for tent camp and utilities have been completed.

The remainder of the Group, consisting of approximately 10 officers and 480 enlisted men, will be transferred to Savannah, Ga., at a date to be announced later.

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## HOTEL DE GINK AT LOWRY FIELD

Colonel Jacob H. Rudolph, Commanding Officer of Lowry Field, Denver, Colo., announces the opening of Hotel De Gink, a Lowry Field establishment providing accommodations for visiting officers.

The Gink is located at the north end of the post proper and is under the supervision of Lieut. Clayton B. Claasson. Through the cooperation of the Lowry Field officers, this transient hotel has been developed into a creditable hostelry. Sleeping accommodations are provided for 14 officers, and the mess, under the direction of Lieut. Raymond J. Reeves, seats 24. The mess is reported to offer excellent menus and has achieved considerable popularity as an eating place for officer personnel. On

the west side of the building a glass walled porch commands an extensive view of the Rockies, from Pike's Peak on the south to Long's Peak on the north. The reading room and lounge are stocked with books and periodicals. Rates are reasonable and the service is good.

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## TEXT SUPERVISOR FOR LOWRY FIELD

Lieut. Colonel William D. Wheeler, Air Corps, has been named Text Supervisor for the Denver Branch of the Air Corps Technical School. His appointment to this position was made by Colonel Jacob H. Rudolph, Commanding Officer at Lowry Field, in accordance with orders issued by Colonel Gerald Brant, Commandant of the Air Corps Technical School.

Colonel Wheeler is charged directly with the selection, preparation and revision of all books and other printed matter or text for training used in this school. Specifically, his duties are these: To keep all texts to date in every particular; to cause revision of any textbooks when necessary, especially where such revisions result in a saving of time devoted to instruction; to see that all texts are practical; to see that instruction equipment is adequate to any situation and that practical instruction is emphasized.

Colonel Wheeler will also keep informed on all developments and changes that affect textbooks and obtain data from manufacturers, laboratories and similar sources of information.

Many Air Corps personnel will recall that while stationed in the Office of the Chief of the Air Corps in 1920, Colonel Wheeler was the author of an Air Corps Information Circular dealing with photography. Later, in 1927, he wrote two Training Manuals - 2170-5, "Basic Photography," and 2170-6, "Aerial Photography." From 1922 to 1927, Col. Wheeler was Director of the School of Photography at Chanute Field, Ill.

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## RECRUIT ACTIVITIES AT LOWRY FIELD

The present recruit activities at Lowry Field and other Air Corps posts is seldom witnessed by peacetime soldiers.

In normal times the discharging and reenlisting of Air Corps personnel functions so smoothly as to be hardly noticed by the members of a station command. The arrival, however, of 800 men at Lowry Field over a two-week period cannot be ignored.

Such a move entails extensive activity. These new men must be recorded and

(Continued on Page 14)



MEDICAL SUPERVISION OF UNCLE SAM'S FLEDGLINGS  
By Lieut. Colonel Read B. Harding, Medical Corps.

It is interesting to note the Medical Organization of the Air Corps Advanced Flying School as exists at Kelly Field, Texas. The students of this School are those Flying Cadets who have completed the course of instruction at the basic school and are being prepared at this time at the Advanced Flying School in order that they may emerge upon graduation as full fledged flying officers.

Considerable medical supervision is necessary. The senior flight surgeon is responsible for the medical care of Flying Cadets while they are at Kelly Field. As a member of the faculty of the School, it is the desire of the senior medical officer that one hundred percent graduate. The basis of a Cadet's success depends on both his physical and mental efficiency. Of course, the object of this is not only for the sake of the Flying Cadet, but rather for the very reason that they are there when the national defense needs them. It is important that each Cadet remain in good health, as each is an essential cog in a machine which is growing by leaps and bounds.

As a matter of fact, during the last phase of their cadetship, whether they graduate or not lies in the main in their own hands and depends not only upon continued good health but behavior of an accepted standard.

Care is taken in the selection of Flying Cadets. Their eyes must be above average, their hearing good and their mental outlook wholesome. It is true they are not super-men, but it is felt that with our present knowledge men have been selected who are the best material that can be obtained for Uncle Sam's most individualistic service.

Described below is the actual medical supervision exercised at Kelly Field. This supervision begins with the Flying Cadet's arrival at the Air Corps Advanced Flying School, at which time the general subject of hygiene is brought home to them.

"Nutrition, sex hygiene and medical attendance are extremely important," the Flying Cadets are told. The influence of the effects of certain foods is emphasized. It is becoming more evident that vitamin A may be very important in preventing night-blindness and poor dark adaptation. On this account, the Cadets are advised to consume each day the following foods which are considered the protective foods (in addition to any other they may desire), namely: one quart of milk, two eggs, six pats of butter, one serving of a green or yel-

low vegetable, and one ounce of cheese. It is believed that these foods will furnish the daily requirements of Vitamin A in the average case.

As far as medical attendance is concerned, any time a Flying Cadet does not feel perfectly fit, he is urged to report immediately to the Station Hospital of this School for medical advice or treatment. The fledgling pilots are also informed that if at any time they do not feel like flying they have simply so to state.

The day following their arrival, the class must undergo what is termed "flight surgeon's clearance." This is the procedure: The individuals of the class are personally interviewed in the flight surgeon's office. Their record of the last physical examination is inspected in order to determine whether or not there are any medical complaints or any reason why they should not continue flying training immediately. This is determined by a brief personality study.

The under and over weights are determined and designated to the "training table" at the Cadet Mess. These "training tables" are supervised by the nutrition officer, a medical officer of this station designated for the purpose. The diets in these cases are balanced as to calories and vitamins, keeping in mind at the same time that they must be kept efficient. It is not a question of just losing weight. The principles of nutrition are carried out, if necessary, throughout the remainder of the training period, depending on the weekly weight records of subject Flying Cadets.

Along with the flight surgeon's clearance interview, the senior dental surgeon is required to make a complete survey of each member of the class. This survey amounts to an individual dental examination of each Cadet, the purpose being to enable the dental surgeon to begin treatment as soon as practicable, in order to complete same prior to the graduation of the class from the Advanced Flying School.

A later, more searching physical examination is made for the purpose of determining whether or not the students are physically suitable for commission in the Air Reserve. In view of the fact that they are examined prior to their acceptance at the Air Corps Advanced Flying School, there is seldom a disqualification, unless some disease or injury has occurred since their arrival. Just prior to gradua-

tion, a second complete physical examination must be undergone, the purpose being to determine whether or not they are qualified for extended active duty with the Air Corps. This examination is very complete and includes in each case a chest X-ray and, if necessary, electro-cardiographic examination, determination of basic-metabolic rates, blood chemistry, etc. Should it be necessary to hospitalize a Flying Cadet during the period of their course of training for one reason or another, it is again determined whether they are mentally and physically qualified for flying duty on completion of treatment.

Included in ground school of the Air Corps Advanced Flying School are certain lectures on Medical subjects. These lectures are given in view of the fact that these young men are about to become flying officers of the Army, and it is necessary that they be informed concerning hygiene in general and field sanitation. In addition to that, lectures are given concerning the many effects on the human body of a psychological and physiological nature, with which all who engage in military aviation should be familiar, not only for their own comfort, but for the comfort and safety of combat crews and the military passengers entrusted to their care during a given flight.

Many times a pilot may maneuver an airplane in a manner not anticipated by the other occupants. This action may result in actual incompetence of the combat crews and cause the failure of the mission and loss of protection upon which the performance of the pilot may depend. Such failure may be caused by the effects of high altitude, the lack of oxygen, the decrease in atmospheric pressure, the effects of acceleration, etc.

Along with the functions of the Flight Surgeon is the detailing of a medical assistant as Airdrome Medical Officer. His purpose, boiled down, is to note the temperament and mental poise of the Cadets and develop a sincere interest in their welfare. He visits them at their several rendezvous during intense flying hours and obtains first hand information of the day and night flying tasks to which they are assigned and recommends measures for their comfort. The whole atmosphere of the Air Corps Advanced Flying School at Kelly Field, including the Medical Service, is developed along the line as summarized in its motto "Ut Viri Volent" (That men may fly). The word "elimination" has no place in this picture.

All in all, by the time a class of Flying Cadets complete their training at this School and graduate as officers

it is felt that they are known individually.

If the American people could see these young cooperative men at meal time, demonstrating the effects of having good appetites, see their clean trim bodies during a physical examination, see their anxiety to return to the flying line during a temporary illness, see them take off from the flying line in formation unafraid, see them leave for night cross-countries to distant points and return, alone and emotionally stable, they would be mighty proud of Uncle Sam's fledglings. In fact, they would love them.

Note: Colonel Harding is the Senior Flight Surgeon at the Advanced Flying School, Kelly Field, Texas.

### Recruit Activities at Lowry Field (Continued from Page 12)

classified. They must be housed, clothed, fed and medicated and, most important, they must be drilled in the mechanics of their particular place in a gigantic machine. This is in itself no small task, but is greatly amplified at Lowry Field, where facilities are still incomplete for a normal force. There are, however, many activities of interest to the observer - the morning drills on the parade ground; the lines of men marching endlessly to and from the general mess; the extensive participation in athletics, such as softball and boxing; whole companies waiting with bared left arm for inoculation; the new man's pride in his uniform and insignia; and, finally, the widely spread airing of sentiment that these men are proud to be in the Air Corps.

Let it be recorded to the credit of the Air Corps recruits that they are assuming their new responsibilities with good grace. They are a rugged, eager lot, capable of absorbing the particular brand of experience that must descend on every man new to Army life and discipline. On the part of seasoned regulars, there is much tolerance and every evidence that the hand of good fellowship is being extended to the recruit newcomers.

The night lighting system at Fort Sill, Okla., is completed with the exception of installation of the lamps. The two new banks of floodlights should aid night flying. Hope is expressed that in the near future the control tower will be constructed so that all night flying can be controlled from the tower instead of with a signal lamp operated from in front of the apron.

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NYLON TESTED AS A SUBSTITUTE FOR  
SILK IN AIR CORPS PARACHUTES  
By the Materiel Division Correspondent

About three years ago, and some time before Nylon hosiery first appeared on the market, the Materiel Division of the Air Corps, Wright Field, Ohio, started an investigation to determine whether Nylon fabric would be a suitable substitute for the silk used in parachute canopies.

Four manufacturers submitted Nylon fabric samples in a weight calculated to be correct for parachute fabrication. Using samples of the best grade of parachute silk, comparative tests of Nylon vs. silk were made. These included tests of the physical properties of the two materials, exposures to weather, ultra violet and infra-red lights, and immersions in various acid and alkaline solutions.

It was found that ultra violet rays weakened some types of Nylon more than silk, but in twenty days of continuous exposure to weather, including snow and rain and sunlight, the tensile strength of Nylon decreased only one-tenth, while silk decreased approximately one-third.

Exposure to 170 hours of strong sunlight resulted in silk losing 61% of its tensile strength. Nylon lost 67%, but since its original tensile strength was considerably greater than silk, Nylon was stronger than silk at the end of this test even though its rate of loss was higher. It also retained more of its elasticity than silk.

Immersion tests in solutions revealed that Nylon was practically unaffected by mineral acids or alkalis, while silk was soluble in strong alkaline solutions.

Two parachutes with Nylon canopies were fabricated. With dummies of varying weights attached, both Nylon and silk chutes were dropped from an airplane flying at prescribed speeds to obtain varying shock-loadings of the canopies. Comparative drop test data proved that the Nylon chutes were as good as the silk.

Industrially, Nylon is still in the experimental stage of production. The Nylon fabric used in the parachute tests has potentialities which, with development, may make it superior to silk.

In addition to being a satisfactory substitute for silk in canopies, a Nylon thread and webbing have been developed which are suitable substitutes for the linen thread and webbing now used in fabricating parachute harness.

KELLY FIELD MEN FIGURE IN A MOVIE

The 62nd School Squadron, Kelly Field, Texas, was the center of attraction one entire day during Paramount's filming of the new picture "I Wanted Wings." The scene depicted on that day was centered around a Flying Cadet Orderly Room. The Paramount officials searched high and low among the old buildings to represent the Flying Cadet Orderly Room for the picture. They selected the Orderly Room entrance of the 62nd School Squadron. This Orderly Room entrance was selected because of its neatly constructed porch, abundance of shrubbery, and large overhanging trees. Lights, cameras, and action were all about the place, inside and out. The Orderly Room telephone, adding machines, typewriter, and the newly installed tele-talk were silenced. Up the Squadron sidewalk swished the beautiful Constance Moore, followed by Harry Davenport, the good old character actor of the movies. Miss Moore stepped up to the Orderly Room door and asked for Flying Cadet "Dumb John." A Hollywood flying cadet stepped up to the door and remarked: "He is not here, Miss. He is getting ready to leave today." This two-minute movie scene was shot and re-shot. The 62nd Orderly Room went Hollywood for about six hours that day, then the men worked late into the night to make up for lost time. However, this movie action proved to be a welcome innovation from the strenuous duties of the present day School Squadron.

The Paramount officials were very courteous. "All of our contacts with them were very pleasant," declares the News Letter Correspondent.

The filming of the Paramount picture, "I Wanted Wings," aroused considerable interest among members of the 63rd School Squadron. Mechanics of the Squadron were drafted, hardly against their will, to appear in numerous scenes. The boys feel that the appearance of their profiles on the silver screen will mean curtains for today's reigning stars. "What competition! Verve! Thespian esprit! What Hams! At this writing, no one has been approached by a talent scout, although several potential Barrymores are being sought for their autographs - on bank notes. The lovely Constance Moore has greatly improved the appearance of the taxi ramp. Consideration is being given to the requisitioning of similar improvements of a permanent nature. It is doubted, however, if present War Department appropriations will permit the installation of full-length mirrors in each hangar. Embryonic stars must be content with pocket mirrors. Tsk, Tsk!

V-8597, A.C.

## A FAMILY ACT IN "MOTHER" SQUADRON

To strengthen its claim of being the "Mother" Squadron of the Air Corps, Headquarters and Headquarters Squadron, Randolph Field, Texas, offers the following unusual "brother act."

It is not uncommon to find one or two sets of brothers carried on the roster of an organization. However, Headquarters Squadron of the "West Point of the Air," has seven pairs of brothers, including twins. They are: Technical Sergeant R.A. and Staff Sergeant Adam Colosky; Sergeant Chester D. and Private 1st Class Clifford Oeth; Privates 1st Class G.K. and Arvid H. Barker; Privates George A. and Jon D. Hess; Sergeant James R. and Private Robert L. Westmoreland; Staff Sergeant Clifford B. and Private Kenneth C. Johnston; and, finally, the twins - Privates George and Hosey Black.

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## WHOLESALE PROMOTIONS TO MASTER SERGEANT

Langley Field tailors are busy these days sewing on chevrons for new Master Sergeants. Sixty-seven new appointments of Langley Field noncommissioned officers to the highest enlisted grade were recently announced by the Chief of the Air Corps.

For all of them it is the culmination of an honorable career, the mark for which many of them have been shooting for over twenty years. The pay, exclusive of allowances, ranges between \$126.00 and \$157.50 per month. For the three chevrons and the three arcs of a Master Sergeant, the 67 men have done kitchen police under hard field conditions, worked long hours during emergencies and performed all of the other hard tasks falling to the lot of Army enlisted men. They have demonstrated through their work as privates and non-commissioned officers that they are capable of holding this high grade. Some of them have already qualified for the next Army grade, that of Warrant Officer, and are waiting for appointments when vacancies occur. The 67 men are:

First Sergeant	
Charles W. Ernst	
Technical Sergeants	
Herbert P. Hodges	Harry Turner
Dona E. Tetu	Luther W. Fagan
Henry L. West	Arnoldo Gutierrez
Charles J. Mishmas	Ashby M. Ash
Henry Williamson	William J. Heldt
Paul Ciphon	Henry J. Beck
Jack F. Schwendinger	Louis W. Novak
Alphonse Potvin	Archer T. Bailey
William J. Duggy	Troy Letchworth
Jacob E. McDonald	C.S. Segelbaum

Arthur Andrews	Merton Chipperfield
Isaac Griffis	Edwin N. Olson
Chester L. Adams	J. Van Sweringen
Harvey O. Kidd	Earl B. Wagoner
Henry H. Young	Wayne M. Misser
Herman C. Prast	Carl M. Higgins
Walter M. Ward	Andrew R. Schady
Edward Michael	Louis L. Biebrich
Frederick R. Relyea	Joseph Featherer
Sam T. Edwards	Hazel V. Ware
Olsen K. Fields	Martin M. Jordan
Lewis H. Burger	Frank Bobulski
Tony Yucius	Harry Shilling
Fred C. Brockhausen	Ernest J. Huffman
Rudolph J. Wojnicki	Harry W. Scharde
Wm. N. McAbee	Roy White
John F. Zombro	Baus C. Byrd
Leonard A. Baker	Samuel Doman
Denver Wood	Ralph W. Spencer
Robert A. Bremer	Eugene W. Latham, Jr.
Willie D. Norris	Ralph H. Collins
Walter B. Buff	Laurence Smith
Norman W. Haley	Charles C. Baird

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## NEW CONSTRUCTION AT SELFRIDGE FIELD

The War Department announced under date of September 21st that funds for construction projects at Selfridge Field, Mich., totaling \$934,860.00, were allocated to the Quartermaster General.

The following listed temporary buildings and facilities are included in the project:

- 3 Administrative buildings
- 26 Barracks (63 men each)
- 8 Day Rooms
- Addition to present hospital facilities, including one infirmary
- 1. Link Trainer building
- 3 Mess buildings for enlisted men
- 1 Mess building for officers
- 1 Post Exchange building
- 7 Bachelor officers' quarters
- 1 Recreation building
- 1 School building
- 10 Small store houses
- 3 Warehouses
- 6 Operations buildings
- Telephone and utilities
- Improvement to runways and aprons.

This program is designed to provide housing and facilities for a contemplated garrison strength aggregating approximately 3,100 officers and enlisted men. Existing housing at Selfridge Field will accommodate approximately 2,000 officers and enlisted men.

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Master Sergeant Clarence Haymes, Air Corps, Langley Field, Va., was appointed a Warrant Officer in the Regular Army, with rank from September 21, 1940, and reassigned to duty at Langley Field.

## PROMOTIONS IN GENERAL OFFICER GRADES

The War Department announced, under date of September 27, 1940, the temporary promotion of 28 Brigadier Generals and one Colonel to the rank of Major General, and 83 Colonels and one Lieut. Colonel to the rank of Brigadier General. According to this announcement, these promotions were made in order to provide commanders of appropriate rank for the newly organized brigades and divisions of the Army. It is stated that there are still a large number of major tactical units which lack commanders of appropriate rank and that as new units are created under the Army Expansion Program, additional temporary promotions will be necessary.

With regard to the Army Air Corps, the announcement states:

"The Air Force is being vastly expanded. It will require six Major Generals to command the four air districts in the continental United States, one in Hawaii and one in Panama. It will also require nine Brigadier General Wing Commanders later on as new wings are constituted. \* \* \* Since they are to provide rank for particular positions of command, officers granted temporary promotion might revert to their regular rank in the event they are relieved from command of a major tactical unit and assigned to other duties.

Of the total of 113 promotions, the Air Corps received 22. Four of its Brigadier Generals were promoted to Major General and 18 Colonels to Brigadier General.

### TO MAJOR GENERAL

#### Air Corps District Commanders

Brigadier General James E. Chaney, Commanding Air Defense Command, Mitchel Field, N.Y.\*

Brigadier General Frederick L. Martin, Commanding 3rd Wing, Barksdale Field, La.

Brigadier General Barton K. Yount, Assistant to the Chief of Air Corps, Washington, D.C.

Brigadier General George H. Brett, Assistant to the Chief of Air Corps, Washington, D.C.

Brigadier General Jacob E. Fickel, Assistant to the Chief of Air Corps, Washington, D.C.

\*General Chaney's permanent rank is that of Brigadier General of the line of the Army.

### TO BRIGADIER GENERAL

#### Air Corps Wing Commanders

Colonel Henry B. Clagett, Selfridge Field, Mich.

Colonel John F. Curry, Hamilton Field, Calif.

Colonel Jacob H. Rudolph, Lowry Field, Colo.

Colonel Walter H. Frank, Commanding 18th Wing, Hawaii.

Colonel Douglas B. Netherwood, Mitchel Field, N.Y.

Colonel Lewis H. Brereton, Barksdale Field, La.

Colonel Follett Bradley, Air Officer, Puerto Rican Department, San Juan, Puerto Rico.

Colonel Clarence L. Tinker, MacDill Field, Fla.

Colonel Millard F. Harmon, Jr., Gulf Coast Training Center, Randolph Field, Texas.

### School and Training Center Commanders:

Air Corps Technical School - Colonel Rush B. Lincoln, March Field, Calif.

Air Corps Training Centers - Colonel Gerald C. Brant, Chanute Field, Ill.

Colonel Walter R. Weaver, Maxwell Field, Ala.

Colonel Henry W. Harms, Moffett Field, Calif.

Air Attache, London - Colonel Martin F. Scanlon, Air Attache, London, England.

Training - Colonel Davenport Johnson, Chanute Field, Ill.

Materiel - Colonel Carl Spaatz, Office Chief of Air Corps, Washington, D.C.

Plans - Colonel Herbert A. Dargue, Commanding 19th Wing, Panama Canal Department.

Experiment and Research - Colonel Oliver P. Echols, Wright Field, Ohio.

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## ARMY RECEIVES HIGH TYPE OF MEN

"It is believed," says the News Letter Correspondent of the 63rd School Squadron, Kelly Field, Texas, "that the Army in general and the Air Corps in particular is, at this time, receiving a type of recruit unexcelled heretofore. Those men of the Air Corps Unassigned, attached to this Squadron, are of the highest type of American youth. They are good specimens mentally, all of them having at least a high school education and many having several years' college training. Their physical perfection is uniform. The 'Old Army' is proud of its new personnel - the new men may justly be proud of their decision to enlist. It is predicted that they will have a bright future."

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War Department orders recently issued relieved Lieut. Colonel John P. Richter, Air Corps, from assignment and duty at the Middletown Air Depot, Middletown, Pa., and assigned him to duty with the Air Corps in the Panama Canal Department.

THE 2ND BATTALION, 28TH ENGINEERS (AVN.)  
MacDill Field, Florida

As a part of defense building and Army Air Corps expansion, hundreds of men are now clearing Florida's pine and palmetto to make way for the strategic air base, MacDill Field. Important in this work is the 2nd Battalion, 28th Engineers (Aviation), which was recently reorganized and quartered here in temporary barracks.

The history of the 28th Engineers dates back to the World War, when General Pershing requested additional engineer troops in his cables of August 5th and 7th, 1917. The regiment was then authorized by General Orders 108, organized and trained at Camp Meade in November, and sailed for France the following April. After the World War, the 28th Engineers was disbanded and was inactive until July 1, 1940.

The new 28th Engineers, with the word "aviation" now added to its name, was one of the units recently created to meet the needs of the GHQ Air Force for engineer work, with the 2nd Battalion assigned to MacDill Field. Recruiting for this battalion began in April, 1940, drawing men generally from the Fourth Corps Area. The recruits were trained at MacDill Field by the 27th Air Base Squadron, with Lieut. George White, 21st Engineers, in charge from June 5th to 20th. The cadre, or nucleus for the unit, consisting of 60 men came from the 21st Engineers (Aviation), Fort Benning, Ga.

Administration of the Engineer Battalion, first designated as 1st Battalion, 21st Engineers (Aviation), with Captain R.J. Burt (promoted to Major on July 1, 1940) commanding, began with the arrival of its Regular Army personnel on June 20th. The Battalion was organized into three letter companies, with the following officers in command:

Captain Lee B. Washbourne, Company "A"; Lieuts. E.M. Parker, Company "B" and O.J. Pickard, Company "C." Lieut. S.E. Smith was Battalion Adjutant and commanding Headquarters and Service Company.

On July 1st the name of the Engineer Battalion was changed by War Department orders to the 2nd Battalion, 28th Engineers (Aviation). The Battalion acts as a detached unit under the direct supervision of the GHQ Air Force for administration, training, employment and supply. The Regimental Headquarters together with the 1st Battalion are in Alaska and being used for construction work under the command of the Ninth Corps Area.

The following is a roster of officers of the 2nd Battalion, 28th Engineers

(Aviation). (The letter companies "A," "B" and "C" have been redesignated "D," "E" and "F.")

Major Reynolds J. Burt, Jr., C.O., 2nd Battalion;

Captain Lee B. Washbourne, C.O., Headquarters Company "D."

First Lieuts. Edward M. Parker and Oliver J. Pickard, Commanding Officers of Companies "E" and "F," respectively;

First Lieut. Noel H. Ellis, Company "D."

First Lieuts. John T. Evans and Wm. G. Steffey, Engineer Reserve, C.O. H & S Co. and Company "F," respectively;

Second Lieuts. Virgil B. Culberson, H & S Company; Davis W. Campbell, Jr., 2nd Battalion, both Engineer Reserve;

Second Lieut. Winston C. Fowler, Company "E."

Second Lieuts., Engineer Reserve, John W. Paxton, George L. Lyle, Jr., and Richard U. Goode, Company D; James H. Harper, Stephen E. Koran and Richard S. Kintner, Company E; George T. Nicholson, William J. Koch and David R. Kase, Company F.

The recently issued Tables of Organization for an Aviation Engineer Battalion call for a Headquarters, a Field Section of Headquarters and Service Company, and three letter companies, with a total enlisted strength of 314 men. The present battalion at MacDill Field has exactly 314 men, but the Field Section, H & S Company, is short 22 men who are distributed throughout the other companies. The reason for this shortage is due to the lack of heavy equipment which would normally be operated by the Field Section. Three air compressors, two bull-dozers and one concrete mixer constitute the first complement of the heavy equipment to show up. The full allotment will include heavy road graders, power shovels, rollers, plows, diesel operated tractors and bull-dozers with a large number of dump trucks. The armament will consist of pistols, rifles and six anti-aircraft machine guns. No armament has arrived at this writing but is expected shortly. The new M1 rifles are authorized and will be issued, but Springfield fields may of necessity be used for training on account of the delay in obtaining the newer type equipment.

The Engineer Regiment (Aviation) should be considered a combatant organization. It will be employed in time of war to assist the Air Corps in the establishment, repair, maintenance and defense of auxiliary and temporary air fields. Often it will be employed in expeditionary forces to clear the areas where air fields are to be established of all enemy resistance. A high fire power by this organization will be a ne-

cessity. It will generally operate without support from other ground troops in terrain where frequent enemy attacks are to be expected. The Engineer Field Manual outlines the principal functions of the Aviation Engineers, as follows:

(1) The provision or improvement of advanced airdromes together with appurtenances such as runways, shelters, parking areas, routes of communication, water supply and lighting.

(2) Camouflage of advanced airdromes and other Air Corps installations, as well as of aircraft itself.

(4) Map supply.

(5) To assist in the anti-mechanized defense of advanced airdromes by construction and defense of road blocks.

(6) The maintenance and repair of airdromes especially against damage by enemy bombers.

To better prepare the younger officer personnel for the use of camouflage, which is one of the chief concerns of the battalion, a school in camouflage is being held under the instruction of Lieut. Pickard.

Considerable progress has been made by the battalion in the training of the 250 odd recruits, considering the limited time available. With only one hour per day devoted to training as distinguished from Engineer work, these recruits are developing into Engineer soldiers who are capable of performing any task to which they may be assigned in time of emergency.

The balance of the eight-hour day is occupied with tasks assigned to the battalion by higher authority. The major project on which the Battalion is working is the clearing of areas 1,500 feet wide from the ends of the runways to the limits of the reservation, altogether a total strip of about six miles in length. When completed, this clearing will widen the margin of safety for incoming and outgoing planes.

The timber gained from the clearing of such areas is turned over to the post saw mill, where it is cut into lumber for use at the Field. The largest completed project, started the last week in June and completed three weeks

later, was the construction of a bombing range for the Air Corps Bombardment Groups. This range was laid out on the southwest corner of the reservation and consists of a target, composed of a wooden pyramid twenty feet high covered with white target cloth within the 100-foot circle of a white shell filled trench, two feet wide. Extending in three directions from this target are the points of a huge star which are terminated with the locations of forty-foot towers, each exactly 1,500 feet

from the center of the target. The area within a 500 foot semi-circle around the target is completely cleared, as is the ground up into the points of the star to the sites of the observation towers.

Thus, with an observer in each tower, the spots where the falling bombs strike are accurately located on a chart by the intersecting lines as reported from the three towers. A direct hit on the target is occasionally scored, as attested by the Range Maintenance Officer, Captain Washbourne, who finds it necessary to replace the white target cloth after such a hit has been made.

Typical minor jobs are: the post parking area with a 20-foot stringer bridge approach; the laying out of a post dump, with roads and bridges necessary to hit the building of parking areas and bridges at Drew Field; the construction of an emergency road when the regular roads leading to the barracks area were closed due to bad weather and the razing and moving of several farm houses which were within the limits of the reservation.

Work was recently begun on the laying out and building of a rifle and pistol range by Company "F," under the command of Lieut. Pickard. The range is in the southern part of the reservation, with the line of fire running west and terminating on the western shore of the peninsula. The danger area is so laid out that no shots will travel over the water, and all of the territory within this area can be shut off from use while firing is going on. Three firing points will be built - at 200, 300 and 500 yards from the targets, which will be raised and lowered behind the concrete retaining wall of the target butts.

The Air Corps operations at Drew Field tend to make this sub-station of MacDill Field very important, and here, too, the services of the Engineers are very much in demand. Company "D" is charged with the maintenance and further expansion of this unit, and to it is also delegated the task of clearing the eastern shoreline of the reservation - a job which has greatly improved the appearance of the post in that vicinity.

Magazines have been built for the storing of the battalion's supply of explosives, which are not allowed to be kept in the barracks area.

Organized athletics, under the supervision of Lieut. Paxton, occupy the afternoons of the Engineer soldiers. The various company teams exhibit an enthusiastic spirit of competition, as engraved medals are to be awarded for outstanding skill, and handsome plaques for victorious performances. Softball and

volleyball games are held on the athletic area laid out by a detail as one of the battalion's minor projects.

Activity among the officer personnel is not lacking within the battalion. Two Reserve officers are now at Fort Belvoir, Va., undergoing a month's training course at the Engineer School, and plans were made to send three more officers to this school. Reserve officers are daily being trained to become efficient in voice and command drills, with competent Regular Army officers as instructors. Further additional duty will be assigned to several officers who will assist the Constructing Quartermaster in the testing of the concrete now being poured in the paving of the runways of MacDill Field.

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#### RADIO ADDRESS KEYED TO PRESENT DAY By the Chanute Field Correspondent

On Saturday, September 14th, I heard an address over Radio Station WLS, The Prairie Station, Chicago, Ill., which struck me as outstanding and of particular appeal to any young man who may have been listening in at the time - and we are certain that there were many. The address was delivered by Lieut. Colonel Edward C. Black, A.C., Public Relations Officer, Chanute Field, Ill., and was especially appropriate in view of present National Defense preparations - literally keyed to the times.

The opening of the address stressed the fact that so few people have a comprehensive idea of the task and importance of the role Chanute Field is to play in the scheme of National Defense that the Air Corps of today has become so highly specialized that "our men must be trained for a specialty." And any person who is in the least acquainted with Chanute Field and its work realizes to the fullest extent the truth of the foregoing statements.

At this time I should like to quote a portion of Colonel Black's address:

"There are many men just out of high school who would be wise to look into the advantages offered here and the permanent benefit they would receive from the instruction and training they obtain as members of the United States Air Corps. Aside from the privilege of serving their country, they receive training and practice in one of the many skilled trades taught here. The theory of the School in accepting men for attendance is that of selection. An attempt is made to discover the young man's aptitude and desires as to which course he will pursue, experience having proven that a requisite of success-

ful pursuance of any one of these courses of instruction must be intense interest on the part of the student himself. No attempt is made to train a boy as a radio operator who would be happier as an aircraft armorer, or aerial photographer, or perhaps as a Headquarters clerk. The courses here are not easy and a high school education, or its equivalent, is necessary before the average boy can hope to complete one of them. I do not say that a boy could not make the grade, but he would find the going tough."

The next statement, a direct quotation, contains the very essence of good recruiting material: -

"I have been a member of the Air Corps for 23 years, and during that time I have come into contact with hundreds of young men. Many have come under my personal command, and many of these boys are now occupying fine positions. When ever I have occasion to visit the Douglas Aircraft plant in California, I find many of my old associates working there in good positions and well established in life. Many more of them have attained the higher noncommissioned grades and are now those fine old non-coms who comprise the foundation upon which our structure rests; and of the fine old non-coms who started with me as privates, I am personally particularly proud."

The above statement only serves to strengthen the fact that any man enlisted in the Army Air Corps of Today need have no cause to worry about his future and, in addition, gave as splendid a tribute to the enlisted personnel of the Air Corps as we have ever heard.

This particular program, lasting for one-half hour, undoubtedly reached millions of listeners and perhaps has or will influence numerous youngsters to take full advantage of the opportunities offered by the United States Army Air Corps.

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The War Department announced on September 17th the award of contracts for airplanes and engines, in the total sum of \$19,944,282.48, as follows:

Wright Aeronautical Corporation, Paterson, N.J., airplane engines - \$6,829,144.35.

Beech Aircraft Corporation, Wichita, Kansas, Training planes and spare parts - \$13,115,138.13.

These contracts were cleared by the National Defense Advisory Commission.

The National Defense Commission clears procurement projects totalling over \$500,000.

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NEW EQUIPMENT AT PHOTOGRAPHIC SCHOOL

Most of the personnel engaged in photographic activities at Air Corps stations are graduates of the Air Corps Technical School, Department of Photography, Lowry Field, Colo. They are interested in happenings at this school for sentimental reasons and also because the school is often the proving ground for new types of equipment that is being service-tested for the Materiel Division. Therefore, the following new equipment at the school is announced by Lieut. David W. Hutchinson, Photographic Supply Officer at Lowry Field.

Twelve Agfa Ansco view cameras, size 8 x 10, have been received for use wherever a type C-1 camera is required.

One Eastman all-metal view camera. This fine machine is undergoing service tests by the Production Department, and its durable qualities may recommend it for an item of issue.

Twelve Anniversary Model Speed Graphics, 4 x 5, complete with accessories. There are twelve more on the way to replace the recently discontinued Graflexes.

One 8 x 10 and one 4 x 5 Deardorff view cameras. These cameras are notable for their many tilt and swing features.

One Simplex 35 mm. Sound Movie projector, portable.

75 Dejur Jr. exposure meters.

Two new type photograph driers with gas heating unit. This is the first innovation in instantaneous drying equipment since the well known Paco units, several of which are still in operation throughout the Air Corps.

Other features of interest are the laboratories and workrooms which have been set up in the new school buildings. Overhead safe-lighting installations, new type washers, a terraced classroom modeled after the familiar university type, safety lighting switches, and many other improvements make working conditions a pleasure for instructor and student alike.

The Photographic Course is today one of the most sought after at this school. The officials have endeavored to concentrate able technicians here so that the student may have the benefit of association with a high grade of photographic knowledge. The sufficiency of the instruction offered at the school may be witnessed at any Air Corps Photo Section.

DEDICATION CEREMONIES AT ONTARIO, CALIF.

Characterizing the new \$250,000 Cal-Aero Academy Training Center at Ontario, Calif., as "a decided and definite contribution to American aviation and to our national defense," Colonel Henry W. Harms, officially representing the Chief of the Air Corps, was the principal speaker at the dedication of the new training plant for Air Corps Flying Cadets on September 14th.

The huge new plant, which includes 12 major buildings and elaborate flying field facilities in its 400 acres, was rushed to completion in forty days' work working time to increase Cal-Aero's facilities in connection with the expansion program.

Expressing regret that last minute duties in Washington prevented General Arnold from being present, Colonel Harms paid tribute to the Chief of the Air Corps and to the civil flying schools when he said: "General Arnold's judgment, faith, and courage were mostly responsible for the present Air Corps Flying Cadet Training System, and inspired the establishment of this branch of the Cal-Aero flying school. General Arnold would have gotten a great deal of professional and personal satisfaction in being here today and in realizing that his judgment, faith, and courage were well founded and justified."

Major C.C. Moseley, former Air Corps officer and president of Cal-Aero, pointing out that the cooperation of the Army and civil schools gave "proof that private industry, capital, and initiative, operating side by side with military forces, forms Uncle Sam's streamlined, democratic, American way of building a defense machine," dedicated the new institution to: "First, the defense of our country; second, the great American way of industrial freedom and patriotism; third, the permanent sealing of aviation as a huge American industry; and, fourth, to the future progress in this country of our great American youth."

The Flying Cadets stationed at Ontario enlivened the dedication ceremonies with a smart drill, and at the conclusion were inspected by Colonel Harms, Brigadier General Frank D. Lackland, commander of the First Wing, GHQ Air Force, and numerous ranking officers who attended from their nearby posts.

## DEATH OF CAPTAIN ROSS

In the death on the night of September 30, 1940, of Captain Charles A. Ross, as the result of an airplane accident in the vicinity of Waterboro, S.C., the Air Corps lost a most capable officer who thoroughly devoted himself to the various tasks which had been assigned to him.

A native of Belchertown, Mass., where he was born on January 25, 1903, Captain Ross attended the Massachusetts Institute of Technology, Cambridge, Mass., and graduated therefrom in 1925 with the degree of Bachelor of Arts in Mechanical Engineering.

Having received a commission as Second Lieutenant in the Air Reserve on June 10, 1925, Captain Ross availed himself of six months' primary flying training at Brooks Field, Texas, upon the completion of which he received the rating of "Junior Airplane Pilot." He was assigned to active duty at Brooks Field, and during the course of this service he was, on September 7, 1926, commissioned a Second Lieutenant in the Air Corps, Regular Army. Later he took the entire flying course at the Air Corps Training Center and graduated from the Advanced Flying School, Kelly Field, Texas, on August 1, 1927. He remained at Kelly Field until November 29, 1927, performing the duties of Assistant Engineering Officer and Supply Officer.

At his next station, Selfridge Field, Mich., Captain Ross served as Supply Officer with the 15th Observation until September, 1928, when he was assigned to the Air Corps Technical School at Chanute Field, Ill., to pursue the Communications course. After his graduation from this course, he remained at Chanute Field as an instructor in the Department of Communications until November 1, 1929. He was then transferred to the Air Corps Materiel Division at Wright Field, Ohio, and was on duty as Research Engineer in the Power Plant Section until July 1, 1930, when he was assigned as a student at the Air Corps Engineering School at Wright Field. His graduation from this School was followed by three years of duty as Inspector and Engineering Officer at the Middletown Air Depot, Pa., and three years of duty in the Panama Canal Department with the 16th Pursuit Group as Engineering Officer and Armament Officer.

Captain Ross returned to the Materiel Division on May 1, 1937, and served in the Equipment Branch, Engineering Section, for 22 months, and in the Power Plant Branch for four months. He was transferred to the Office of the Chief of the Air Corps, Washington, D.C., on October 31, 1939, and since that time had been on duty as Assistant Chief of the Engineering Section of the Materiel Division.

The duties of Captain Ross at Wright Field involved research and development work on all types of equipment used in aerial navigation. The Air Corps has had no officer more devoted towards the elimination of hazards of air navigation or more capable of carrying out such development. He was an excellent pilot and devoted time and energy in flight testing new equipment far beyond the ordinary demands

placed upon the average officer.

Due to his desire to interest everyone possible in flying, Captain Ross purchased for his own use a private airplane in which he and his wife were returning to Washington from a flight covering the greater part of the United States at the time both met their death.

Captain Ross delivered lectures and wrote articles on the subject of navigation equipment. Some of his articles were considered so excellent that a number of manufacturing and development companies, on their own initiative, requested permission to publish these articles at their own expense. One such article appeared several months ago in the Air Corps News Letter and was later reprinted by the Sperry Gyroscope Company in pamphlet form.

The loss of Captain Ross will be keenly felt by the Air Corps.

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## SELECTION OF NEW AIR CORPS STATIONS

The War Department announced, under date of September 24, 1940, that sites in the vicinity of New Orleans, La.; West Palm Beach, Fla.; Augusta, Ga., and Tallahassee, Fla., have been selected for stations of Army Air Corps tactical units. It is contemplated that when construction of housing and other essential facilities have been completed, a Bombardment Group will be stationed at New Orleans, two Pursuit Groups at West Palm Beach, one Pursuit Group at Augusta, and a tactical unit, approximating one Group, at Tallahassee, viz:

### New Orleans, La.

Units: 21st Wing Headquarters, 30th Bombardment Group (Heavy), 38th Air Base Group (Reinforced).

Approximate number of airplanes, 30; Air Corps officers, 215; Air Corps enlisted men, 1,750; funds for construction \$950,000.

### West Palm Beach, Fla.

Units: 8th Wing Headquarters; 49th and 50th Pursuit Groups (Interceptor); 40th Air Base Group, 14th Transport Squadron.

Approximate number of airplanes, 65; Air Corps officers, 280; Air Corps enlisted men, 2,200; funds for construction, \$2,000,000.

### Augusta, Ga.

Units: 53rd Pursuit Group (Interceptor) and 22nd Air Base Group.

Approximate number of airplanes, 30; Air Corps officers, 140; Air Corps enlisted men, 1,180; funds for construction, \$1,000,000.

### Tallahassee, Fla.

Units: 23rd Composite Group (to be replaced at Orlando, Fla., by a Medium Bombardment Group to be formed at a later date when construction at Tallahassee is completed), and the 25th Air Base Group.

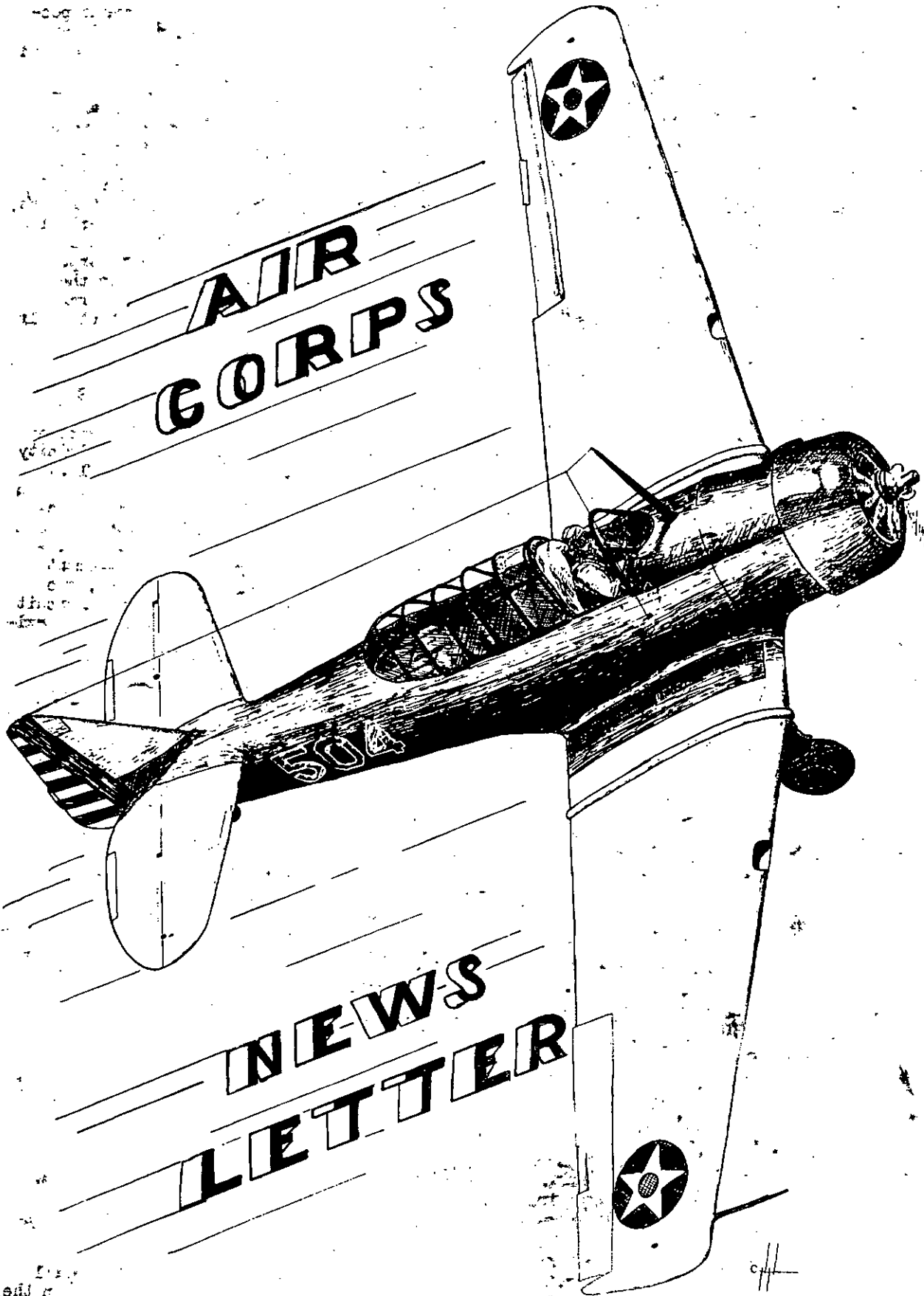
Approximate number of airplanes, 50; Air Corps officers, 150; Air Corps enlisted men, 1,300; approximate amount for construction, \$1,250,000.

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Master Sergeant Joseph Bauer, 2nd Materiel Squadron, 3rd Air Base Group, was placed on the retired list at Selfridge Field, Mich., on September 30, 1940.

v-8597, A.C.

**AIR  
CORPS**



**NEWS  
LETTER**

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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## PROPELLER VIBRATIONS FILMED IN TEST FLIGHTS AT WRIGHT FIELD

By the Materiel Division Correspondent

Every new propeller-engine combination must be tested for vibration. Other propeller tests are made, of course, but vibratory tests become more important as engine powers increase. With the development of an experimental engine, it is necessary to produce a propeller designed to absorb the full power of the new engine. A vibration test is made to determine whether the new combination of propeller and engine will work together without producing vibration stresses in the propeller that will cause failure of the propeller blades.

The propeller vibration tests conducted at Wright Field are largely confined to new propeller types which are being tested for use in advance type of engines. The tests are conducted by suspending the propeller in an elastic sling and vibrating it under static conditions to determine its natural vibration characteristics. The Materiel Division has propeller test rigs on which electric motors are used to whirl test new propellers. It also has engine test stands on which the experimental engine-propeller combination is mounted and tested. Complete vibration data call for a flight test of the new combination in the airplane. These tests consist of stress measurements of propeller blades under different conditions of flight. In a flight test all sources of vibration are present, and the airplane can be tested in all the maneuvers which its military mission demands. The exciting forces which induce vibration in the propeller are engine vibration and vibration caused by air gusts and interference of air flow due to the blade passing near obstacles such as landing gears, fuselage, etc.

In a single-place Pursuit, an engineer observer cannot accompany the pilot, so the equipment used must function automatically. It consists of a number of resistance pick-ups, batteries, amplifier, oscillograph, and collector rings.

Batteries, amplifier, and oscillograph are stowed in the baggage compartment. A stationary spin plate is

mounted behind the propeller hub; the revolving spin plate is mounted on the propeller hub so that it revolves with the propeller in contact with the stationary spin plate.

The resistance pick-ups are metal strips  $7/8$  of an inch or more in length. These are cemented on the propeller blades at the points where the stress is to be determined, usually along the center lines where stress is greatest. The fact of interest is that the linear measurement of a pick-up varies with vibratory stresses in the propeller and the resistance of the pick-up varies with changes in its linear measurement.

The equipment is then hooked up so that electrical circuits are established from the batteries, through the oscillograph and amplifier out through the spin plates to the resistance pick-ups. A switch near the pilot's left hand permits him to switch the equipment on and off as desired. An automatic counter at the switch indicates how much unused film remains in the oscillograph at any time during the flight.

When the pilot flips the switch, the electrical circuit passes through the pick-ups to the amplifier. Vibration of the propeller causes fluctuation of electric current through the amplifier. The impulses are recorded on the film in the oscillograph.

Normal slight vibration would be recorded in a regular shallow wavy line. If abnormal vibration develops, the line becomes a jagged series of peaks which increase in size as the vibration increases.

By measuring the lines on the developed film, engineers can determine the seriousness of the vibration. With experience they can often locate the source of vibration from the frequency and characteristics of the vibration lines on the film.

The story is told of serious propeller vibration developing in an engine-propeller combination which had been tested, approved, and put into standard service. Using the method just described, flight tests were made for the pur-

pose of investigating the trouble.

From the pattern of the vibration lines on the film, engineers were able to determine that the destructive vibration originated somewhere in the engine. The engine was torn down and it was discovered that the original gears had been replaced. The new gears had passed the engine tests satisfactorily, but varied from the original gears enough to cause a destructive propeller vibration during flight. When all of the questionable gears had been replaced, the trouble disappeared.

To an increasing extent, therefore, the Propeller Laboratory depends on its Vibration Unit for vibratory data just as a family doctor refers jittery patients to a nerve specialist.

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#### NEW AIR CORPS STATION SITES SELECTED

A War Department announcement, under date of October 4, 1940, is to the effect that sites at Bangor, Maine, Municipal Airport; Manchester, N.H.; Charlotte, N.C.; Atlanta, Ga.; Jackson, Miss.; Boise, Idaho; Bowman Field, Ky.; Albuquerque, N.M.; Portland, Oregon; Everett, Wash.; Yakima, Wash.; Sunset Airport, Spokane, Wash.; and at Salinas, Calif., have been selected as locations for new Air Corps stations.

Data concerning units to be stationed at each of these new Air Corps fields are as follows:

##### Municipal Airport, Bangor, Maine

The 43rd Bombardment Group (Heavy) and the 8th Air Base Group are to be formed at this station as facilities become available. Air Corps troops will number approximately 200 officers and 1,600 enlisted men, and service elements approximately 40 officers and 700 enlisted men.

##### Manchester, N. H.

It is planned to form the 45th Bombardment Group (Light) and the 33rd Air Base Group at this station. Strength of the Air Corps units will approximate 150 officers and 1,500 enlisted men, and of the service elements, 40 officers and 700 enlisted men.

##### Charlotte, N. C.

It is planned to form the 56th Pursuit Group and the 29th Air Base Group at the new field in Charlotte. Total strength is to be approximately 140 officers and 1,200 enlisted men. In addition, service elements, totaling approximately 40 officers and 600 enlisted men, will be stationed at this field.

Estimated cost of this project will be announced later.

##### Atlanta, Georgia

It is planned to form the 30th Army Reconnaissance Squadron at this station.

Approximate strength of this station will be 35 officers and 300 enlisted men of the Air Corps, and one officer and five enlisted men of the service elements.

Details concerning the construction program will be announced at a later date.

##### Jackson, Miss.

The 38th Bombardment Group and the 36th Air Base Group, with an approximate strength of 250 officers and 1,600 enlisted men, and service troops approximating 40 officers and 700 enlisted men, are to be formed and stationed at this field as facilities become available.

The construction program will be announced later.

##### Boise, Idaho

The 42nd Bombardment Group (Medium) and the 39th Air Base Group, with an approximated total strength of 260 officers and 1,600 enlisted men, are to be formed at this new field as facilities are made available. Approximately 40 officers and 700 enlisted men will compose the service elements to be stationed here.

The construction program will be announced at a later date.

##### Bowman Field, Ky.

The 16th Bombardment Wing Headquarters, the 46th Bombardment Group (I), and the 28th Air Base Group, totaling approximately 170 officers and 1,700 enlisted men, are to be formed at this new field. Service elements to be stationed there will total approximately 65 officers and 1,100 enlisted men.

Cost of construction is estimated at \$1,100,000.00.

##### Albuquerque, N. M.

The 19th Bombardment Group (Heavy), and the 4th Air Base Group, numbering approximately 200 officers and 1,600 enlisted men, are to be moved from March Field to Albuquerque as soon as facilities become available. Service elements to be stationed at this new field will approximate 40 officers and 700 enlisted men.

Details concerning the construction program will be announced later.

##### Portland, Oregon

The 11th Pursuit Wing Headquarters, the 55th Pursuit Group, (I), and the 43rd Air Base Group are to be formed at this new station. Approximate strength of the Air Corps units will be 160 officers and 1,350 enlisted men, and of the service elements, 60 officers and 1,000 enlisted men.

Cost of construction is estimated at approximately \$1,350,000.00.

##### Everett, Wash.

The 54th Pursuit Group and the 34th Air Base Group, approximating 140 offi-

cers and 1,200 enlisted men, are to be formed at this station as facilities become available. Approximately 40 officers and 600 enlisted men of the services will also be stationed at this field.

Details of construction are to be announced later.

#### Yakima, Wash.

The 17th Bombardment Group (Medium) and the 19th Air Base Group, with an approximate total strength of 260 officers and 1,600 enlisted men, are to be moved to Yakima from McChord Field, Wash., as soon as facilities become available at Yakima.

Service elements totaling approximately 40 officers and 700 enlisted men will also be stationed at this field.

Estimates of the cost of the necessary construction have not been completed and will be announced later.

#### Sunset Airport, Spokane, Wash.

As facilities become available, it is planned that the N.W. Air District Headquarters and Headquarters Squadron, the 5th Bombardment Wing Headquarters, the 39th Bombardment Group (Heavy), and the 42nd Air Base Group will be formed at this new station.

The approximate strength of the above units will be 240 officers and 2,000 enlisted men, and of the necessary service elements, 40 officers and 700 enlisted men.

The construction program at this station will be announced later.

#### Selinas, Calif.

The 82nd Observation Squadron is to be moved to this new station as soon as facilities become available. The 31st Observation Squadron will be formed and have this field as its permanent station at a later date.

Strength of the garrison when complete will be approximately 55 officers and 450 enlisted men of the Air Corps, and 20 officers and 440 enlisted men of the service elements.

Cost of construction approximates \$350,000.00.

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#### NEW AIR CORPS STATION AT OKLAHOMA CITY

The War Department recently announced that the Municipal Airport at Oklahoma City, Okla., has been selected as a site for a new Air Corps station.

The 48th Bombardment Group (Light) and the 37th Air Base Group, with an approximate strength of 160 officers and 1500 enlisted men, and service detachments with an approximate strength of 40 officers and 700 enlisted men are to be stationed at this field as facilities become available. The construction program will be announced later.

#### NEW AIR CORPS STATION AT TUCSON, ARIZ.

According to a recent War Department announcement, Tucson, Arizona, has been selected as a site for a new Air Corps station.

The 1st Bombardment Wing Headquarters, 41st Bombardment Group (Medium) and the 31st Air Base Group, with an approximate total strength of 270 officers and 1,800 enlisted men, and service units with an approximate strength of 50 officers and 1,200 enlisted men are to be located at this station as facilities become available.

The construction project approximates \$1,250,000.00.

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#### CONTRACTS FOR NEW AIRPLANES

The War Department announced, under date of September 28th, the award of a contract in the amount of \$99,641,880.83 to the Glenn L. Martin Company, Baltimore, Md., for airplanes.

An announcement of the War Department on October 1st was to the effect that a contract for airplanes in the amount of \$37,462,121.97 had been awarded to the Douglas Aircraft Company, Santa Monica, Calif.

Both of the above mentioned contracts were cleared by the National Defense Advisory Commission.

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#### CONSTRUCTION AT WHEELER FIELD, T.H.

In the short period of one year, construction at Wheeler Field, T.H., has reached a high peak. At present, the majority of the new noncommissioned officers' quarters are occupied, and others are fast nearing completion. The contractors have beautified the area with new plants, trees and many varieties of tropical flowers. The new barracks, rapidly nearing completion, should be ready for occupancy in the near future. Every member of the 18th Air Base Group (Reinforced) is anxiously awaiting the time when it will be possible to move into them. This organization up until recently had the designation of Base Headquarters and 18th Air Base Squadron (Single).

"The way the Air Corps is building up around here," declares the News-Letter Correspondent, "it is hard for anyone to keep up with the fast pace that is being maintained."

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Never explain. Your friends do not need it - and your enemies will not believe it anyway.

- Elbert Hubbard.  
V-8608, A.C.

## DISAPPEARANCE OF LIEUT. FARRIS

Almost as mysterious as it is grievous is the disappearance of 2nd Lieut. C.C. Farris, of the Class of 40-B, Kelly Field, Texas, during night landings proficiency staged at Wheeler Field, T.H., on August 29, 1940. Lieut. Farris and six other officers of the new personnel of the 78th Pursuit Squadron (Interceptor) were making their first night landings in P-36's under the supervision of Captain A.J. Hanna, Squadron Commander. The night landing stage was the second of a series of night landing missions under the New Officer Training Program in effect at Wheeler Field.

Being assigned to Zone four, Lieut. Farris was the last to land in each successive circuit. After completing the required number of landings by zone sequence, all the pilots returned to the "line" with the exception of Lieut. Farris. Immediately, every available search and communication facility was ordered to "alert" by the Group Commander, Major Walker. At the time this was written, 156 hours and 40 minutes had been spent in air search of every inch of the Island and adjacent shore line. The Navy and Coast Guard also spent many hours in search and cooperated in investigating off-shore clues and rumors. These efforts were all in vain, but all facilities and pilots are in readiness to investigate any further clues.

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## EIGHTH EXPANDED CLASS LEAVES RANDOLPH

The eighth class of Flying Cadets, trained under the expanded pilot training program of the Air Corps, completed basic flight training at Randolph Field, Texas, on October 4th. A total of 263 Flying Cadets, four student officers and two foreign students were transferred to the Advanced Flying Schools at Kelly and Brooks Fields for a final ten weeks of advanced training before receiving their wings, and the Cadets, in addition, their commissions.

As the pilot training plan that envisages 7,000 additional fliers annually reaches its peak, so do the classes at the "West Point of the Air" increase. Scheduled to arrive on October 15th from the various civilian elementary flying schools are approximately 315 student pilots, as compared with 293 who started training in the previous class.

The peak load for Randolph Field under the present plan is a total of more than 900 embryo pilots in training at all times. This figure will be reached

early in the Spring of 1941. Instructor schools are being held at Randolph Field after every graduation from the Advanced Flying Schools. Approximately 100 newly commissioned officers are put through a 30-hour school to develop their instruction technique. Later they spend a further apprenticeship as "assistant instructor," before actually getting their first class of student pilots.

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## A NEW TYPE OF AIR CONDITIONER

A new air conditioner was recently completed for the office of Section II of the Advanced Flying School, Kelly Field, Texas. This apparatus consists of a 4-foot propeller, taken from the Queen Mary, in addition to various other materials, and its construction required the combined inventive genius of about five officers. "It nearly froze us out the first day of operation," declares the News Letter Correspondent, "and it wasn't too cold a day either."

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## "DEAD END KID" NOW AT MITCHELL FIELD

Charles R. Duncan, who played the part of "Spit," the tough little kid, in the original stage play "Dead End," is now performing for Uncle Sam, and very efficiently too, in the role of Private Duncan, U. S. Army Air Corps. Born of a theatrical family, the quiet spoken 20-year old ex-star, has always longed for an Army career. At 16, he made an attempt to enter the Army, but because of his age and lack of parental consent, he was rejected. Unable to become a real soldier at this time, he went back to the stage and played the part of "Red" Johnson, a cadet in a play with a military background, called "Bright Honor." Duncan continued his stage career, and this spring he appeared in the cast of "American Jubilee" at the New York's World Fair. "American Jubilee" is a pageant of American history, and is the largest of its kind ever produced. It has been seen by millions of Fair goers. Young Duncan played in several scenes of this production and, although receiving \$45.00 per week, he was fed up with stage military formations, about faced on the whole thing, and "double timed" to the nearest recruiting station. "Spit" became Private Duncan at Mitchell Field on August 30th, and is already an acting corporal and recruit instructor, and very popular with his comrades. He is studying for a flying cadet appointment, and if determination is a factor in success, he will have his "Wings" soon.

V-8608, A.C.

NIGHT CROSS-COUNTRY AT KELLY FIELD  
By Flying Cadet V.W. Bollwerk

More correctly titled, this story might be known as "How Not To Make A Night Cross-Country From Kelly Field to Fredericksburg to Temple and Back to Kelly Field." After all, I didn't exactly return to Kelly Field on this particular trip. It seems there was a slight delay, or a sojourn at Temple.

Well, to get on with the story. It was a bright and balmy night in the sunny month of September. I realize now that the bright and cheery effects of Old Sol are not apparent at night, but I am afraid I could be justly accused of not having sufficient gray matter (on that particular night, at least) to distinguish between the silver and the solar. Oh, I was, indeed, a cocky cadet (much emphasis on the was). Hadn't I just completed two night cross-countries? And, gosh, weren't they snaps!

Came evening on that memorable day, I cheerfully proceeded to the flying line, spread my maps upon the desk and got busy - went to work - well, anyway, I got a pencil, drew some lines and made some marks on my flight plan. Went to the board and copied my winds aloft, got out the old Computer, spun the dial and got some numbers. These I placed under the columns headed as, True Course, Mag Course, Ground Speed, etc. All set now, nothing to do but wait around until take-off time. Finally, as the "Zero Hour" drew near, I climbed into the ship, chucked my maps in the map case, taxied out onto the field, "poured the coal to her" and I was off. 'Tis indeed true, in this case, that the latter clause can be taken both literally and figuratively.

Well, it was a beautiful night, moon shining brightly and the air just as smooth as velvet. I climbed to 4500 and off on a course of 337 degrees. Set my trimming tabs, sat back to rest and wait for my check points. Funny thing; they all seemed a little late - doggone, they were getting even later. 'Course I should have hit Fredericksburg a few minutes back, but what's the difference? I was only going about 140 m.p.h. over the ground - what's a few miles more or less? After going out this leg just about twice as long as I should have, I decided a town up ahead might just as well be known as Fredericksburg and turned off on a 45 degree course for Temple (?) and the light line. Sure is taking me a long time to get to that light line. Oh, oh, what's that over to my left? H-m-m, a green light and a large town. Of course, Temple should

be to my right, but a green light is an airport, isn't it? At Temple the field is northwest of town; this airport is northwest of town, therefore this is Temple. H-m-m, clever; that's what is known as deductive reasoning, isn't it; or is it? I'll just fly about 30 degrees and get a better look. Wait a minute; this place is a bit large for Temple, and what are all these large towns doing around here? Must be some of those towns that "spring up over night" - my, what a night!

Sometime later I began to regain, at least partially, mental consciousness. Evidently, I am a bit north - better head south and stick to this light line; it will have to take me to San Antonio. New complications - which light line? Doggone, they seem to run off in every direction from here - there must be at least half a dozen.

It must have been just about this time that I finally succeeded in "withdrawing my head." I knew there was no other light line running south that was west of the line to San Antonio, so that decided which I was to follow. I set off on a course of approximately 180 degrees, gradually drawing nearer the lights. About this time my gasoline supply was beginning to make itself conspicuous by its lessening presence and my distance from home. The time had since passed when, by using my head for something other than a helmet hanger, I could do myself some good. All that was left was to try to get the maximum efficiency from the remaining fuel and stick to my course.

After passing Temple, the results of some close figuring convinced me I would be cutting it a bit close by proceeding to Austin as I had intended. I figured I was about a third of the way between Temple and Austin when I turned and headed back to Temple. After circling the field (to the left, of course) and blinking my lights, I received no answer, so I landed and taxied up to the hangar.

I called Kelly Field, explained to them the night's happenings and was told to wait with my ship for further orders. I believe anyone who has tried to spend the night in the cockpit of a BC-1 will agree with me that it is an extremely good idea not to get lost, if for no other reason than that. The next morning a B-18 arrived; my plane was refueled and I returned to Kelly - to all intents and purposes a different cadet.

P.S.: This is one cadet who will always believe flight plans calculations, especially as to time.



## PERPETUATING A HERO'S MEMORY

To preserve the memory of one of the Air Corps' greatest heroes, the Hickam Field weekly newspaper, "Hickam Highlights," is asking that the main entrance to the Army's largest airdrome be named "Frank Luke Gate."

When the Army Air Corps relinquished Luke Field on Ford Island to the Navy more than a year ago, the name of the field vanished, as the establishment became part of the Pearl Harbor Naval Air Station. Since that time, many airmen have declared that something should be done to keep alive the memory of Lieut. Frank Luke, who by his daredevil exploits in attacking German observation balloons on the Western Front in the last War became one of America's famed war heroes. He was killed in action after a short but meteoric career as an airman.

"Hickam Highlights" appealed to the powers that be to remember Lieut. Frank Luke as the young Arizona cowboy who emulated the true spirit and courage of our Army Air Corps pilots in World War No. 1.

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## NAVIGATION AND BOMBING TRAINING

With a reasonable amount of stability and continuity in the 11th Bombardment Group (Medium), Hickam Field, T.H., continued training in both navigation and bombing should produce results far beyond expectations. Weather conditions have been ideal for bombing, and the few available targets have been used to the maximum. In addition to practice bombing on fixed targets, this Group has had experience in bombing moving and maneuvering water targets. The Joint Army-Navy Exercise just completed proved highly beneficial from the standpoint of target location and identification. All units will have plenty of bombing practice on a sled towed by the tug "Krauthoff" off Diamond Head.

Every incoming transport gets its "Aloha" flight, with 12 to 18 big bombers intercepting them three to four hundred miles at sea. For reasons of safety, the formation is not broken up into units smaller than a flight, but each flight navigator has a separate problem to solve. On some of the flights the problem is one of interception; on others, search, depending upon the amount of information available to the navigators. All in all, the maximum use is made of incoming vessels to obtain dead reckoning and celestial navigation training.

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## CONSTRUCTION PROGRESS AT MacDILL FIELD

"Worthy of note at this time," says the News Letter Correspondent, "is the advancement attained by those in charge of construction of the runways at MacDill Field, Tampa, Fla., in the past few months. Two months ago, a bird's-eye view of the field proper at MacDill indicated only a swampy section of land, intersected by canals and with runways marked only by piles of Florida sand. Today, 3 long white, gleaming runways are representative of the progress achieved and brings much closer to realization the fact that the field will be ready for use by Christmas."

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## CHANUTE FIELD INSTRUMENT FLYING SCHOOL

Chanute Field just recently inaugurated an Instrument Flying School, which started with 16 Chanute Field officers. The class began July 15th and was scheduled to end on September 28th. The program of instruction comprised an hour of classroom work each day for five days each week. In addition to lectures and class room work, the students were trained alternately in the Link Trainer and in flying under the hood in airplanes equipped for that purpose.

In the class room, approximately eight hours are devoted to Instruments, five hours to Radio aids to Navigation, ten hours to Orientation, ten hours to Navigation and twenty hours to Meteorology, these subjects being taught in a manner in which they apply as aids to instrument flying. The Link Trainer portion is divided into two phases. The first, or basic stage, includes instruments, their adjustments and actual operation in the Link Trainer. When the pilots reach the second or advanced stage, practical problems, such as may be encountered in actual flight, are worked out in the Link Trainer.

A new class of twelve officers was scheduled to start on October 7th, and it is planned to lengthen the course and raise the requirements. Some of the members of the new class may be chosen from several Air Reserve officers at Chanute Field. In the future, all Chanute Field officers will be given this course, and after graduation will be required to complete two hours each month in the Link Trainer.

Although the officers greatly appreciate the benefits derived from this course, at least fifteen sighs of relief were expected upon its completion. Fifteen members were expected to graduate from the first class, as during the

(Continued on Page 8)  
V-8608, A.C.

PUBLIC RELATIONS ACTIVITIES PROVE INTERESTING  
By the Chanute Field Correspondent

We could have, perhaps, titled this "SO YOU WANT TO WRITE" or "HOW TO BE A SUCCESS IN TEN EASY LESSONS." But knowing well the limitations, our advice is to take heed from our experiences. We must caution you, however, for once a person has been connected with this type of work for a time he would not find contentment in doing another.

Public Relations work is fun - of a sort, but sometimes proves to be hard work. Work or not, it seems to hold a certain sense of fascination and intrigue.

Occasionally, well laid plans seemingly go astray, literally falling along the wayside; then, again, an event of comparative unimportance turns out to be a veritable "boon" - and that sort of balances the scales.

You meet such interesting people. We hear of a new recruit who has prospective publicity angles, so we rush down to investigate. Learning that he graduated from Harvard or captured an Olympic swimming title, a frenzied call is put in to the Photographic Section and another feather has been added to our hat - although quite unintentionally.

There are three Argentine Air Corps officers attending the Chanute Field Branch of the Air Corps Technical School, Department of Mechanics, who have been enrolled in the Airplane Mechanics course. This looks like good material and, accordingly, one of the enlisted personnel assigned to duty with this Department is sent out to "get the story." He does, but not without difficulties. The Argentinians could speak but little English, and the man covering the story knew less about Spanish! We call the Personnel Officer and he promises to come to our rescue and will locate an interpreter (he hopes!). The first to arrive is most fluent at speaking Polish, which scarcely helps matters at all. Two days later, we do get the interpreter the S-1 promised us, and another story goes to press. So it goes - all in a day's work.

The managing editor of the BOSTON SUNDAY AMERICAN drops us a line. "We would like a story about the ACFS and Chanute Field," he writes, "with a local angle. Also pictures and stories on local boys making good at Chanute Field."

Sounds easy, but wasn't. So we check the files and attempt to locate New England personnel. There

are only about 160 of them! This does not help matters. A week later, the BOSTON SUNDAY AMERICAN has their photos and story, and we are allocated one and one-half pages within the tabloid section. Another achievement is pasted into our "scrap book."

We have a hunch and nothing more. Gather ten or twelve photos, prepare a special article on the School and Expansion of the Field, and send them to a local paper. The managing editor of the EVENING COURIER, Urbana, Ill., is personally contacted and given a sales talk. That Sunday, the COURIER prints a full page of pictures. This happened eight months ago, but is a true incident.

We have an unwritten rule at Chanute Field pertaining to this department, viz: No matter what the circumstances, get a story! This News Letter Correspondent is pleased to report that never has a member of this staff gone out and failed.

It is Tomorrow that provides the fascination for this type of work; tomorrow we shall do things, for we have ideas; tomorrow's mail may possibly bring in a story request from an important newspaper - one never knows.

New ideas are the life-giving blood of any activity. But ideas alone are not enough, it takes initiative - sometimes ingenuity - and, above all, the will to go on even though appearances are indicative that this is one story which will never materialize. Splendid cooperation from all Department heads concerned plays an important role, and without their whole-hearted approval and assistance the task would be much more difficult, if not virtually impossible.

Yes, Public Relations-work is fun - of a sort.

The following commissioned and enlisted personnel are on duty with this activity:

Lieut. Colonel Edward C. Black, Air Corps, Public Relations Officer.

Sergeant Albert J. Sindt, Chief Clerk and special assignment and feature story writer.

Private Duane D. Arnold, Clerk and general writer.

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Wisdom is knowing what to do.  
Skill is knowing how to do it.  
Virtue is doing it well.

When you come to the end of your rope tie a knot in it and hang on.

V-8608, A.C.

## ACTIVITIES AT CAL-AERO ACADEMY

An Army Air Corps display that attracted 30,000 visitors daily from September 13th to 29th and which produced approximately 1,000 postcard requests for information about Flying Cadet enlistment each day, was arranged at the Los Angeles County Fair in Pomona, Calif., by Captain R.L. Scott, Jr., Air Corps, Commanding Officer of the Training Detachment at Cal-Aero Academy's field in nearby Ontario.

The Los Angeles County Fair, considered the largest exhibit of its kind, invited the cooperation of the Air Corps, and an exhibit was arranged by Captain Scott, aided by the Post Commander at March Field, Calif.

Throngs inspected the display from 10:00 a.m. to 10:00 p.m. during the entire sixteen days of the Fair.

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According to a recent announcement, the first group of Flying Cadets to be sent to the new West Coast Air Corps Training Center at Moffett Field for basic stage instruction will be Class 41-B at Cal-Aero Academy's Ontario Field. The class includes approximately 29 student officers who graduated from the U.S. Military Academy, West Point, N.Y., last June.

It was further announced that 41-B graduates at the Glendale and Oxnard Cal-Aero fields will go to Randolph Field, as heretofore.

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With 73 PT-13A and PT-13B airplanes in use, and 71 instructors engaged in giving primary training to approximately 300 Flying Cadets, the three Cal-Aero Academy fields at Glendale, Ontario and Oxnard, Calif., marked a new high in activity during October.

Further expansion loomed almost immediately as an announcement was made that Class 41-D at Cal Aero will number approximately 218 men. The arrival of this class will give Cal-Aero close to 400 Cadets in training in the upper and lower classes.

Forty more potential instructors are undergoing a "refresher" course at the new Cal-Aero Ontario Field.

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### Chanute Field Instrument Flying School (Continued From Page 6)

course one officer was transferred to Scott Field, Ill.

This School is being conducted "in addition to other duties," which are quite numerous in view of the fact that the present expansion is in full swing at Chanute Field.

## 31st BOMB. SQUADRON RECEIVES TROPHY

Brigadier General Walter H. Frank, Commanding the 18th Wing, Hawaiian Department, presented the Bombardiers' Trophy - a unique and attractive plaque - to the 31st Bombardment Squadron, Squadron Commander, officers and enlisted bombardiers, for having the lowest bombing errors in the 5th Bombardment Group of Hickam Field for the month of July. This plaque (or "Goon," as the Squadron has already named it) is the 5th Group Skull and Wings, mounted on a ply board back. The "Goon" is not a permanent trophy, but will be turned over to the squadron having the lowest bombing errors each month. "Its residence at present," says the News Letter Correspondent, "is the Operations Office of the 31st Squadron, and by constant careful training we are trying to keep the "Goon" with us permanently."

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## AIRMEN IN HAWAII INTERCEPT TRANSPORT

Three B-18 planes of the 23rd Bombardment Squadron, Hickam Field, T.H., participated in a 12-ship interception flight to the HUNTER LIGHT. This Army transport was steadily plying its way from San Francisco enroute to Honolulu. The News Letter Correspondent states: "Under the able navigation of 2nd Lieut. Rudy Flack, of Headquarters Squadron, 5th Group, we came upon the transport approximately 350 miles at sea. At intervals of five minutes the other flights began arriving. Soon all were present and, after giving the HUNTER LIGHT a 'buzz' in the true Aloha fashion, we pointed our noses back towards Hickam Field."

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## 2ND BOMBARDMENT GROUP RECEIVES TROPHY

On September 30th, Lieut. Compton returned to Langley Field from Mitchel Field with the "President Vargas Trophy," which was presented to the 2nd Bombardment Group. This Trophy is awarded to the Group or Squadron which each year promotes the most good will in the South American countries. This year, the Trophy was presented to the 2nd Bombardment Group on Brazil Day at the New York World's Fair, the ceremony taking place in the Brazilian Pavilion. Major Harold L. George, Group Commander, received the Trophy from the Assistant Secretary of Commerce in Charge of Aviation, Mr. Robert Hinkley. With Major George were Major Robert B. Williams and Captain Donald R. Lynn.

(Continued on Page 9.)

V-8608, A.C.

## SURPRISE KELLY FIELD GRADUATION

All formality was dispensed with at the graduation of Class 40-F, which took place at Kelly Field, Texas, on Friday, October 4, 1940. The informality was due to the absence of the Commandant of the School, Colonel Hubert R. Harmon, who returned late Friday from the funeral of his brother-in-law, Brigadier General Francis W. Honeycutt, who was killed in an airplane crash.

Major Isaiah Davies, Director of Flying at the Advanced Flying School, was in charge of the graduation ceremonies, and he decided to permit the students themselves to "carry on" in the absence of Colonel Harmon, who was originally scheduled to make the graduation speech. Extemporaneous speeches were made by W.E. Mulvey, Jr., H.W. Terry III, Robert Sewell, Jr., H.M. Harlow, L.F. Mangleburg, D.D. Miller, H.I. Egenes, D.W. Fagen, F.W. Hendrix, N.C. Bonawitz, R.F. Goldsworthy and J.D. White. Cadets J.W. Cullen and B.E. Melloan were kidded by Major Davies about losing their way on recent cross-country flights.

The mass oath of office was administered before the audience by Captain C.A. Clark, Jr., Adjutant of the field.

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## LATIN-AMERICAN GUESTS AT KELLY FIELD

Twenty ranking military officials from nine Latin-American countries witnessed the aerial power of Kelly Field when they were honor guests at a 96-plane aerial review on Sunday morning, October 6, 1940. The visitors were accompanied on their inspection of Kelly Field by Lieut. General H.J. Brees, Commander of the Third Army; Major Generals Walter Krueger, Commander of the Second Division; J.L. Collins, Assistant Division Commander; Brigadier General Millard F. Harmon, Commander of the Gulf Coast Air Corps Training Center, and aides to these general officers.

The national anthems of Colombia and Costa Rica were played by the band during the inspection. The national anthems of each of the nine countries will be played at some time during the visit at Kelly Field.

The foreign army officers were guests at luncheon at the Kelly Field Officers' Club of about one hundred officers of Kelly Field following the review and inspection.

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A hero is no braver than an ordinary man - but he is brave five minutes longer.

- Emerson.

## DEDICATION OF THE WASHINGTON AIRPORT

Airplanes from all parts of the eastern coast of the United States arrived at Langley Field, Va., on Sunday, Sept. 15th, in order to be flown during the dedication of the new Washington Airport. The planes were so numerous that it was necessary to park them three deep along the whole length of the warm-up ramp from one end of the field to the other. On September 17th, the visiting Army airmen departed for their home stations, the dedication of the airport having been postponed due to the death of Speaker Bankhead of the House of Representatives.

Once again, the airplanes arrived for the dedication of the Washington Airport on Wednesday, September 25th. On the previous day, a "dry run" was made, in which all B-17 and B-18 type planes from the 2nd Bombardment Group (Heavy), Langley Field, Va., participated. The review, as scheduled for September 25th, was not flown, due to the weather, a line squall hitting the field at about 2:30 in the afternoon and reaching a peak of 65 miles per hour.

The review was finally flown on Saturday, September 28th. The planes which had assembled at Langley Field took off at 12:25 to reassemble near the new Gravelly Point Airport at which the President of the United States laid the corner stone of the Administration Building.

Says the Langley Field Correspondent: "Yours truly was not in the formation, but listened in over the radio, the program being carried over WJSV. One thing happened that pleased me very much - the Washington and New York teams were playing baseball in Griffith Stadium when the planes were droning overhead. The game was completely stopped to watch the greatest armada of fighting aircraft (to quote the announcer) that he had ever seen. A big tribute was paid to our B-17B Flying Fortresses as all the ships criss-crossed each other at different altitudes and literally covered the sky above the new airport with over 500 planes from the Army, Navy and Marine Corps. The greatest tribute of all came when the Commander-in-Chief said over the radio to the men in the air - 'Well done.'"

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## Trophy to 2nd Bomb. Group (From Page 8.)

It was a gala and colorful affair, both in the afternoon when the Trophy was presented and that night, when a reception was given in honor of the event by Commissioner General and Mrs. Armando Vidal.

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## PANAMA CANAL ZONE AIRMEN FLY TO NEIGHBORING COUNTRIES.

Regular scheduled flights around the Caribbean Sea and into South America are being made from Albrook and France Fields in the Panama Canal Zone. On September 9th, four B-18 planes took off for training flights. Two planes, with Major Sweeley as flight commander, Lieut. J.D. Whitt as deputy flight commander and Lieuts. Ford, Peffer, Good and Wallace as celestial navigators, took off from France Field for Caripeta, Venezuela, their first stop, and then to Puerto Rico and Cuba. Both airplanes returned to France Field on September 14th. Because of unfavorable weather conditions, the return flight was delayed one day. The entire trip was very successful as well as interesting to all the flight personnel. Two other planes, also of the 3rd Bombardment Squadron, left for Lima, Peru. The first stop was made in Quito, Ecuador, and the following day the journey was resumed to Talara, Peru, where fuel was taken aboard. The last leg of the trip to Lima was then negotiated. The flight remained in Lima from September 10th to 12th, and then took off for the return trip to the Canal Zone. Arriving in Talara on the afternoon of September 13th, the flight personnel remained overnight at the International Petroleum Company's guest house. All of the people in Talara were very kind and hospitable to the Army airmen, who would have enjoyed staying in Talara for several days.

Shortly after leaving Talara, it was found necessary to fly for several hours over a solid overcast. Within about two and one-half hours of Albrook Field, a severe storm was encountered. Unable to go above the storm, the planes descended to 300 feet above the water, but it was found that the rain and clouds were too heavy for safe flying in the two large planes with the load carried. Lieut. Brugge, the flight commander, turned the flight back toward Buenaventura, Colombia, and then continued on to Cali in the same country.

After battling the storm for about an hour, Cali looked like a Utopia. This storm had been gathering in the mountains for about five days and finally moved out to sea directly in the path of the returning flight.

The flight personnel remained in Colombia until September 15th before the weather cleared sufficiently to permit them to return to Panama.

Two Peruvian officers, Captains Garcia and Blume, who returned with the flight, will remain in the Canal Zone for about a month and then return to Lima, where

their squadrons are stationed. Commissioned and enlisted personnel comprising the crew were, in addition to Lieut. Brugge, Lieuts. Greer, deputy flight commander; Beere, Kaiher, Pirruccello and LaBarbera, navigators; Sergeants Flintosh, Wiles, Lydic and Corporal Moroz. Captains Conner, Quartermaster Corps, and Gibson, Medical Corps, were also passengers on the trip. All are looking forward to a return trip to Lima and other South American countries.

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## REDESIGNATION OF 15TH AIR BASE SQUADRON

Base Headquarters and 15th Air Base Squadron (Double), Albrook Field, Panama Canal Zone, was recently redesignated the 15th Air Base Group (Reinforced). As now constituted, it comprises the Headquarters and Headquarters Squadron, 1st Materiel Squadron, 2nd Materiel Squadron, and Base Squadron. Major Charles McK. Robinson is Group Commander.

The 15th Air Base Squadron was originally constituted as the 80th Service Squadron on March 3, 1918, at the Aviation Camp at Waco, Texas. On October 15, 1932, the Squadron, which consisted of 3 officers and 140 enlisted men, embarked on the U.S. Army Transport GRANT for Albrook Field, arriving at that station on October 24th.

On September 1, 1937, the 80th Service Squadron was redesignated as the 15th Air Base Squadron. As such it has functioned until the recent redesignation. At the time of the current reorganization the strength of the Squadron had grown from 140 to 768 enlisted men.

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## SURVEY OF AIRDROMES IN THE EAST

Major Westside T. Larson, Assistant G-3 of the GHQ Air Force, and 2nd Lieut. Glenn C. Nye, of the 49th Bombardment Squadron, Langley Field, Va., were very busy for the past two months conducting a survey of airdromes and similar facilities in the eastern section of the United States. These officers, utilizing a B-18A plane of the Headquarters and Headquarters Squadron, departed on this mission on July 25, 1940, and returned to Langley Field only on such occasions as it became necessary to perform maintenance work on the plane. Accompanying the two officers were Technical Sergeant Marvin E. Cook and Pvt. 1st Class Dale E. Sauers, Engineer and Radio Operator, respectively.

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Nothing that can happen to you is quite as bad as you think it is.

## AIR CORPS OFFICERS SENT TO LONDON, ENG.

The Hon. Henry L. Stimson, Secretary of War, announced under date of October 10th, that three American Army officers have been sent to England, where they will remain for several weeks as military observers. They are:

Major General B.K. Yount, Assistant Chief, the Army Air Corps, whose station is Washington, D.C.

Major General James E. Chaney, Air Defense Command, with headquarters at Mitchel Field, Long Island, N.Y.

Captain Gordon P. Saville, Air Defense Command, Mitchel Field, L.I., New York.

General Chaney was an Air Corps officer until promoted to a Brigadier General of the line.

This group will study technical matters relating to operations, materiel and personnel in connection with the air defense of England. They left recently by Clipper plane to Lisbon, Portugal, and from there will proceed by plane to London.

Brigadier General George V. Strong, Chief of the War Plans Division of the War Department General Staff, and Major General Delos C. Emmons, Commanding General of the GHQ Air Force, returned on September 20th after several weeks' duty as military observers in London.

The Air Defense Command which General Chaney commands is an experimental organization to provide experience and the basis for future developments in defense against air attacks. It includes the coordinated control of anti-aircraft units, pursuit planes, and aircraft warning service of signal communications, all elements for the protection of an area against hostile air attacks. General Chaney was selected to organize this command and on January 1, 1940, was promoted to Brigadier General. He is a graduate of the Army War College, a former member of the War Department General Staff, and was the senior staff officer to accompany the Army's Chief of Staff, General George C. Marshall, on his good will mission to Brazil in May and June, 1939.

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## NEW AIR UNIT FOR PUERTO RICO

The War Department announced under date of October 8, 1940, that Headquarters and Headquarters Squadron, 13th Composite Wing, together with the 25th Bombardment Group, will embark for Puerto Rico on the Army Transport scheduled to sail from Fort Monroe, Va., on or about October 25th. Movement from its present station at Langley

Field, Va., to Fort Monroe will be made by motor transportation and by marching.

Headquarters and Headquarters Squadron, 13th Composite Wing, will be activated with an initial enlisted strength of 158 men, to be provided from the 25th Bombardment Group (Heavy) now at Langley Field.

A Headquarters and Headquarters Squadron is the smallest administrative unit in the Air Corps, with functions similar to those of Headquarters and Headquarters Companies, Batteries, or Troops in other arms and services of the Army. A Composite Wing is an Air Corps organization composed of two or more classes of aviation units, such as Bombardment Groups and Pursuit Groups.

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## TRANSFER OF AIR CORPS OBSERVATION UNITS

Under date of October 9, 1940, the War Department announced the following transfers and assignment of Air Corps Observation squadrons:

1st Observation Squadron (less one flight) at Fort Riley, Kansas, with a strength of 33 officers and 238 enlisted men will be attached to the 2nd Cavalry Division and remain at Fort Riley.

Eight officers and 40 enlisted men of the 15th Observation Squadron will be transferred from Scott Field, Ill., to Fort Knox, Ky., for assignment to Flight C, 12th Observation Squadron, which is to be transferred without personnel or equipment from Fort Sill, Okla., to Fort Knox, Ky.

The 15th Observation Squadron (less personnel transferred to Fort Knox, Ky.) will be transferred from Scott Field, Ill., to Post Field, Fort Sill, Okla., and attached to the Field Artillery School.

The personnel and equipment of Flight C, 12th Observation Squadron, now at Fort Sill, will be assigned to the 15th Observation Squadron upon its arrival at Post Field, Fort Sill, Okla.

The 97th Observation Squadron is to be transferred from Mitchel Field, N.Y., to Lawson Field, Fort Benning, Ga., on or about November 15, 1940. This Squadron, less one flight, is assigned to the IV Corps; one flight is attached to the Infantry School.

The 16th Observation Squadron (less Flight B) is being transferred from Pope Field, Fort Bragg, N.C., to Lawson Field, Fort Benning, Ga., at once, and attached to the 2nd Armored Division. Flight B, 16th Observation Squadron, will be attached to the 2nd Armored Division upon the arrival of the 97th Observation Squadron at Lawson Field, Fort Benning, Ga.

The 22nd Observation Squadron at

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Brooks Field, Texas, will be assigned to the VIII Corps; the 82nd Observation Squadron at Hamilton Field, Calif., to the III Corps, and the 91st Observation Squadron at McChord Field, Washington, to the IX Corps at times to be announced later. Each of these squadrons has an authorized strength of 31 officers and 146 enlisted men.

The 17th Bombardment Wing headquarters is being constituted and will be activated at Barksdale Field, La., with the training cadres being drawn from personnel of the 2nd Bombardment Group (Light) at that field.

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#### CONTRACT AWARDS FOR AIRPLANE ENGINES

The War Department announced under date of October 11th that contracts totalling \$81,569,140.61 for airplane engines have been cleared by the National Defense Advisory Commission and awarded to the Wright Aeronautical Corporation, Paterson, N.J.

Part of this order is allocated to the Navy, under the policy announced by the War Department on August 30, 1940, whereby the Army will deal exclusively with the Wright Aeronautical Corporation for Wright engines for the combined Army and Navy requirements.

Such engines as will go to the Navy will be paid for by transfer of Navy funds to the Army.

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#### NEW AIR CORPS STATION AT FT. WAYNE, IND.

The War Department announced under date of October 12, 1940, that Fort Wayne, Ind., has been selected as a site for the location of a new Air Corps station.

It is planned that when facilities become available the 31st Pursuit Group (Interceptor) and the 46th Air Base Group, with a total approximate strength of 140 officers and 1,200 enlisted men, will be formed at this new station.

Service elements will consist of approximately 35 officers and 500 enlisted men.

Details concerning the construction program, which is estimated to approximate \$1,000,000, will be announced later.

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The Air Corps' lone XB-15 Bombardment plane, which for some time past had been assigned to the 41st Reconnaissance Squadron, commanded by Major C.V. Haynes, was transferred on October 1st to Wright Field, Ohio, where crews are to be trained for bigger and bigger Bombers.

#### LATIN-AMERICAN OFFICERS VISIT LANGLEY

Langley Field, Va., was host on October 2nd to twenty high ranking officers from nine of our neighboring Latin American Republics. Arriving in a flagship chartered by the Army from American Airlines for the purpose of ferrying this personnel over the United States, a battery of two cannons roared out a 17-gun salute as a tribute to the generals who were among the arrivals.

The South and Central American dignitaries were greeted by Major General Delos C. Emmons, Commanding General of the GHQ Air Force, who recently returned from England where he had been sent for an extended study of air combat tactics in the present conflict in Europe. Also present were Major General Frederick H. Smith, Coast Artillery Corps, Commanding General of Fort Monroe, Va.; Brigadier General Arnold N. Kroegstad, Commander of the Second Wing; Colonel Jacob W.S. Wuest, Commanding Officer of Langley Field, and many other staff officers of the U.S. Army.

Well over a hundred Bombardment, Pursuit and Observation planes were lined up for the inspection of the visiting dignitaries. They witnessed an aerial review, but a bombing and gunnery demonstration that had been well planned was cancelled due to their late arrival and because of extremely low ceilings. They did enjoy the inspection of each type of tactical airplane on the field, not to mention the hangar visit, the Link Trainer, etc.

The Latin-American officers were guests at the Langley Field Officers' Club for lunch, they being paired off with U.S. Army officers. Later the visitors left for Fort Monroe by automobile, and they inspected anti-aircraft and Coast Artillery defenses at that post. After spending the night at Fort Monroe, they returned to Langley Field the next morning, and at 8:30 a.m. they departed for Fort Benning, Ga., to inspect the Infantry School.

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An increment of 213 enlisted men departed on October 2, 1940, by rail, for Orlando, Florida, for assignment to the 25th Air Base Group and 23rd Composite Group. These troops have been in training at Maxwell Field for over a month. They will fill vacancies in the units at Orlando which, it will be recalled, departed from Maxwell Field for the new station in Florida on September 1st.

The Orlando garrison is commanded by Lieut. Colonel Thomas S. Voss, Air Corps, formerly Executive Officer at Maxwell Field.

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## ACTIVITIES AT SOUTHEAST TRAINING CENTER

The training program of the first class of Flying Cadets at the Southeast Air Corps Training Center, Maxwell Field, Ala., is proceeding according to plan. This class, numbering 120 Cadets, started training in September. Arrangements are being completed for the reception of the second class, expected to number about 200 students, on October 15th.

The 90th and 92nd School Squadrons were activated on September 1, 1940, at the Specialized Flying School now under construction at Selma, Ala., about 40 miles west of Montgomery, Ala. It is understood that building activities will be completed there about February 1, 1941. The school at Selma will be utilized for the instruction of Pursuit pilots. It is under the command of Colonel Vincent B. Dixon.

To insure that the airplane mechanics of the 90th and 92nd Squadrons are conversant with the maintenance of Pursuit airplanes, 40 men of these units, stationed temporarily at Maxwell Field, were placed on detached service at Barksdale Field, Shreveport, La., for a five months' course of training in the maintenance of Pursuit aircraft. Incidentally, Barksdale Field is a component of the Southeast Air Corps Training Center. It is understood that a 12 weeks' course of instruction for navigators is shortly to be started there.

All elements of the Basic Flying School at the Municipal Airport at Montgomery, Ala., have been transferred to that airport with the exception of the 86th School Squadron, which has been placed on detached service at Maxwell Field pending the completion of flight training of Class 41-A about November 10th. Other elements of the Basic Flying School, which is commanded by Lieut. Colonel Aubrey Hornsby, are the 66th Air Base Group, 84th and 85th School Squadrons, and a Medical detachment.

Col. Hornsby's staff consists of Majors Donald D. Fitzgerald, Executive Officer; Leonard H. Rodieck, Director of Training; Captains Robert E. L. Choate, Operations Officer; Louis W. Schneider (Medical Corps), Surgeon; Joel E. Mallory, Director of Ground School Training; Casper P. West, Director of Flying Training; George W. Schlatter, Stage Commanding Officer; 1st Lieuts. Hilbert F. Muentzer, Adjutant; Frank P. Smith, Engineering Officer; 2nd Lieuts. Donald M. Wright, Secretary, and James R. Luper, Commanding Officer of Flying

Cadets. Officers of other branches of the service on duty on Col. Hornsby's staff are Captains Moses D. Johnson, F.A., Acting Quartermaster; Konnemus M. Soukaras, S.C., Signal Officer; 1st Lieuts. William J. White and Ewell Flauche, Infantry, Post Exchange Officer and Provost Marshal, respectively.

Captain James A. Ellison commands the 66th Air Base Group; 2nd Lieuts. Ray E. Soper, the 84th School Squadron; Wm. L. Hayes, the 85th School Squadron, and 1st Lieut. Richard H. Wise, the 86th School Squadron.

In addition, there are 60 officers (40 of whom arrived on October 5th from Randolph Field) assigned to Basic School organizations in varied training and squadron capacities.

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## THE WEST COAST TRAINING CENTER

The roar of training planes, scheduled to start on October 19th, will sound the keynote of the new National Defense program as the Army starts the teaching of its future pilots on the Pacific Coast.

Supplementing the famed Randolph Field, the "West Point of the Air," Moffett Field, as the Pacific Coast Training Center, and Maxwell Field, Ala., as the Southeast Air Corps Training Center, will be converted in October from regular Air Corps bases to their new status as training schools. Previously, all Air Corps pilots were trained at Randolph and Kelly Fields, whereas now western men may take their primary training at one of the several civilian schools on the Coast and then go to Moffett Field and to Stockton, Calif., for their advanced training.

Moffett Field, formerly one of the GHQ Air Force units, is now under the direct control of the Chief of the Air Corps. From this base, all of the training activities on the Pacific Coast will be controlled, including both the civilian schools and the advanced base at Stockton.

In charge of the West Coast Air Corps Training Center is Brigadier General Henry W. Harms, recently promoted from the rank of Colonel. An experienced officer in the training of Cadets, General Harms was formerly Commandant of the flying school at Randolph Field and commanding officer of that post.

He will have the supervision of the civilian schools, with Army officers to supervise the training, also the supervision of the work at Moffett Field and the advanced classes at the Stockton field.

Assisting General Harms will be Major Leland R. Hewitt, his Executive Officer,

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who was formerly Director of Flying at Randolph Field, and Major David M. Schlatter, Director of Training for the Cadets. The latter was formerly a member of the training staff at the Advanced Flying School at Kelly Field. These officers will be in charge of the entire West Coast training program, with Moffett Field serving as the headquarters for the entire set-up.

Colonel Edwin B. Lyon, another former Randolph Field officer, is the Commanding Officer of Moffett Field. He is assisted by Lieut. Colonel George L. Usher. Director of Training for this base will be Captain T. J. Meyer, who will be filling a position similar to the one he held at Randolph Field for eight years. Ground training will be under Captain Gerald Hoyle, who will direct the Cadets' studies in the class rooms. Captains Lambert S. Callaway and Thomas J. DuBose will have command of the two stages or divisions of Cadets at Moffett Field. All three of these officers were formerly assigned to the Texas school.

Thus, through this organization, the Army will have a continuous check on the performance of a Cadet, from the time he is accepted for training, through the civilian primary school, the basic stages and the advanced training.

The conversion of Moffett Field into a training Center is one of the most important events in the history of the field. Originally a Navy base, it was taken over by the Army, and since then has never stopped growing. Recently the 20th and the 35th Pursuit Groups and the 82nd Observation Squadron were transferred from this field to Hamilton Field, Calif., to make room for the training program.

As a part of the intricate process of converting Moffett Field into the new West Coast Air Corps Training Center for Flying Cadets, approximately 75 officers were transferred to this field during the past few weeks. Although complete lists are not yet available, because some of the new officers have not been assigned to their squadrons or to their specific duties on the field, most of them, who are commissioned in the Air Corps or the Air Reserve, have taken over their new jobs. Officers of other branches of the service are also represented among the new arrivals, such as the Infantry, Field Artillery, Coast Artillery, Corps of Engineers, Quartermaster Corps and Medical Corps. Some of these officers will be in charge of classroom work for the Cadets, while others will have supervision over the drilling.

The list of new arrivals includes five Majors: Kenneth C. McGregor, Commanding Officer, 9th Air Base Group (Special); Leland R. Hewitt, Executive Officer, West Coast Air Corps Training Center; David M. Schlatter, Director of Training for Cadets; Herbert S. Jordan, Finance Department, and Martinus Sten- seth, unassigned.

Eleven Captains are also included in the list, some of whom having just been promoted. They are James W. Brown, Jr., T. J. Meyer, Lambert S. Callaway, Sam W. Cheyney, Thomas H. DuBose, Gerald Hoyle, Joseph G. Russell, Lawrence O. Brown, and Tom J. Cunningham, all from Randolph Field, and Harvey P. Huglin, from Kelly Field. Captain Linn S. Chaplain, Infantry Reserve, was also assigned to this Training Center.

Air Corps First Lieutenants assigned to Moffett Field include William O. Moore, Ashley B. Packard, George A. Bosch, Donald W. Saunders, Walter J. Alsop, Donald W. Eisenhart, Hugh A. Griffith, Jr., John C. Habecker, Perry W. Hoisington, Carl W. Hollstein, George Y. Jumper, Oliver B. Taylor, Robert M. Wray, George W. R. Zethren, Howard W. Gray and Donald E. Meade. Lieut. Saunders comes from Kelly Field, and the remainder from Randolph Field.

Reserve First Lieutenants are: Walter D. Olsen, Air Corps; George L. Boyer, Field Artillery; Ancil T. Johnson, Raymond J. Morse, James W. Leek, Robert R. Renfro, Arthur M. Clark, John F. Dougherty, Elbert E. Inman, Alpha K. McCartney and John K. Waggoner, Infantry.

Reserve Second Lieutenants are: Roland C. Ehret, Wesley H. Vernon, Robert W. Beard, Charles E. Miller, Air Corps; Sidney S. Donaldson, Paul F. Kirkpatrick, Carl B. Nabb, Robert W. Isaacson, Edwin C. Larson, William M. Moulton and Elbert E. Wilson, Infantry; James R. Dawson, Donald W. Painter and James T. Land, Coast Artillery; Frank Winkler and Richard L. Temple, Quartermaster Corps; Spencer E. Sands, Corps of Engineers; Air Corps, Regular Army, William E. Eider.

Warrant Officer Axel Bishop was also assigned to Moffett Field, but has not been assigned to duty as yet.

Since Maxwell Field, Ala., was converted into the Southeast Air Corps Training Center, it has been called just about everything but that. However, a new low was recorded recently when the home town newspaper of Private George Rodibaugh was addressed to him at the Southeastern Trailer Camp, Maxwell Field.

## COLONEL WEIR ASSUMES COMMAND OF MARCH FIELD.

With the departure of Brigadier General Rush B. Lincoln, former March Field Commander, from the Pacific Coast air base to Chanute Field, Ill., Colonel Benjamin G. Weir, formerly Executive Officer to General Lincoln, assumed the command of the post on October 9th. Colonel Weir came to March Field in December, 1938, and was assigned to the Headquarters, 1st Wing, GHQ Air Force. In March, 1939, he was transferred to the Air Base Headquarters as Executive Officer, and he has served in this capacity until his appointment as post commander. General Lincoln will take command of the Air Corps Technical School, with headquarters at Chanute Field.

A graduate of the United States Military Academy in 1914, Colonel Weir attended the Industrial War College, the Air Corps Tactical School and the Command and General Staff School during his army career. In addition to service at numerous stations in the United States, Colonel Weir also saw service in the Panama Canal Zone and in the Philippine Islands.

March Field, Colonel Weir's command, is the home of several thousand pilot-officers, non-flying officers, soldier-technicians, specialists and mechanics. The largest flying field on the Pacific Coast and the home of the largest air armada west of the Mississippi River, it is an important cog in the National Defense machinery.

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## ALABAMA GOVERNOR PERFORMS GRACIOUS CEREMONY.

Brigadier General Walter R. Weaver, commanding the Southeast Air Corps Training Center, Maxwell Field, Ala., was formally honored on October 4th, when Governor Frank M. Dixon, of Alabama, paid him a surprise visit which was promptly converted into a gracious promotion ceremony.

The Governor, who was accompanied by Adjutant General Ben M. Smith, Alabama National Guard, congratulated General Weaver on his advancement and, after 1st Lieut. John P. McConnell, Adjutant of the Training Center, had administered the oath of office, pinned the silver star on General Weaver's shoulders.

Lieut. McConnell, who had just been promoted to Captain, was then sworn in by Captain Mills S. Savage, Maxwell Field Adjutant, following which Governor Dixon affixed his skipper's bars.

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## TRAINING AT KELLY AHEAD OF SCHEDULE

Things have been moving fast, and the air is charged with activity around II Section at the Advanced Flying School, Kelly Field, Texas. Departures and arrivals are taking place so rapidly that it is virtually impossible to keep up with them. A familiar remark around the office these days would run something like this: "Ned, will you help me with my six-ship formation like you did yesterday? -- Ned! -- Ned! -- Where's Ned?"

Clerk: "Oh, sir; he's just transferred to Lowry Field....but here are five new instructors who will help you."

Those who can remember the old easy-going Observation Section would whistle to see forty men in their instructor's office and ninety-four out in the cadet half of the lean-to.

The exceptionally good weather of the last few weeks, plus a carefully designed schedule which all but refuels the ships in mid-air, has enabled this class to get two weeks ahead of its present schedule, despite the fact that that schedule has been shortened to ten weeks. There hasn't been a day on which the weather was unfit for flying. The students now fly AT-6's, BC-1's, BT-13's, and even a few BT-9's (a present from Randolph Field). Restricting most of the take-off of Sections I and II to the runway brought lawnmowers onto the east half of Kelly Field for the first time in many classes.

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## LATIN-AMERICAN MILITARY CHIEFS VISIT "WEST POINT OF THE AIR."

Twenty high-ranking army officers, representing nine Latin-American nations, were the honor guests at Randolph Field on a three-day inspection tour of Army establishments in the San Antonio area, October 5th to 8th.

Headed by Generals Felipe Rivera, of Bolivia, and Luis M. Castaneda, of Colombia, the visitors inspected the "West Point of the Air," Duncan Field, Kelly Field, and the much vaunted motorized Second Division at Fort Sam Houston, Texas.

Highlight of their visit to Randolph Field was the review and parade, staged by the Flying Cadet Battalion, more than 500 strong. On display for the visitors were 242 Basic Training planes.

The party, traveling in an American Airlines plane chartered by the War Department, were amazed at the precision displayed by the Flying Cadet Battalion when informed that half of the future pilots had been in uniform for less

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five weeks.

A reward for the excellent demonstration came in the form of a remission of all punishment tours then outstanding against negligent Cadets - this at the request of General Castaneda.

Other members of the Latin-American party included: Generals Rodolfo A. Mendoza, Guatemala; Leonidas Pineda, Honduras; Calixto Carias, Honduras; Marcelino Bergalli, Uruguay; Colonels Manual Rodriguez Torra, Costa Rica; Guillermo Guardia Mora, Costa Rica; Felipe de la Barra, Jose M. Tamayo, Peru; Lieut. Colonels Victor Acosta, Bolivia; Ernesto Buenaventura, German Ocampo, Colombia; Antonio Leyba Pou, Dominican Republic; Enrique Peralta, Guatemala; Rogelio Fabrega, Panama; Oscar D. Gestido, Uruguay; Majors Hernando Mora, Colombia; Frank Felix Miranda, Dominican Republic; and Captain German Lemm, Panama.

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#### CHANGES IN DUTY ASSIGNMENTS OF GENERAL OFFICERS OF THE AIR CORPS.

Air Corps General Officers, who were recently promoted to the rank of Major General and those who were promoted to Brigadier General from the rank of Colonel, were, in accordance with War Department Special Orders recently issued, assigned to stations and duties as follows:

Major General Jacob E. Fickel, whose appointment as Assistant to the Chief of the Air Corps was terminated by the appointment of his successor, was relieved from further assignment and duty in the Office of the Chief of the Air Corps, Washington, D.C., and assigned to station at Riverside, Calif.

Brigadier General Jacob H. Rudolph was relieved from assignment and duty as Assistant Commandant, Air Corps Technical School, Lowry Field, Denver, Colo., and assigned to the Hawaiian Department for duty with the Air Corps.

Major General Barton K. Yount, whose appointment as Assistant to the Chief of the Air Corps was terminated by the appointment of his successor, was relieved from further assignment and duty in the Office of the Chief of the Air Corps, Washington, D.C., and assigned to duty with the Air Corps in the Panama Canal Department.

Brigadier General Walter H. Frank, is assigned to station at New Orleans, La., effective upon completion of his present tour of duty in the Hawaiian Department.

Major General Frederick L. Martin was relieved from assignment with the 3rd Wing, HQ Air Force, Barksdale Field, La., and assigned to duty in the

Hawaiian Department.

Brigadier General Douglas B. Netherwood was relieved as Commanding Officer of Mitchel Field, N.Y., and assigned to duty in the Panama Canal Department.

Brigadier General Herbert A. Dargus, Assistant to the Chief of the Air Corps, was relieved from command of the 19th Wing, Albrook Field, Panama Canal Zone, and assigned to duty in the Office of the Chief of the Air Corps.

Brigadier General Davenport Johnson, Assistant to the Chief of the Air Corps, was relieved from duty as Assistant Commandant of the Air Corps Technical Schools, Chanute Field, Ill., and assigned to duty in the Office of the Chief of the Air Corps, Washington, D.C.

Brigadier General Gerald C. Brant was relieved from duty as Commandant of the Air Corps Technical Schools, Chanute Field, Ill., and assigned to command the Gulf Coast Air Corps Training Center, Randolph Field, Texas.

Brigadier General Rush B. Lincoln was relieved from duty as Commanding Officer of March Field, Calif., and assigned to duty as Commandant of the Air Corps Technical Schools, Chanute Field, Ill.

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#### PERSONNEL NOTES

Major Arthur E. Easterbrook, U.S. Army Retired, whose last active duty assignment was in the Office of the Chief of the Air Corps, Washington, D.C., was assigned to active duty at the West Coast Air Corps Training Center at Moffett Field, Calif.

Lieut. Colonel David A. Myers, U.S. Army, Retired, who for several years was on duty as Chief of the Medical Division, Office of the Chief of the Air Corps, and who is well known for the research and experimental work he performed in connection with "blind flying" in cooperation with Colonel William C. Ocker, Air Corps, was recalled to active duty and assigned to Headquarters, 9th Corps Area, Presidio of San Francisco, Calif.

Major John A. Macready, Air Reserve, who, it will be recalled, performed a number of noteworthy altitude and duration flights in the early days of the Air Corps, also then first non-stop flight across the American continent with Major Oakley G. Kelly (then a first lieutenant), has been assigned to active duty with the West Coast Air Corps Training Center at Moffett Field, Calif. Major Macready resides at Usona, Calif. He resigned from the Army in April, 1926.

ROSTER OF GRADUATES OF CLASS 40-F

The following-named Flying Cadets graduated from the Air Corps Advanced Flying School, Kelly Field, Texas, on October 4, 1940:

Berney, Oscar Robert, Jr.	Birmingham, Ala.	Thompson, Wm. Howard	Heltonville, Ind.
Thompson, Henry Ellison	Tuskegee, Ala.	Marshall, Thomas Oliver	Calver, Ind.
Gartin, Herbert	Bisbee, Ariz.	Shank, Robert Bruce	Indianapolis, Ind.
Sawyer, Charles Willard	Tucson, Ariz.	Skinner, Oramel Horace, Jr.	Indianapolis, Ind.
Gray, Guy Bryce	DeQueen, Ark.	Taylor, William Banks	Indianapolis, Ind.
Turner, Doyns Lymell	Dover, Ark.	Pfingst, Wm. Kingsley	Syracuse, Ind.
Bishop, Edwin Junior	Lowell, Ark.	Miller, Marion A.	Ames, Iowa
Johnson, Joseph Paul	Malvern, Ark.	Polking, Warren A.	Breda, Iowa
Shipley, George W.	Berkeley, Calif.	Rosenthal, Herbert	Council Bluffs, Iowa
Hubler, George Ollie	Glendale, Calif.	Teala, William Milewan	Iowa City, Iowa
Schaefer, Albert G., Jr.	Hollywood, Calif.	Baumgardner, Bruce K.	Le Grand, Iowa
Bray, Jack William	La Mesa, Calif.	Reed, William Norman	Marion, Iowa
Allen, Charles Gilpin	Los Angeles, Calif.	Egenes, Hubert Iver	Story City, Iowa
Harmon, William Monroe	Los Angeles, Calif.	Harrington, John Clayton	Cambridge, Kans.
Kellar, Douglas Henry	Los Angeles, Calif.	Christy, John York	Manhattan, Kans.
Sturgeon, Marvin Gent	Los Angeles, Calif.	Jones, Dale C.	Simpson, Kans.
Graham, Owen Russell	Redding, Calif.	Nash, Clifford	Wellington, Kans.
Michel, Henry H.	Riverside, Calif.	Swann, Chesley I., Jr.	Anchorage, Ky.
Miller, Ralph Valentine	Roseville, Calif.	Melloan, Barry E.	Louisville, Ky.
Robertson, Vernon Gwen	San Diego, Calif.	Eberenz, Richard Joseph	Louisville, Ky.
Lassberg, Alexander A.	San Diego, Calif.	Norris, Othniel	Owensboro, Ky.
White, Joseph Dent	San Francisco, Calif.	McKoy, Edwin A.	New Orleans, La.
Steaks, Kenneth Slusser	Wilmer, Calif.	Kelley, Edward Francis, III	Banger, Me.
Curtis, Gilbert Lewis	Windsor, Calif.	Mulvey, Wm. Edward, Jr.	Worcester, Mass.
Cullen, James Weir	Bridgeport, Conn.	Kinsey, John Elmer	Grand Rapids, Mich.
Buffum, John Harold, Jr.	Hartford, Conn.	Laubscher, Jack Leon	Grand Rapids, Mich.
Dillon, James Ernest	Wallingford, Conn.	Gibb, James Adam, Jr.	Lansing, Mich.
Terry, Henry Warren, III	Denver, Colo.	Meahan, James J., Jr.	Grosse Pointe Farms, Mich.
Muckley, Dwight S., Jr.	Fort Collins, Colo.	Cooney, John Clark	Roseville, Mich.
Resener, Maurice	Pueblo, Colo.	Krial, Erwin Roy	St. Joseph, Mich.
O'Donnell, Daniel F.	Wiggins, Colo.	Sheelar, Clare John	Breckenridge, Minn.
Welch, George Schwartz	Wilmington, Del.	Cooley, Robert Lewis	Minneapolis, Minn.
McDaniell, Samuel R., Jr.	Wilmington, Del.	Norren, Robert A.	Minneapolis, Minn.
Wormwood, Frank F., Jr.	Gainesville, Fla.	Jackson, Clarence John	St. Paul, Minn.
Asbury, Robert Bruce	Key West, Fla.	Nygren, Gordon Eric	St. Paul, Minn.
Eltón, Albert Max	Atlanta, Ga.	Oliver, Stuart K.	St. Paul, Minn.
Weibel, John George	Atlanta, Ga.	Schumacher, Roman T., Jr.	Shakopee, Minn.
Mangleburg, Lucy F.	Athens, Ga.	Lowenberg, Robert Benj.	South St. Paul, Minn.
Hardy, Charles Pickett	Augusta, Ga.	Foley, Robert Langdon	Wabasha, Minn.
Anderson, James Allen	Dahlonega, Ga.	Burns, Eliam Baxter, Jr.	Hamilton, Miss.
Spivey, Alver Kenneth	Rome, Ga.	Willeford, Edward Owen	Hardin, Mo.
Spence, Paul Edward	Boise, Idaho	Henry, Fred G.	Monett, Mo.
Osgood, John C., Jr.	Hansen, Idaho	Bollwerk, Valentine Wm.	St. Louis, Mo.
Jerome, Forrest Lenox, Jr.	Anaconda, Ill.	Schubert, Leland Christian	St. Louis, Mo.
Beckett, Thomas Pope	Blue Mound, Ill.	Blackstone, Hollis Monroe	Absarokee, Mont.
Probst, Albert E., Jr.	Belleville, Ill.	Railing, Wm. MacLay	Bozeman, Mont.
Ambrose, Elmer Ellsworth	Chicago, Ill.	Irvine, Chauncey S.	Bozeman, Mont.
Crowell, George Todd	Chicago, Ill.	Bonowitz, Nerval C.	Missoula, Mont.
Engleman, Frederick Charles	Chicago, Ill.	Cowger, George Telfred	Craig, Neb.
Erb, Gilbert E.	Chicago, Ill.	Johnson, Donald W.	Dunning, Neb.
Hernlund, Richard Thomas	Chicago, Ill.	Voigt, Robert W.	Lincoln, Neb.
Root, Robert Carlile	Chicago, Ill.	Lower, Raymond Arthur	Omaha, Neb.
Sheehan, Larry Joseph	Chicago, Ill.	Marrs, Roy Merton	Omaha, Neb.
Soukup, Raynold A.	Chicago, Ill.	Herrmann, William Adam	Oscola, Neb.
Woods, Edwin A.	Chicago, Ill.	Tetiva, Ervin J.	South Omaha, Neb.
Teborek, Raymond George	Chicago, Ill.	Beezley, Wilbur Barrett	Syracuse, Neb.
Marvel, George B.	Chicago, Ill.	Freeman, Garnett Lavinus	Fallon, Nev.
Weldon, William James	Chicago, Ill.	Gallagher, John V.	Bayonne, N.J.
Porter, Russel Arthur	Chicago, Ill.	Dwyer, Albeus W.	Bloomfield, N.J.
Carr, John L.	Chicago, Ill.	Wylie, Thomas Trenchard	Lakewood, N.J.
Curdy, David J.	Chicago, Ill.	Salisbury, Donald W., Jr.	Madison, N.J.
Levy, Harold Kinzer	Chicago, Ill.	Conlan, Douglas M.	Montclair, N.J.
Redabaugh, Gustave H., Jr.	Cicero, Ill.	Torresson, Thomas S., Jr.	North Bergen, N.J.
Small, Lytle William	Clinton, Ill.	Collinson, William S.	Somerville, N.J.
McClarren, Emmett Ellwood	Dwight, Ill.	Johnson, Arnold R.	Teaneck, N.J.
Crawfordsville, Ind.	Galesburg, Ill.	Broemel, Wilbur Philip	Pemington, N.J.
	Galva, Ill.	Morgan, William T.	Binghampton, N.Y.
	Rantoul, Ill.	Miles, Frederic Earl	Canastota, N.Y.
	Streator, Ill.	Ackerly, Robert Allan	Crystal Run, N.Y.
	Urbana, Ill.	Smith, Walter Snowden III	E. Syracuse, N.Y.
	Aurora, Ind.	Edmonds, Harold Wright	Garden City, L.I., N.Y.
			X-2608, A.C.

Morris, Frederick E. Ithaca, N.Y.  
 Gibson, Charles A. Jackson Heights, N.Y.  
 Sponsable, Miss J., Jr. Jackson Heights, N.Y.  
 Dighi, Alexander Joseph, Jr. Middletown, N.Y.  
 Lawrence, Wm Albert, Jr. Mitchel Field, N.Y.  
 Jacobs, Kenneth Clarence New Hyde Park, N.Y.  
 Kidd, John Burns New Rochelle, N.Y.  
 Veal, Wm Watterston New Rochelle, N.Y.  
 Gaffney, Bernard Joseph Watertown, N.Y.  
 McArthur, Charles N. Fayetteville, N.C.  
 Farcell, Bruce F. Cleveland, N.C.  
 Holshouser, Victor A., Jr. Rockwell, N.C.  
 Whitley, Rayford B. II Wendall, N.C.  
 Lohse, Lester John Alamo, N.D.  
 Wetcher, Thomas George Fessenden, N.D.  
 Eddy, Ernest Chauncey Fargo, N.D.  
 Hansen, Albert Kasper, Jr. Fargo, N.D.  
 Bower, William Marsh Cleveland, Ohio  
 Jamieson, Alex Cameron Cleveland, Ohio  
 Evans, Edwin Carlos Columbus, Ohio  
 Booth, Robert Edwin Fremont, Ohio  
 Harvey, Lyman K. Lakewood, Ohio  
 Carnoy, Jesse Robert Pittsboro, Okla.  
 Fagen, Daniel White Kiefer, Okla.  
 Chrisman, Everett Lowell Lawton, Okla.  
 Price, Clyde Edward Mangum, Okla.  
 Evans, Harry L. Miami, Okla.  
 Davis, Jack Clarence Muskogee, Okla.  
 Blackledge, Roscoe B. Stillwater, Okla.  
 Hamblire, John F., Jr. Grants Pass, Ore.  
 Cook, Ralph Bethelham, Pa.  
 Cook, Joseph Philadelphia, Pa.  
 Cook, Joseph Philadelphia, Pa.  
 Whitaker, Richard Hales Philadelphia, Pa.  
 Sewell, Robert, Jr. Roxborough, Pa.  
 Fisher, Stanley Vosburgh Rydal, Pa.  
 Feltner, Herbert J. Sewickley, Pa.  
 Fisher, John Kepfinger Norwood, R.I.  
 Brady, William Perry Providence, R.I.  
 Garber, Howard L. Columbia, S.C.  
 Paulson, Gordon L. Brookings, S.D.  
 Reich, Glenn A. Sioux Falls, S.D.  
 Johnson, Richard C. Tripp, S.D.  
 Teyson, John C. West Moberge, S.D.  
 Stanberry, Charles Edwin Chattanooga, Tenn.  
 Neal, Joseph A., Jr. Clinton, Tenn.  
 Row, Malvern E.W. Chattanooga, Tenn.  
 Sanders, Edward Austin, Jr. Nashville, Tenn.  
 Miller, Seldon T. Nashville, Tenn.  
 Thornton, Charles Vernon Bellevue, Texas  
 Edwards, George A. Elum, Texas  
 Gallup, Kenneth Woodrow Brownwood, Texas  
 Luscombe, Fergus O. Clint, Texas  
 Beckham, Charles Addison Dalhart, Texas  
 Elstonsere, Emmett F., Jr. Dallas, Texas  
 Green, Harry Brown, Jr. Dallas, Texas  
 Herron, Thomas Jackson Dallas, Texas  
 Lincoln, Charles Fred, Jr. Dallas, Texas  
 Barton, John Richard El Paso, Texas  
 Prim, Kent James Fort Worth, Texas  
 Appel, Osborne W. Gonzales, Texas  
 Coody, Elroy George Greenville, Texas  
 Dangle, John E. Houston, Texas  
 Patten, Glenn Emile Houston, Texas  
 Johnson, Elmon Howard, Jr. Houston, Texas  
 Richardson, Elmer Winston Houston, Texas  
 Thompson, Leslie M. Katy, Texas  
 Atcheson, Benjamin R. Lubbock, Texas  
 Glaffings, Charles Herbert Munday, Texas  
 Cary, Arthur Munday

Chrisman, Luther Owen Temple City, Texas  
 Hendrix, Francis William San Antonio, Texas  
 Sanson, Byron M. San Antonio, Texas  
 Van Dersarl, Jules San Antonio, Texas  
 Kuykendall, Matthew Warren San Saba, Texas  
 Holmes, Robert West Silsbee, Texas  
 Ingram, Willie E. Sweetwater, Texas  
 Ross, Charles Royal Salt Lake City, Utah  
 Bassilon, Karren Layne Salt Lake City, Utah  
 Bass, Dale E. Salt Lake City, Utah  
 Gutter, Thomas J. Salt Lake City, Utah  
 Parsons, Freeman Archie Sale Lake City, Utah  
 Abbott, Zane L. Tremonton, Utah  
 Abbott, Nathan Merrill Burlington, Vt.  
 Harlow, Henry M. Charlottesville, Va.  
 Humston, Leonard Smith Puyallup, Wash.  
 Goldsworthy, Robert Flood Rosalia, Wash.  
 Butler, Jack Herbert Spokane, Wash.  
 Lambert, Blake W. Harman, W.Va.  
 Jacquet, Edward M., Jr. Edgerton, Wisc.  
 Longridge, Emmett Francis Greenwood, Wisc.  
 Miller, Donald Diedrich La Crosse, Wisc.  
 Steeger, Donald James Manitowoc, Wisc.  
 Doherty, George Oliver Milwaukee, Wisc.  
 Larson, Robert Hillman Stevens Point, Wisc.  
 Tindall, Kenneth Orley Waterford, Wisc.

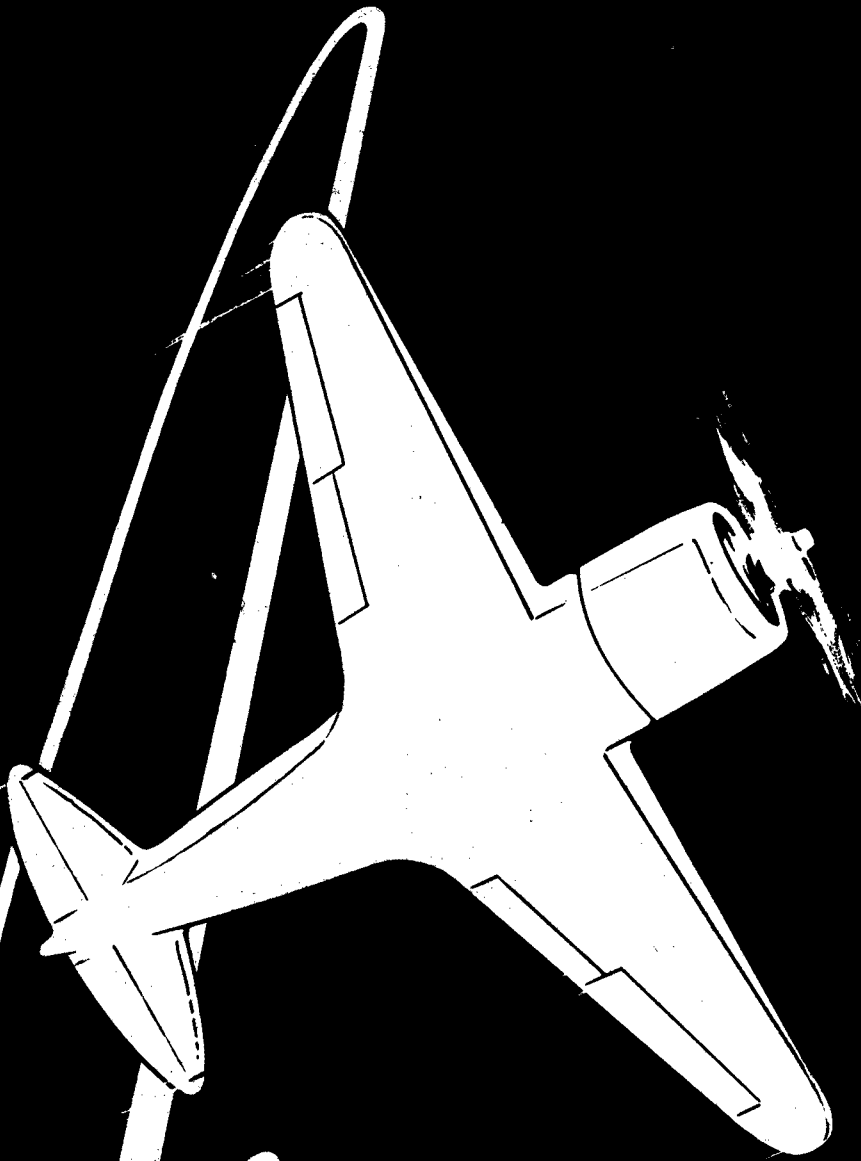
Among the total of 232 Flying Cadet graduates, Texas has the largest representation of all the States in the Union with 29. The State of Illinois is runner-up with 20 students, followed by California, which with but few exceptions has generally been credited with the highest representation of students at the Air Corps Training Center, with 15. Other States credited with five or more students in the graduating class are New York, 14; Minnesota and New Jersey, 9 each; Indiana, 8; Georgia, Iowa, Nebraska, Pennsylvania and Wisconsin, 7 each; Michigan, Oklahoma and Utah, 6 each; Ohio and Tennessee, 5 each.

Chicago, Ill., leads the various cities represented in this class with 9 students, followed by Dallas, Texas, and Salt Lake City, Utah, with 5 each; St. Paul, Minn., and Houston, Texas, 4 each; Los Angeles, Calif.; Atlanta, Ga.; Indianapolis, Ind., and San Antonio, Texas, 3 each. None of the other cities is represented by more than two graduates.

#### RETIREMENT OF MASTER SERGEANT SPROESSER

Master Sergeant George Sproesser, Sergeant Major of the 8th Pursuit Group (Fighter), passed to the retired list at Langley Field, Va., on September 30th. Since he held a temporary commission as Captain during the World War, he was retired with that rank.

A native of Reading, Pa., where he was born on January 20, 1886, Master Sergeant Sproesser enlisted in the Army in 1908, and served with the 13th, 18th and 8th Infantry regiments until the World War. He was commissioned a 2nd Lieutenant of Infantry in August, 1917, and shortly thereafter promoted to Captain. After the War, he again enlisted in the Infantry, and served therewith until 1928, when he transferred to the Air Corps. He served at Mitchel Field, Dover Field and Langley Field,



# *Air Corps*

NEWSLETTER

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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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PRESIDENT ROOSEVELT VISITS WRIGHT FIELD  
By the Materiel Division Correspondent

For the first time in its history, Wright Field and the Materiel Division played host on Saturday, October 12th, to a President of the United States. The event had been eagerly anticipated and will long be remembered by approximately 3500 employees who witnessed it. For the occasion Wright Field had staged special exhibits in a fashion that would make it possible for President Roosevelt to get a bird's-eye view of the general type of development work for which this large Air Corps plant is responsible.

The exhibits, which covered many important phases of aeronautics, were in all instances set up either about the flying field or in hangars or laboratories in which they could be viewed by the President from his car. The route within the Field was so planned as to take him to each part. The day was a perfect one and all went well, and it is hoped that the President and his party enjoyed the occasion as much as did those who were his hosts.

After his arrival in Dayton, President Roosevelt and his party visited the Soldier's Home and the great new Wright Memorial, the dedication of which was described in these pages in the September 1st issue. The line of about 20 cars then moved on to Wright Field, where upon entrance the 21-gun salute boomed forth. A guard of honor composed of enlisted men lined the driveway along the ellipse. Approximately 200 officers were waiting at salute in front of the Administration Building, where Major General George H. Brett and Brigadier General Oliver P. Echols, of the Materiel Division, joined the President and Mr. Orville Wright in the Presidential car. Specialist officers and engineers were stationed at each of the exhibits to assist the Generals in detailed description of equipment. The civilian employees lined the roadways along which the cars passed.

After picking up Generals Brett and Echols, the party visited the new wind tunnel buildings under construction on

the hill to the rear of the main laboratory buildings. The next stopping place was the static test laboratory, the doors of one whole side of which could be rolled back. Here a group of engineers and technicians staged the process of static testing a Douglas A-20A, upon which the required increment of sand and shot bags had been loaded. A Douglas B-18A and a Vultee XA-19 were also in the laboratory for static test purposes.

There were two laboratories in which only the Presidential car was permitted, all accompanying cars being kept outside. These were the Power Plant Laboratory and the Armament Laboratory in which the visitor examined and heard detailed descriptions of confidential power plant and armament developments.

Other exhibits consisted of flight test equipment, placed in one of the hangars, which showed the Air Corps photographic observer, a device by which test results of an airplane in flight are photographed for future study from the instruments used, instead of requiring the pilot to make written notes as he flies the test, and a control motion indicator, which shows graphically the exact position of the airplane controls in all maneuvers or speed flights made during a test.

An aerial photographic exhibit placed with the new F-2 Beechcraft photographic airplane gave information regarding the remarkable recent developments of quick-work, night, and color aerial photography.

Another exhibit of outstanding interest was a ground demonstration of the activities of parachute troops. This was staged against the background of the parachute transport airplane, with static lines and cable showing clearly in the wide doorway. The brown parachute-troop uniforms on the tall troopers and their businesslike method of demonstrating the activities of landing on the ground and opening the gun rolls made this exhibit a particularly dramatic one.

The big B-15 was on the Field for the

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occasion with the full increment of various size bombs which it is capable of carrying laid neatly side by side on the ground. The tail gun tourelle of the B-23 attracted especial interest as well as did the new YFM-1A with its nose-wheel landing gear, the new Flying Fortress B-17C with its flat tourelles which supersede the blisters of former models, the new YP-39, and the great number of other new and radical types of aircraft gleaming silver in the sunlight.

There was no attempt to detract from the ground exhibitions by flying demonstrations which could be witnessed at many other posts. Overhead, however, the Stinson O-49 buzzed lazily, looking like a great dragonfly. It was put through the slow and awkward maneuvers which cause it to come as near to stopping dead-still in the air as almost anything else in flight. A P-36A for a time flew speedy circles around and about it.

An hour and a half had been consumed before the 21 guns announced the departure of the Presidential party from Wright Field. Close in back of the line of cars which accompanied him were hundreds of cars of spectators who had not been permitted to enter the Field but observed all activities from the adjacent roadways. Nor did any of the employees leave the Field during the Presidential visit. It spoke well for all arrangements that in a brief period of time the confusion of traffic had thinned and going was quite normal once more.

It is naturally understood that only a comparatively small number of activities in progress at Wright Field could be covered in a few hours' time. To see and have all of them explained would be a matter of days. It is probably too great an honor to be hoped for, however, that a President of this great country could find it possible to pay a repeat visit to the Wright Field laboratories, no matter how greatly such an event might be desired.

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#### ORGANIZATION OF 16TH AIR BASE GROUP

The 16th Air Base Group was recently organized at France Field, Panama Canal Zone. Its parent organization was the 16th Air Base Squadron, which was divided to form the Headquarters and Headquarters Squadron, commanded by Captain Graves H. Snyder; Base Squadron, commanded by Major Elmer T. Rundquist; 1st Materiel Squadron, commanded by Major Leroy A. Walthall; and 2nd Materiel Squadron, commanded by Captain Charles L. Munroe, Jr. The following men be-

came first sergeants: Thadeus M. Howard, of the Base Squadron; Gustave F. Lieberman, of Headquarters Squadron; Melville M. Price, of the 1st Materiel Squadron, and Claude W. Tedder, of the 2nd Materiel Squadron.

Major Harry Weddington commands the Air Base Group and is also the Base Executive. Master Sergeant Harry Kramer is the Group Sergeant Major. The reorganization took place quickly and efficiently, and now there exists at France Field a Base Group capable of performing the duties necessary to maintain France Field and such outlying fields as may be under France Field jurisdiction.

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#### RANDOLPH FIELD RECEIVES LARGEST CLASS

The largest class (41-B) ever to report at Randolph Field, Texas, and numbering 360 strong, started the basic phase of its training on October 15th.

The class is unique in many respects. Flying Cadets number 268. Of the remaining 92 students, 32 are recent graduates of the U.S. Military Academy, West Point, N.Y., and 60 are men who completed the advanced course of flying training given under the supervision of the Civil Aeronautics Administration.

The first week of the new class was scheduled to be devoted to the fundamentals of military training and processing by the upper classmen. This first week's training was believed to be unique in rapidity and thoroughness, since for the first time in the history of the Flying Cadet Corps the newly arrived lower class was to participate in a Flying Cadet Battalion parade after only five days' training. This parade was scheduled to be held on October 20th, in honor of the distinguished Latin-American officers inspecting Randolph Field, thus marking a new high in the already very efficient military training of the officers-to-be in the nation's aerial forces.

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#### ACTIVATION OF 43RD SCHOOL SQUADRON

The 43rd School Squadron was activated at Randolph Field, Texas, on September 1, 1940, with an authorized strength of 200 enlisted men, made up from the other squadrons on the post, but mostly, however, from the 46th School Squadron. Captain Ion S. Walker, Infantry Reserve, is the Squadron Commander, and 1st Lieut. Tillman O. Graham, Infantry Reserve, the Squadron Adjutant, Mess Officer and Supply Officer. Albright Hunt is the First Sergeant.

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**AIR CORPS PHOTOGRAPHIC OBSERVER**  
By the Materiel Division Correspondent

The Wright Field test pilot's knee pad, used to record the performance of many a new experimental airplane which afterwards became a famous record holder of its day, is now "on its way out," replaced by a "silent partner" which enables the test pilot to record far more accurately the necessary data for each test flight.

Christened the "Photographic Observer" by the Air Corps Materiel Division engineers who developed it, the new device enables the pilot to record instantaneously by pressure of a trigger switch the readings from at least seven instruments on smaller planes, and up to as many as 15 instruments on larger planes, which have room for installation of the additional instruments.

Essentially the device consists of a 35-millimeter motion picture camera equipped with a lamp house to provide uniform lighting, and an instrument panel, mounting instruments whose recordings are essential in calculating results of the flight test.

The instruments duplicate those used on the pilot's instrument board, and may include also special gauges and meters for additional test data.

Ever since the early 1920's at old McCook Field, here at Dayton, the predecessor of the present Air Corps experimental and development center at Wright Field, a standard form of flight testing new planes has been used by the Army, and has been largely adopted by airplane manufacturers as well.

Until the "Photographic observer" came along, however, the test pilot, when he was flying a single-place plane, had to read his instrument recordings and jot them down on a knee pad, strapped on his leg.

Of course, if a larger plane was being tested, an engineer observer could go along and write down the instrument readings, but even here the possibility of human error entered in, and by the time the observer or pilot had written down one dial reading another dial might have changed materially, so that the comparison between oil temperature gauge, tachometer, altimeter and other instruments, might give a false conclusion.

Development of higher and higher speeds and more complex instrument panels made the hand recording more and more laborious, while at the same time the test pilot had more functions to perform in actually flying the ship.

Use of a camera to record the dial readings was a natural development of

these drawbacks to the knee-pad system, but the present device, weighing only 35 pounds in all, did not come about all in one step.

At first the flight test engineers trained the camera on the test pilot's instruments, but it was found that the light for photographing the instruments could not be maintained on a uniform basis without obstructing the pilot's view of the instruments, and he had to see them to fly the plane. Then, too, the instruments were scattered about the pilot's panel in positions where the camera could not simultaneously include all of them in its field. The first photographic observer could record only four instrument dials at a time.

But the present device was a natural improvement over the first observer, once the idea had been developed.

The photographic observer now in use includes a camera with a wide-angle lens, attached to the lamp house by a bracket so that the lens is 12 inches from the instrument panel, when the standard seven instrument recordings are desired. If additional instrument readings are wanted, a longer lamp housing is used, thus moving the camera back farther from the panel, so that its field takes in a bigger portion of the panel.

Light is provided by six 32-candle-power automobile type lamps for the 12-inch housing, while the longer housing uses eight of the same type lamps. The lamps are arranged on a frame inside the housing, but outside the field of the photographed area, so that any reflection from the glass faces of the instrument dials are eliminated.

The instrument panel itself has a black crinkle finish designed to prevent light reflection. In addition to cut outs for the various instruments, the panel has a small identification card holder which will record in each picture the date of the test, the ship tested, the name of the pilot, and similar information.

The camera can be detached for removing exposed films and reloading, without disturbing the rest of the test set-up. It is operated by a 12-volt electric motor controlled by a trigger on the pilot's stick. The lamps are also connected to the same control so that they are lighted at the instant the camera begins to operate.

In certain tests the device is of special value. In take-off tests, for example, the instrument readings change

very rapidly and the camera is operated continuously, obtaining far more complete data than the most agile pilot could hope to get while he was making his take-off.

One of the most important of the climb tests is the "sawtooth" climb, in which the pilot flies at specified speeds for definite intervals at each of several altitudes, to determine the plane's rate of climb at the various altitudes, and also to determine at which altitude the plane gives maximum performance. Since maintenance of uniform speeds is essential, the test pilot can now give his entire attention to this, while his "silent partner" records the response of the plane, through the readings of the various dials. During this test he takes a 3 to 5 second run of photographs at each 1000-foot level.

Tests showing the cooling of the engine or engines demand a large number of temperature readings at specified time intervals, a task which was almost impossible to accomplish under the old pencil-and-pad method.

To facilitate these an "intervalometer" has been developed which automatically operates the recording camera at regular intervals, making exposure at any interval from 6 to 72 seconds. This has proved particularly valuable on long range test flights with the huge four-engined Flying Fortresses and the Super Flying Fortress, the XB-15, which holds world's records for range and load carrying.

Like many Wright Field developments, the photographic observer already is being adapted to test use by several American airplane manufacturers. Curtiss-Wright, Bell Aircraft, and Lockheed are among the principal manufacturers of Pursuit planes for the Air Corps who have adopted variations of the test recording device for their own use.

After the recording of the dial readings on the film, the developed film is projected through a machine which enlarges each frame on a ground glass screen so that the flight test engineer can study the readings and transcribe any significant results of the tests.

An interesting sidelight on the whole development is the fact that virtually all the parts of the "photographic observer" are obtainable commercially, except for the special test instrument panel and housing which have been built in the Wright Field shops. Engineers point out that this commercial availability of parts reduces the original cost materially and will likewise reduce replacement costs.

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## ON THE HUMBOGS SIDE

By the Chanute Field Correspondent

Ask a recruit why he joined the Army Air Corps and you will perhaps receive a variety of answers. The Public Relations Office of Chanute Field, Rantoul, Ill., prepared a questionnaire and had it mimeographed for distribution among the newly enlisted recruits. We asked them to tell us of anything unusual regarding their enlistment. In many instances the replies were amusing, occasionally outright hilarious.

Private Robert E. Marr, Adrian, Mich., did not have much to deem unusual, really that the "recruiting officer was awfully polite!" (All recruiting parties take heed; politeness has its virtues.)

From Omaha, Neb., comes an individual who believes not in superstition, but in States Pvt. Bernard T. Rosse: "I was sworn in on Friday the 13th and there were 13 of us taking the oath at the same time!" Having overcome tremendous odds like that, we see unlimited possibilities for this young soldier.

Pvt. Arthur L. Ballance has us puzzled. "Are there any high rakes in the Medical Corps?" he asks. Frankly, we don't know, and for that reason can not help him much with his problem. It is suggested, however, that he contact the Supply Sergeant of the Medics. Perhaps he has the answer.

Theodore Packer, formerly of Maryland, now a private in the Army Air Corps, had an unusual problem. "I went down to the office," writes Packer, "to tell them I had enlisted in the Army Air Corps. I next find that a fellow there is going out with my girl. Then he says, 'I am glad to see you are leaving!' (He should!) It seems as though we have heard this one before."

"Left Erie for Buffalo to join the Marines," writes Raymond J. Hauser, Pennsylvania, "but on the way down there, met up with an Army recruiting party. Now I'm in the Army Air Corps!" Well, the Marines' loss is the Air Corps' gain.

One man, whose name we shall not mention, has this office in a quandary. Quote: "I expect to learn to fly and be able to expertly fix an airplane and also to keep in good physical condition. I have decided to study to be a first class cook!" We don't quite get the connection, but then again it may be possible. Who knows?

Charles L. Boeding hails from the region where the tall corn grows, West Point, Iowa. "When I swore into the Air Corps," states Boeding, "it amused me how two little words - 'I don't want' - could tie you up for three years!" So How's about the same words in the next

tial ceremony?

But to Pvt. Frank J. Augustine, Milwaukee, Wis., we award our first prize. He had a reason. "Just completed a three year hitch in the 105th Cavalry, Troop B. Watched the Air Corps unit operate during our two weeks war games and this made me wish many times that I might have a plane to groom instead of a horse!" So he joined the Air Corps! We could not help but chuckle over these remarks. In themselves, they do not mean much. But taken as a whole and representative of several thousand questionnaires, it is enlightening to learn and record some of the remarks the "boys" would like to make - strictly off the record.

The youngsters we are getting into the Army Air Corps at the present time are a fine group, and we are glad to have them. High school graduates all, they will in due time receive their schooling and shall eventually comprise the backbone of our U.S. Army Air Corps.

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#### MIDDLETOWN AIR DEPOT SPEAKS UP

A communication recently received from the Public Relations Officer Officer Middletown Air Depot, Middletown, Pa., reads as follows:

"Can anything good come out of Nazareth (Middletown)?" - was once the cry. Middletown was the butt of Tactical School jibes. The other Depots arched the brow and queried "Middletown? Where is that?" Not so now. Ridicule has turned compliment - sneer to praise. The awkward youth has acquired bone, muscle, nerve, heart, brain and coordination. The only thing Kid Middletown needs now is long pants and a warm coat to cover his facilities. For he has grown to maturity under the leadership of Lieut. Colonel John "Folo" Clark, A.C., and yearns for suitable and urgently needed runways, storage hangars, shops, hospital, barracks (not tents) and recreation buildings for the transport squadrons. It is truly wonderful what a right and left the former Kid Middletown has developed. With a track and a gym his manager and trainer say he will be a fast stepper. LIEUT'S PASS THE HAT.

(Sgd.) "A VOICE IN THE WILDERNESS."

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#### DEDICATION OF HEMET BRANCH SCHOOL

Arrangements have been completed for official dedicatory ceremonies at the new \$200,000 Air Corps Training Branch of the Ryan School of Aeronautics at Hemet, Calif., on November 11th, accord-

ing to Earl D. Prudden, school vice president and general manager.

Actual training operations have been under way since early in September, when 15 cadets from the Ryan training detachment at San Diego arrived at the new school to form the essential nucleus of the cadet company. These men have now completed their training, and new classes of 70 cadets are arriving every five weeks.

A huge building program has been completed, but the actual lay-out of the school is such as to provide for immediate expansion of facilities should such a request come from the Air Corps. Present buildings include two hangars, maintenance shops, ten administration and classroom buildings, 19 barracks units and a large dining hall, canteen and kitchen.

Three million square feet of the half-mile-by-mile field have been oiled, and a paved ramp 236 by 600 feet adjacent to the hangars has been provided. Thirty-seven days after construction began the new training school was in operation. The hangars were in use three weeks after construction began and the barracks and mess hall served the first cadets 18 days after work started.

Captain Lloyd P. Hopwood is Commanding Officer of the new training detachment. He is assisted by Lieut. W.S. Ford. Flight training is under the direction of Verne Murdock, and maintenance and technical training is supervised by Walter K. Balch.

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#### AIR CORPS RECEIVES NEW MODEL FIGHTER

The War Department announced under date of October 30th that an improved model of the YFM-1 has been delivered to the Materiel Division, Wright Field, Dayton, Ohio. This plane is a five-place Fighter produced by the Bell Aircraft Corporation, Buffalo, New York.

The first model of this series, known as the XFM-1, is similar in all respects to previous planes of the same series, except that this plane is equipped with retractable tricycle-type landing gear.

The design, representative of the new type modern multi-place Fighter, is distinguished by its two liquid-cooled Allison engines, mounted with pusher-type propellers. The plane carries a crew of five.

The approximate weight of the YFM-1A is 17,500 pounds.

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Remember the banana \* \* \* every time it leaves the bunch it gets skinned.

V-8632, A.C.

7TH BOMBARDMENT GROUP AT FORT DOUGLAS, UTAH  
By the News Letter Correspondent

As snow begins to make its appearance on the mountain peaks of Utah, the 9th Bombardment Squadron prepares for the winter months in its new home at Salt Lake City. The change from the mild climate of California to the wintry blasts of Utah is expected to prove a valuable, though somewhat arduous, experience.

On the first of September, the Squadron began its move en masse from Hamilton Field, Calif., to Fort Douglas, Utah, in company with the other two squadrons of the 7th Bombardment Group, the 11th and 22nd, also the 88th Reconnaissance Squadron and the 5th Air Base Squadron. Approximately 900 officers and men were involved in the 800-mile trek, which was made by troop train, truck convoy, and private conveyances.

The many problems involved in this movement of men and equipment from a well equipped air base to a former infantry post were not easy of solution. Nevertheless, the transfer was completed in a very short period of time and without mishap. The experience has been of a nature somewhat similar to that which may be encountered in time of war, and as such has proven of inestimable value.

Flying is being conducted from the Salt Lake City Municipal Airport. With a lack of Air Corps facilities at this airport, flying activities have been greatly hindered during this past month. The sudden decision for the move precluded advance construction of hangars and other necessary buildings. As a temporary measure, a camp of tents has been erected, from which operations and maintenance are being conducted. Personnel commute daily between Fort Douglas and the airport, a distance of several miles.

Remedial measures to overcome the lack of facilities are already well under way. The construction of temporary buildings is moving along rapidly, the contract specifying completion within two months. A total of 48 buildings is to be erected, including one hangar, barracks for 900 men, a thousand-men mess hall, post exchange, Air Corps and Quartermaster storage, recreation halls, fire station, Link Trainer building, bachelor officers' quarters, and an officers' mess. A railroad spur and a concrete apron will be included.

On October 7th, General Arnold visited Salt Lake City for the purpose of inspecting the new air base. The 7th Bombardment Group and the 88th Reconnaissance Squadron presented an aerial

review in his honor.

The 9th Squadron likes its new home. The people of Salt Lake City have been exceedingly cooperative in helping the Air Corps personnel solve their numerous problems. "If our expectations are realized," declares the news Letter Correspondent, "we will find the task of augmenting our country's defense in this area both interesting and pleasant."

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MANY PERSONNEL CHANGES AT KELLY FIELD

The personnel of Kelly Field is changing so rapidly, due to the increased tempo of training for National Defense, that it is difficult to keep abreast of the changes. Many squadrons are being split up to provide trained skeleton organizations to be augmented by new enlistments. These are given intensive training and will provide the service or school squadrons for the many advanced training centers being established. This has made it possible to promote many of the men to deservedly more responsible positions. Many privates received the thrill of their first promotion in the Air Corps, thus providing the incentive to others to study and prepare themselves for the vacancies that are showing up daily.

The 24th Air Base Group, with 1st Lt. Shelby Y. Palmer, Jr., Air Corps, and 2nd Lieut. Robert F. Swisher, Air Corps, left Kelly Field for the east to sail for Puerto Rico, and the 64th Air Base Group was scheduled to leave the latter part of October for San Angelo, Texas.

Among the commissioned personnel to be transferred to other stations are Captains Arthur J. Lehman, Harvey F. Dyer and 1st Lieut. Russell L. Flolo to Stockton, Calif.

Captains Troup Miller, Jr., Kurt M. Landon, 2nd Lieuts. Robert Breitwaiser, Paul F. Preuss, Albert P. Sights, Jr., Wm. K. Kincaid, Wm. P. Brett, John H. Spangler, Richard F. Bromiley, Moultrie P. Freeman and Wm. R. Nevitt, who are to leave soon for Maxwell Field, Ala.

Others who have already left for new stations are Major L.C. Blackburn, Captains J.A. Ellison, R.E.L. Choate, B.M. Hovey, 1st Lieut. F.P. Smith and 2nd Lieut. H.M. West to Maxwell Field, Ala.; Captain J.W. Brown, Lieuts. H.P. Huglin and D.W. Saunders to Moffett Field, Calif.; Major L.C. Mallory, Captain Edgar R. Todd and 2nd Lieut. Martin R. Walker to Berkdale Field, La.; Captain

(Continued on Page 8) V-8632, A.C.

## CHANGES IN ASSIGNMENTS OF AIR CORPS OFFICERS

A War Department announcement, under date of October 25, 1940, was as follows:

Because of the rapid expansion of the Air Corps now in progress, along with the tremendous amount of detail to be attended to and the necessity for prompt action, a further development in the organization of the Air Corps has been decided upon, which involves the creation of a Deputy Chief of the War Department General Staff, charged with the coordination of all matters pertaining to the Air Corps. Major General Henry H. Arnold, Chief of the Air Corps, is to be detailed Deputy Chief of Staff for this purpose, and Major General George H. Brett, at present on duty in the office of the Chief of the Air Corps, will act as Chief of the Air Corps.

The promotion of the present commander of the GHQ Air Force to the grade of lieutenant general places the air combat forces on the same command status as that of the lieutenant generals at the head of the four field armies. For the past year the GHQ Air Force, because of the tremendous augmentation of the Air Corps, has had to perform the non-tactical duty of training combat crews - a function formerly performed at Kelly Field. The time has now arrived for the GHQ Air Force to return to its role of training as a tactical fighting force. It will operate under the recently created General Headquarters at the Army War College."

A War Department announcement, dated October 25, 1940, which states that the present expansion of our Army will increase its active strength from 227,000 to 1,400,000 in one year, goes on further to say that this increased strength makes necessary the organization and activation of many new units, permits a large expansion of the Air Corps and increases many fold the activities and the size of our manufacturing arsenals and depots. This expansion, it is stated, cannot be carried out without proper leadership, and proper rank must be accorded these leaders. Temporary promotions are essential to meet the requirements of the present phase of this expansion. As the Army increases, as more new units and more training centers are set up, and as the Selective Service System brings new trainees in large numbers to the colors, additional temporary promotions will be necessary.

Among the promotions enumerated in the above announcement are the following affecting general officers and

colonels of the Army Air Corps:

To be Lieutenant General, G.H.Q. Air Force Commander: Major General Delos C. Emons.

To be Major General, Air District Commander: Brigadier General John F. Curry.

To be Brigadier General, Chief of Staff, G.H.Q. Air Force: Colonel Clinton W. Russell.

To be Brigadier Generals, Wing Commanders:

Colonel John C. McDonnell

Colonel John B. Brooks

Colonel Carlyle H. Wash

Under special orders of the War Department, recently issued, Air Corps officers promoted to the rank of general officers were assigned to duties, as follows:

Brigadier General Henry B. Clagett, relieved from present assignment and duty at Selfridge Field, Mich., and assigned to the 6th Pursuit Wing, General Headquarters Air Force, Selfridge Field, Mich.

Brigadier General Millard F. Harmon relieved from his present assignment and duty at Randolph Field, Texas, and assigned to the 7th Pursuit Wing, General Headquarters Air Force, Mitchel Field, L.I., New York.

Brigadier General Lewis H. Brereton, relieved from present assignment and duty at Barksdale Field, Shreveport, La., and assigned to the 17th Bombardment Wing, General Headquarters Air Force, Savannah, Ga.

Brigadier General Carl Spaatz, assistant to the Chief of the Air Corps, designated Chief of the Materiel Division, Air Corps.

Brigadier General Oliver P. Echols, relieved from his present assignment and duty at Wright Field, Dayton, Ohio, and from additional duty as superintendent, Central Air Corps Procurement District, Dayton, Ohio, and assigned to duty as officer in charge of research, procurement, supply, and maintenance activities of the Materiel Division with station at Wright Field, Dayton, Ohio. He is designated as Commandant, the Air Corps Engineering School, in addition to his other duties at Wright Field.

Brigadier General John F. Curry, designated for promotion to Major General, assigned to command the 10th Pursuit Wing at Hamilton Field, Calif.

The following-named Air Corps officers have been relieved from assignment and duty at the Air Corps Advanced Fly-

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## RECORDING EQUIPMENT AT MITCHEL FIELD

The News Letter Correspondent of Mitchel Field, N.Y., states that so many requests have been received for information relative to the sound equipment which is installed in Base Headquarters at that field to deliver bugle calls and provide music for marching troops, that he believes it may be of sufficient interest to all Air Corps organizations for the following data to be published.

There is listed below the equipment used, also the bugle calls and marches which are used at Mitchel Field, viz:

- a. Suitable amplifier, Phonograph and Speaker equipment, proven satisfactory at that station --

Motor, Flyer Electric governor controlled, model D2DG, Type 4071, 115-V 60 cycle, 44 watts, RPM 78-33½. Made by General Industries Co., Elyria, Ohio.

Turntable, 12", Lafayette Radio, 100 Sixth Avenue, New York City. Pick-up, with arm, Zephyr, Model 99-C. Lafayette Radio.

Amplifier Unit, Type 290A. Lafayette Radio.

Speaker Horns, 33", 8 ohms. Made by United Teletone Corp., 2 Sellnick St., Stamford, Conn.

- b. Bugle calls and suitable marches used at Mitchel Field:

### Victor Recordings

Bugle Calls: SE-24, SE-25 and #21494

Marches: # 4392 Stars and Stripes  
#21843 American Spirit  
#20284 March Salutation  
#20559 On the Mall  
#19741 Black Horse Troop  
#20132 Stars and Stripes Forever  
#19895 Officer of the Day  
#21456 Sambre et Meuse  
#22020 Riders of the Flag  
#20305 Sabre & Spurs  
#20276 Pride of the Wolverines  
#22061 American Patrol  
#20635 Star Spangled Banner, America.

### Brunswick Recordings

Marches: # 8421 West Point March

### Decca Recordings

Marches: # 2072 The Caissons go Rolling Along  
# 2136 King Cotton

c. Recordings are higher than the desired 120 steps a minute, but can be set at 12- steps a minute with a governor controlled motor.

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Today is the tomorrow you worried about yesterday. - Vanbée.

## EDUCATIONAL PROGRAM STARTED AT HAMILTON

A night school educational program of pre-technical school training was organized at the Hamilton Field, Calif., Air Base with an initial enrollment of 422. Under the direction of Captain Robert Lee Daugherty, Chaplain Reserve, and Captain Joseph D. Wager-Smith, Infantry Reserve, educational administrators, the class instruction is being sponsored by the Adult Education Program of California. Cooperation of the Works Progress Administration is represented by three full-time instructors. Courses offered at present include physics, algebra, shop mathematics, mechanical drafting and blueprint reading, military correspondence, power plants, trigonometry, and basic electricity.

The underlying objective of the entire program is to familiarize the students with the basic, fundamental part of the subject matter which they will later study in technical schools, while at the same time it is hoped that they will regain the "habit of study." Classes will be in progress, according to present plans, for a period of five to six months, although the general program is expected to continue at Hamilton Field indefinitely.

Six instructors of the Adult Education group, who are staff members of the faculty of Marin Junior College, Kentfield, Calif., are teaching the eight classes of the night school program. With the program expanding rapidly, a new school building, to be ready for use on December 17, 1940, will provide the additional space needed. All classes are being conducted along practical lines, and course outlines are based upon actual requirements and problems arising from "the line." Subject matter will be condensed in order to eliminate material which does not bear upon some phase of army aviation.

With vocational experts of the University of California acting in an advisory capacity, this practical approach to the teaching task on the base was decided upon as the one which would produce the most effective and satisfactory results in the shortest length of time.

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### Flying Fortresses Make Training Flight

Albuquerque on the night of October 24th and departed for Dayton the following morning at five-minute intervals on a navigation training flight.

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I had no shoes and complained - until I met a man who had no feet.

ing School, Kelly Field, Texas, and assigned to stations, as follows:

To Air Corps Advanced Flying School, Stockton, Calif.: Captains Harvey F. Dyer and Arthur J. Lehman.

To Air Corps Advanced Flying School, Maxwell Field, Montgomery, Ala.: Captains William J. Holzappel, Jr., Kurt M. Landon, Troup Miller, Jr.,

First Lieuts. Robert A. Breitweiser, William P. Brett, Richard F. Bromley, Moultrie P. Freeman, William K. Kincaid, William R. Nevitt, Paul T. Preuss, Albert P. Sights, Jr., and John H. Spangler.

To Air Corps Advanced Flying School, San Angelo, Texas: Major David W. Goodrich,

Captains Henry R. Baxter, Robert T. Crowder, William H. Hanson, Thomas R. Lynch, Richard H. Smith.

To Air Corps Advanced Flying School, Stockton, Calif.: Major Charles D. McAllister, Captains Melie J. Coutlee and John F. Wadman.

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The following-named Air Corps officers have been relieved from assignment and duty at Randolph Field, Texas, and assigned to stations, as follows:

To Air Corps Advanced Flying School, Stockton, Calif.: Major Carl W. Pyle.

To Air Corps Specialized Flying School, Ellington Field, Houston, Tex.: Lieut. Colonel Walter H. Reid.

To Air Corps Basic Flying School, Moffett Field, Calif.: Louis R. Hughes, Jr., Charles E. Lancaster, Jr. (1st Lieutenants).

To Air Corps Advanced Flying School, San Angelo, Texas: Lieut. Colonel George M. Palmer, Captain Robert T. Crowder.

To Air Corps Specialized Flying School, Ellington Field, Houston, Texas: Captains Benjamin T. Starkey and Shelton E. Prudhomme.

To Air Corps Advanced Flying School, Stockton, Calif.: Captain George F. Hartman.

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#### NEW TYPE PLANES DELIVERED TO AIR CORPS

A War Department announcement, under date of October 23, 1940, is to the effect that the first of the Stinson O-49's and the first of the new Flying Fortresses, known as the B-17C, have been delivered to the Air Corps at Wright Field, Ohio.

#### The Stinson O-49

The Stinson O-49, undergoing test by the Air Corps, is one of a number of such ships for which the Stinson Aircraft Division of the Aviation Manufacturing Company, Nashville, Tenn., was awarded a contract in the amount of approximately \$2,000,000.00.

This airplane is a short-range, observation-type ship, powered by one 280 h.p., 9-cylinder Lycoming engine. The fuselage is of steel tube construction, fabric covered. Wings are of metal and have a span of 51 feet. The airplane is 9 feet, 4 inches high, and 32 feet, 2 inches long, with a gross weight of 3237 pounds.

This type of Observation plane has been developed particularly for use with the Infantry and Artillery for field liaison and observation.

The Stinson O-49 is a two-place, unarmed airplane, equipped with radio, flaps, wing slots, steerable tail wheel, and other devices tending to improve its performance.

#### The New Flying Fortress, B-17C

The B-17C is practically identical to its forbears of the series, except that instead of the "Blisters" of the earlier models, flat-type gun turrets have been installed. The same type Wright "Cyclone" 9-cylinder super-charged engines are used, but the horsepower is of slightly higher capacity. Like previous Flying Fortress types, the B-17C is a 22-ton, all-metal, low-wing monoplane with a wing span of 105 feet. Its length is 70 feet, and its overall height, 15 feet.

The crew consists of a commanding officer, pilot, co-pilot, navigator, engineer, bomber, radio operator, and gunners. All members of the crew can change stations freely. For long flights, sufficient additional personnel can be carried so that the operators of the airplane can be relieved from time to time for necessary rest.

By means of superchargers, air is fed to the engine at approximately sea-level density, although the airplane may be flying at substratosphere altitudes.

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#### CONTRACT AWARDED FOR LYCOMING ENGINES

The War Department announced, under date of October 14th, that a contract totalling \$6,703,539.75 had been awarded for airplane engines to the Lycoming Division, Aviation Manufacturing Company, Williamsport, Pa.

This contract was cleared by the National Defense Advisory Commission.

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#### Personnel Changes at Kelly Field Continued from Page 6

L.H. Tull and 1st Lieut. Jay Montgomery to Stockton, Calif.; and 1st Lieut. Laurence B. Kelly, 2nd Lieuts. E.G. Plummer, H.E. Watkins and W.W. Walmsly to Lowry Field, Colorado.

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## BARRAGE BALLOON BREAKS LOOSE

A great deal of excitement was caused at Post Field, Fort Sill, Okla., on October 14th, when the barrage balloon type D-3 broke loose. The balloon was being tested in high winds up to 50 miles an hour. A cold front was due at Fort Sill at 10:45 a.m., as reported by the Weather Section. This front was to be accompanied by strong winds and clouds at 2500 feet. The balloon behaved quite well at first, but after about five minutes of it the balloon decided that it had enough and would come down, which it proceeded to do. In a very decided manner, it veered off to the left and proceeded to go into a nose dive. The ground crew was on the alert, and as soon as the balloon started to move off to the left they proceeded to pay out the cable as fast as the balloon would take it. The balloon, however, was a stubborn critter and proceeded to come on down to within 20 feet of the ground. The cable came in contact with the chimney on the Air Corps barracks and, either because of this or due to a twist in the cable, the balloon cable broke, freeing the balloon. The balloon immediately started to rise as a free balloon and soon disappeared in the clouds, dragging 750 feet of cable with it.

A report was immediately placed on the teletype warning all aircraft regarding this runaway balloon. An airplane was sent out to locate it, but no trace of it was then found.

At 5:00 p.m., a report was received that the balloon was down six miles east of Rush Springs, Oklahoma. A salvage crew was sent out to recover the runaway, and at 11:30 p.m. they returned with the badly bruised and battered balloon which had difficulty going through a barbed wire fence.

**NOTE:** Other barrage balloons will be tested at Fort Sill. All pilots should exercise caution in approaching Post Field, as the balloon cables on these balloons are not marked with wind cones.

The 1st Balloon Squadron has been testing a new type barrage balloon at this station for the past several weeks. Messrs. Liebert and Earhardt, representatives of the Goodyear Corporation, and George Weidner, civilian representative from Wright Field, Dayton, Ohio, along with Lieut. Anderson and Master Sergeant Bennett, both of Wright Field, have been on duty at Post Field in connection with the tests.

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## WHAT! HEDGE-HOPPING COWS?

By the Albrook Field Correspondent

All over the Air Corps there are pet slang phrases and universally known expressions which might come under the classification of "Air Corps vernacular." One of the best known of these phrases is "prop wash." Probably none of us have heard of "prop beef hash," but ere a fortnight passes we may.

If the cows from the interior farms adjoining the Rio Hato gunnery camp do not stop using the flying field for a grazing pasture, some pilot who is trying to effect a good landing is going to carve a rump roast, spare ribs, and a shoulder loin all in one operation. A petro milk shake may come up on the same tray. We understand there is no space provided on Form 5 for such an entry.

For some time the ground crew at Rio Hato have been bothered with the "Flossies" and "Ferdinands" enjoying a luscious meal and occasionally a snooze. Time and again a plane has had to circle the field while the dispatcher sent a motorcycle or truck to disperse the peace-loving animals. They are always somewhat reluctant to give up their chosen rendezvous but, after considerable persuasion, always go home pouting.

The increasing traffic at the interior field has become a problem to the animal world, and well informed sources tell us that they are contemplating giving up their invasion as a bad job.

The statutes of the Republic of Panama hold that this land is still open range and will remain as such until a fence of at least three strands encloses a plot for pasturage.

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## FLYING FORTRESSES MAKE TRAINING FLIGHT

The War Department announced under date of October 25th that 25 Flying Fortresses (Type B-17) left March Field, Calif., on October 23rd on a routine training flight to Langley Field, Va., taking two different routes across country. Upon arrival at Langley Field, these planes were scheduled to participate in an aerial demonstration for the benefit of visiting Latin-American officers to be at that field on October 28th and 29th.

One group of 16 planes followed the route El Paso - Barksdale Field, La. Nine planes followed the route Albuquerque - Dayton. The 16 planes spent the night at El Paso, taking off for Barksdale Field on the morning of October 25th. The other 9 planes landed at

(Continued on Page 10)

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## RECORDING EQUIPMENT AT MITCHEL FIELD

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There is listed below the equipment used, also the bugle calls and marches which are used at Mitchel Field, viz:

- a. Suitable amplifier, Phonograph and Speaker equipment, proven satisfactory at that station --

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Turntable, 12", Lafayette Radio, 100 Sixth Avenue, New York City. Pick-up, with arm, Zephyr, Model 99-C. Lafayette Radio.

Amplifier Unit, Type 290A. Lafayette Radio.

Speaker Horns, 33", 8 ohms. Made by United Teletone Corp., 2 Sellnick St., Stamford, Conn.

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Bugle Calls: SE-24, SE-25 and #21494

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#20284 March Salutation  
#20559 On the Mall  
#19741 Black Horse Troop  
#20132 Stars and Stripes Forever  
#19895 Officer of the Day  
#21456 Sambre et Meuse  
#22020 Riders of the Flag  
#20305 Sabre & Spurs  
#20276 Pride of the Wolverines  
#22061 American Patrol  
#20635 Star Spangled Banner, America.

### Brunswick Recordings

Marches: # 8421 West Point March

### Decca Recordings

- Marches: # 2072 The Caissons go Rolling Along  
# 2136 King Cotton

c. Recordings are higher than the desired 120 steps a minute, but can be set at 12- steps a minute with a governor controlled motor.

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I had no shoes and complained - until I met a man who had no feet.

THE SPECIALIZED FLYING SCHOOL AT BARKSDALE FIELD

On October 15, 1940, the Air Corps Specialized Flying School was officially established at Barksdale Field, La., and the "Air Base Headquarters" was redesignated "Headquarters Air Corps Specialized Flying School."

Colonel Charles T. Phillips assumed command, with Lieut. Colonel John B. Patrick, Executive Officer. Other Air Corps organizations of the Specialized Flying School are the 87th, 88th, 89th and 55th School Squadrons, 3rd Weather Squadron, 3rd Communications Squadron, and 6th Air Base Group, composed of Headquarters Squadron, Air Base Squadron and 1st Materiel Squadron.

The following named officers, in addition to Cols. Phillips and Patrick, were assigned to duty at the Specialized Flying School:

Air Corps

- Lieut. Colonel James L. Grisham
- Majors Frank L. Cook, L.C. Mallory, Earle E. Partridge,
- Captains Guy B. Henderson, Edgar R. Todd, Norris B. Harbold, Sidney A. Ofstun, John P. Ryan, John W. Egan, Donald N. Yates, Charles H. Anderson,
- 1st Lieut: Audrin R. Walker

Air Corps Reserve

- Captains Wilfred B. Bottenfield, William C. Allen.
- 2nd Lieuts. Burton K. Sams, Edward Herbes, Robert B. Satterwhite, Wm. L. Hamrick, Grover C. Brown.

Medical Corps

Lieut. Col. Bascom L. Wilson

Dental Corps

Lieut. Col. William D. White

Quartermaster Corps

- Lieut. Col. Graves D. McGary
- Major Jack E. Rycroft
- Captains Albert E. Stoltz, William E. Means (Inf.)
- 1st Lieut. Aldean A. Eakin, Reserve.
- 2nd Lieuts. Earl E. Barton, Norval I. Sommers, Robert S. Rogenstein and Cranz Nichols, Jr., Reserve.

Signal Corps

- Major Everett R. Wells
- Captain Louis B. Eidson, Reserve

Ordnance Department

Captain William R. Huber (F.A.)

Finance Department

- Major William P. Campbell
- 1st Lieut. James M. Jones, Jr. Reserve

Infantry

- 1st Lieut. Channing E. Beasley, Reserve
- 2nd Lieut. John R. Leving, Reserve

Field Artillery

- 1st Lieuts. Stephen Sukovich, Reserve, and Donald T. Jones, Reserve.

Chaplains (Reserve)

- Captain Alvin A. Katt
- 1st Lieuts. Robert P. Taylor, Thomas J.

Secina.

- 2nd Lieut. Lester E. Nicholson  
Veterinary Reserve
- 1st Lieut. Caron F. Allison  
Chemical Warfare Service
- 1st Lieut. Vinson S. White.

Air Corps officers assigned as directors of training are -

- Bombardment - Captain Edgar R. Todd
- Navigation - Captain Norris B. Harbold
- Bombardier - Captain John P. Ryan
- Pursuit - Capt. Earle E. Partridge, with Captain Charles H. Anderson as Assistant Director.

Captain John W. Egan is Commandant of Cadets; Major Frank L. Cook, Supply Officer; Major Louie C. Mallory, Post Exchange Officer; Lieut. Colonel James L. Grisham, Post Administrative and Technical Inspector; Captain Guy B. Henderson, C.O., Hqs. Squadron, 6th Air Base Group; Captain Sidney A. Ofstun, C.O., 3rd Weather Squadron; Captain Donald N. Yates, Post Weather Officer; 1st Lieut. Audrin R. Walker, Post Photographic Officer; 1st Lieut. C.E. Beasley, Post Adjutant; Lieuts Robert B. Satterwhite and Wm. L. Hamrick, Recruit Instructors; and Lieut. Grover C. Brown, Officer in Charge of Bachelor Officers' Quarters.

Officers of the other branches of the service are assigned duties related to such branches.

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TRANSFER OF AIR CORPS UNITS

The War Department announced, under date of October 15, 1940, the transfer of the following Air Corps units to the stations indicated:

The 8th Pursuit Group, consisting of approximately 117 officers and 807 enlisted men, from Langley Field, Va., to Mitchel Field, N.Y., on or about November 15, 1940.

The Headquarters and Headquarters Squadron, 2nd Bombardment Group (M), consisting of approximately 9 officers and 180 enlisted men, from Mitchel Field, N.Y., to Langley Field, Va., on or about November 15, 1940.

The 18th Reconnaissance Squadron, consisting of approximately 34 officers and 238 enlisted men, from Mitchel Field to Langley Field, on or about November 15, 1940.

The 21st Reconnaissance Squadron, consisting of approximately 19 officers and 185 enlisted men, from its permanent station at Langley Field to permanent station at MacDill Field, Fla., the

(Continued on Page 13)

## THE MOVE FROM BARKSDALE FIELD, LA., TO SAVANNAH, GA.

"We have a city most realistic which needs no colorful phrases to describe its growth and future expansion," writes 2nd Lieut. Gustave M. Heiss, Jr., Air Reserve, of the 17th Bombardment Squadron (L), Savannah, Ga., and he then goes on to say:

"Every stake driven and each shovel of dirt was the result of all the men concerned feeling the responsibility so vital to build a city. Men who for years heretofore had warm, well equipped, homes and barracks, paved streets and walks, and all the many modern improvements, have in ten testing days completely remolded their scheme of life. For today the GHQ Air Force has a new Air Base, designated the 'Savannah Air Base, Savannah, Georgia.' The comforts of their former home was Barksdale Field, La. Under the conditions experienced and those yet to follow, men become to know the actual worth of their fellowmen. If ever a man had the slightest desire to show his ability, his opportunity is at hand. Be the task one of digging drainage ditches, stacking lumber, securing and repairing equipment, or pounding a typewriter, all go toward establishing great strength. Initiative, at the proper time and place, has been and should be exercised.

"Our men of the 3rd and 27th Groups (L), GHQ Air Force, were commended most highly by the railway officials and their crews as being the most orderly and well disciplined troops they have ever transported. Every man among us is due credit for this sort of conduct.

"Ours are roofs of canvas and streets of sand and dust; yet our Airdrome is beginning to hum with perfection of synchronized power plants. Down deep, I am proud to be a member of such an organization."

**13th Bombardment Squadron:** This Squadron completed the movement of its personnel from Barksdale Field, La., to Savannah, Ga., on October 8, 1940. Personnel were established in the temporary camp already set up by the Base personnel, and the men set about making their quarters comfortable.

All airplanes of the organization, except two B-12AM type, are now at Savannah. Operations involving local familiarization and administrative flights are being carried on.

Camp was struck on the original site several days ago, and a new area occupied in which the Squadrons have their own streets and floored tents. The temporary camp as now occupied is much better and more comfortable than the origi-

nal set-up.

**8th Bombardment Squadron:** When the troop train carrying the soldiers and equipment of the 8th Bombardment Squadron (L), GHQ Air Force, pulled out of Barksdale Field, La., on Sunday, October 6, 1940, for Savannah, Ga., it marked the five years' tenure at the huge Louisiana Air Base. This period of over five years saw many changes in the 8th Bombardment Squadron and the 3rd Group. There were five complete changes in airplane types. The A-17A, B-18 and B-18A airplanes were given their entire service tests by the 8th Squadron, all 12 service airplanes remaining in the Squadron for over a year. It is worth while noting, too, that not a single serious accident has occurred in an A-18 airplane since this type was manufactured.

The stay at Barksdale Field also marked the change in designation to Medium Bombardment and then to Light Bombardment. The Group and each squadron were divided on February 1, 1940. It was a pleasure to have the "offspring," or 27th Group, as it is officially known, come with the parent organization to Savannah.

After having contemplated moves to Salt Lake City, Utah; Fort Bragg, N.C., and various other points, the 8th Squadron is more or less settled at Savannah. Everyone is glad the move is over, and the one thought in mind is that "It could be worse."

**16th Bombardment Squadron:** After a good bit of debating and unofficial rumors as to destination, the 16th Squadron finally received official orders to move to Savannah, Ga., for new permanent station on October 7, 1940, and entrained and left Barksdale Field at midnight that date. The move was anxiously awaited by some, those who were looking for new fields to conquer, but the rest hated to leave old friends and pleasant haunts.

After leaving Barksdale Field, nearly everyone crawled wearily into their Pullman berths for a little rest, while a few sat around comparing their gals whom they had left behind and past experiences, making plans to return in the future.

The next day, when a layover of about 45 minutes was authorized at Birmingham, Ala., everyone seemed to be in a pretty cheerful mood and were looking forward to seeing Savannah. The trip was more or less uneventful, the men enjoying a lazy respite from work.

### Hqrs. Squadron, 3d Bombardment Group

The former "stamping ground" of such historians and soldiers as Nathaniel Green, General Oglethorpe, General Pugh and General Bull is now the location of the Headquarters Squadron of the 3d Bombardment Group (Light), the command post of the unit having been established at the Savannah Air Base, Savannah, Ga., on October 8th. The exodus from the former station, Barksdale Field, La., was made by troop train and privately owned conveyances, the fighting and training ships of the command being ferried immediately upon arrival at the new airdrome. The Savannah folks have been swell - weather splendid, with the exception of a few foggy mornings - and, although many of the folks were inconvenienced attempting to locate themselves and family in medium rentals, there is not too much "griping" and just as soon as many of our younger "soldats" become accustomed to "tent city" and the cold showers, we'll be set until Uncle Sam orders another move.

27th Bombardment Group (L): The mass movement of the 27th Group, other than the ferrying of airplanes, was completed on October 12th. Since that date the ferry missions have been accomplished. Our home town is now Savannah, and if things level off it is believed we will soon learn to like it, even as Shreveport.

To date we have been operating more or less under field conditions, but great progress is being made in establishing the "comforts of home." Soon we will have lights, showers (with warm water), and heat. The cool nights over here slipped up on everyone. It was discovered that two blankets didn't quite get the job done. Emergency requisitions were immediately submitted.

### Headquarters Savannah Air Base By Sergeant Gilbert C. Sheppard

The recently inaugurated Savannah Air Base, Savannah, Ga., under the command of Brigadier General Lewis H. Brereton, U. S. Army, is rapidly taking on the appearance of a military air base. The ferrying of ships from Barksdale Field is over, and tactical operations will begin soon.

The city of Savannah is approximately four miles from the Air Base. The city bus company has established bus service at reduced rates for the convenience of the soldiers. The drive into the city is a very pleasant one, as the highway is bordered with oak trees over 200 years of age. This is only one of the beautiful drives in Savannah. The city is noted for its scenic beauty and its

historical interest.

The strength of the Air Base is 126 officers and 2354 enlisted men. From Fort Screven, Ga., there were obtained 127 recruits, who are receiving their recruit instruction under the supervision of experienced commissioned and noncommissioned officer instructors. The recruit material is excellent, and they are expected to assume the role of seasoned soldiers in the near future.

Barracks to accommodate the entire Air Base personnel are being constructed at the north end of the field. The construction work is under the supervision of Major Michael Grimaldi, Construction Quartermaster. At present, one thousand men are working sixteen hours a day on this construction project. A third shift is to be employed immediately, and this will speed up the work to an "around the clock" basis. The barracks will be completed by February 1, 1941.

Tents constitute the temporary quarters. They are floored and side-walled and easily accommodate five men. Heaters and electric lights will be installed in each tent.

Good progress is being made on an artesian well which will bring in 1200 to 2000 gallons of water a minute.

The soldiers are not lonely, as approximately 500 visitors have been at the Air Base each day.

The citizens of Savannah have done everything possible to insure that the soldiers will enjoy their new station. They have extended invitations to the personnel to attend their ball games, churches and various other social functions. A great number of men have accepted these invitations. The people of Savannah are to be commended for this display of generosity and hospitality.

After close observation, it is reported that each and every soldier is apparently enjoying the Savannah Air Base to the fullest extent.

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### Transfer of Air Corps Units (Continued from Page 11)

squadron to remain on temporary duty at Miami, Fla.

The 19th and 33rd Bombardment Squadrons (M), 22nd Bombardment Group, consisting of approximately 345 enlisted men, from Patterson Field, Ohio, to Langley Field, on or about November 15, 1940.

The 41st Pursuit Squadron (Interceptor), 31st Pursuit Group, consisting of one officer and 127 enlisted men, from Bolling Field, D.C., to Selfridge Field, V-8632, A.C.

Mich., at the earliest practicable date.

The 23rd and 32nd Pursuit Squadrons (Interceptor), 36th Pursuit Group, with an approximate total strength of 280 enlisted men, from Kelly Field, Texas, to Langley Field, Va., on or about November 15, 1940.

Sites for two new Army Air Corps stations were announced on October 16th by the War Department. One will be located at the Municipal Airport at Hartford, Conn., and the other at Fort Devens, Mass.

The 57th Pursuit Group (I) and the 30th Air Base Group will be formed at Hartford at a later date. These Air Corps units will be composed of approximately 140 officers and 1,200 enlisted men. Service elements approximating 40 officers and 500 enlisted men are also to be stationed here. Construction details will be announced later.

The 152nd Observation Squadron of the National Guard will be formed at Fort Devens, and will be composed of approximately 30 officers and 150 enlisted men. Funds set aside for immediate construction amount to approximately \$320,000.

Under date of October 19th, the War Department announced that, as facilities become available, Air Corps units and auxiliary service elements, totaling approximately 310 officers and 2,800 enlisted men, will be stationed at Westover Field, the new Northeast Air Base located near Chicopee Falls, Mass.

In addition to the 26th Air Base Group now at Westover Field, the 4th Bombardment Wing Headquarters, the 34th Bombardment Group, the 60th Transport Group Headquarters and Headquarters Squadron, and essential service elements will be stationed at this Air Base.

The following Quartermaster and Air Corps units will be transferred in the near future from their present stations to new permanent stations, according to a War Department announcement under date of October 22, 1940.

Company C, 54th Quartermaster Regiment (HM), will move from New York Port of Embarkation, Brooklyn, N.Y., to Miller Field, Staten Island, N.Y. The movement to Miller Field will be made by motor and by water. The enlisted strength of Company C is 120.

The following Quartermaster units (GHQ Air Force) will be transferred from Barksdale Field, Shreveport, La., to Savannah, Ga.:

Company E, 30th Quartermaster Regiment (Tr); enlisted strength, 55.

233rd Quartermaster Company, Air Base, enlisted strength 152.

One Section, Company B, 89th Quartermaster Battalion (LM), enlisted strength, 18.

Company B, 89th Quartermaster Battalion (LM), less the section going to Savannah, enlisted strength 18, will move to MacDill Field, Tampa, Fla.

The movement to both new stations will be by rail, except for motor vehicles involved. The motor convoys will travel overland, camping overnight, wherever practicable, at Army reservations.

Headquarters and Headquarters Squadron, 28th Composite Group, approximate enlisted strength 1500, and the remainder of the 23rd Air Base Group (about 400 enlisted strength) now stationed at March Field, Calif., will proceed to Moffett Field, Calif.

With the exception of the airplane equipment, which will be flown to the new station, and motor vehicles which will go overland, the transfer of all personnel and equipment will be effected by rail. The motor vehicle convoy will camp overnight at Army reservations wherever practicable.

In all of these movements, officers and enlisted men may use their own cars, unless their presence is required with the troops in connection with the movement. The time allowed for this method of travel is that required by the motor convoys to make the same journeys.

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#### TROPHY TO COLORADO NATIONAL GUARD SQUN.

The 120th Observation Squadron, Colorado National Guard, was recently notified that it won the Sherburne Trophy for the Fiscal Year 1940. This Trophy is given annually by Brigadier General John H. Sherburne, in memory of his son, Lieut. John H. Sherburne, Jr., who was killed in an airplane accident while serving as a member of the Massachusetts National Guard Squadron. The Trophy is awarded to the National Guard Observation Squadron which completes the greatest percentage of the training directive issued by the National Guard Bureau with the smallest percentage of forced landings or accidents caused by faulty maintenance or error of operating personnel per 1,000 flying hours during the fiscal year.

During the period for which the award was made, Major Frederick W. Bonfill was in command of the Squadron. Major John K. Nissley, Air Corps, was the Squadron's Air Corps instructor, and Staff Sergeant George F. King, D.E.M.I. (A.G.) the Sergeant Instructor.

Major Harrison W. Wellman, Jr. is the present Squadron Commander.

(Continued on Page 16)

V-8632, A.O.

## RANDOLPH'S ALL-AMERICANS

(Note: The following article appeared in the last edition of FORM ONE, unofficial organ of the Battalion of Flying Cadets at Randolph Field, Texas.)

### A coach's dream!

That is the title that best describes the college All-American football material that is found in the Flying Cadet Battalion at Randolph Field. More than enough men to comprise a full first team are now seeking laurels in the skies where one year ago each was receiving the acclaim of football experts throughout the nation.

These are the men who a year ago were making gridiron history. Today they have exchanged their football helmets for flying helmets and are teamed together in Uncle Sam's Army Air Corps.

Therefore, before the annual rush of sport scribes to thrust a mythical All-American on the unsuspecting public, the FORM ONE proudly submits its candidates for doubtful distinction as the first All-American squad of 1940. That the choice was not somewhat biased in NOT claimed by this publication, because all are Flying Cadets - except the coach, and he's an instructor.

Right End: Herb E. Smith, All-American and Captain of the Sugar Bowl champs of last year, Texas A. & M.

Right Tackle: Howard A. Stoecker, All-American tackle on two Rose Bowl Championship University of Southern California teams.

Right Guard: William A. Sally, who received honorable mention All-American, played with the Duke University team in the 1939 Rose Bowl classic.

Center: Thomas F. Cross, former St. Louis and Missouri star college and professional player.

Left Guard: George Pfeiffer, All-American and Captain of the 1938 University of California at Los Angeles squad.

Left Tackle: Paul H. Snow, Big Seven star from the University of Utah, where he averaged 49 yards in his kicking. Also played with the Philadelphia Eagles in the National Professional League last year.

Left End: J.R. Loehrke, All-American mention, and Big Ten star during his days at the University of Wisconsin.

Quarterback: Frank T. Waskowitz, All-American and Captain of the University of Washington team, played in the 1938 Rose Bowl game.

Right Half Back: Charles C. Edwards, All-American, sensational passer and

triple threat back of the Citadel.

Left Half Back: Elmer L. Tarbox, All-American at Texas Tech, one of the leading scorers and pass interceptors in the nation.

Fullback: A.W. Schroder, Little All-American from South Dakota State, who ranked with the three high scorers in the nation last year.

Coach: Lieutenant Claude F. Evans, twice All-American at the University of California, at Berkeley, and star of the 1938 Rose Bowl game. Was assistant coach of his Alma Mater during the 1939 season.

To acquaint the public in and near San Antonio with the presence of such famous athletes in their immediate vicinity, a recent Friday night radio program by the Gulf Coast Air Corps Training Detachment featured interviews with all the Flying Cadets now in training who gained nation-wide fame as gridiron stars during the past few years. Under the direction of Lt. Nuckols, Public Relations Director for Randolph Field, each of the men was interviewed and asked to recall some of his most thrilling experiences on the football field, as well as some equally thrilling that have happened since appointment to the United States Army Air Corps took effect.

In many instances, the Flying Cadets who now work, relax, and live together, were enemies of long standing until a few months ago. An example of this are Cadets Howard Stoecker and Frank Waskowitz. For three years Waskowitz sparked the University of Washington Huskies to victories, and in his senior year received unanimous recognition as an All-American. At the same time Stoecker was a standout in the University of California Trojan line, where he played tackle, and was selected for several All-American teams for two seasons. As a result, the two met continuously at, behind, or in front of the line of scrimmage in each S.C. - Washington contest, but never in a social or friendly manner. Incidentally, Stoecker was introduced as "the tallest and huskiest Flying Cadet" the master of ceremonies had ever seen.

And there you have it, the Flying Cadet All-Americans of the U.S. Army Air Corps. Each man gained the distinction without playing a game during the current season, which in itself is some kind of record. But they all are willing to schedule a contest with anything from Sawtelle Tech to the Irish of Notre Dame. They say.

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## NOTES OF THE CAL-AERO ACADEMY

The promotion of Air Corps officers, assigned to supervise training at the three Cal-Aero detachments in California, finds the bars of a Captain being worn by former 1st Lieuts. R.L. Scott, Commanding Officer at Ontario; Lester Harris, Commanding Officer at Oxnard, and Charles J. Daly, Adjutant at Glendale. Promoted to First Lieutenant were "Jack" Theron Coulter and John R. Kilgore, Adjutants at Ontario and Oxnard, respectively.

The Air Corps Training Detachment at Glendale, Calif., has been designated as administrative headquarters for Flying Cadets assigned to study meteorology at the California Institute of Technology in Pasadena, Calif., and the University of California at Los Angeles, Calif. The first detachment at each college has already reported.

Flying Cadets at the Air Corps Training Detachment, Glendale, Calif., formed a featured division of the Registration Day parade, staged by the American Legion in Los Angeles the evening prior to draft registration.

Only two months from the day the new \$600,000 Cal-Aero Academy Primary Training Center at Ontario, Calif., was put into operation, an additional \$50,000 building program at the big base was launched by Major C.C. Moseley, former Air Corps officer and president of Cal-Aero.

New construction will include two new barracks buildings for Flying Cadets, 226 x 186 feet in size. Like the four barracks already in use at Ontario, cadets will be appointed two to a room, with a bath between each pair of rooms. The project is to be completed within thirty days to accommodate Cal-Aero's new quota of 138 cadets per class.

The Ontario DAILY REPORT has set aside a full page once a week for Flying Cadets undergoing primary training at the Cal-Aero Training Center in Ontario. Under the direction of Lieut. J.T. Coulter, Adjutant of the Detachment, the cadets themselves write and edit the page.

Biographies of the cadets, articles regarding the Air Corps, and news of the Detachment are featured. The project is expected to be of material aid in Flying Cadet recruiting.

Captain R.L. Scott, Commanding Officer of the Air Corps Training Detachment at Ontario, Calif., experienced a joyous shock when a P-12 airplane, assigned to

the Detachment for ground study, arrived at his base. It proved to be the identical airplane which Captain Scott had flown five years ago while on duty in Panama and in which he made a 12,000-mile tour completely around South America. Investigation disclosed that this airplane subsequently had seen duty in Hawaii and in the United States.

Flying Cadets of the Detachment at Ontario, Calif., and Cal-Aero Academy, the contracting school for their training, were honored by Chaffey College of Ontario between halves of Chaffey's "big game" with San Bernardino on the night of October 11th.

Chaffey's 105-piece uniformed band performed a 10-minute drill, which ended with the formation of a huge wings and propeller insignia, whereupon three platoons of cadets from the Detachment executed snappy precision drills.

The cadets received a tremendous ovation at the conclusion of their appearance from the capacity crowd.

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## HAMILTON'S HOUSING PROBLEM BEING SOLVED

Despite the fact that the personnel of the air base at Hamilton Field, Calif., has been increased more than one-third, efforts to find housing facilities for the additions have been successful to the point where less than a third of "tent city" is now occupied. Bearing in mind the soldier's well known aversion to tent life while in garrison, it is felt, says the News Letter Correspondent, that these efforts have been greatly appreciated by those concerned. The rows of tents are gradually disappearing before the encroachment of the wooden barracks, work on which is being pushed forward rapidly on a day and night basis.

Plans for the permanent solution to the housing problem have been disclosed by the projected purchase of 26 additional acres of land adjoining the post, where construction of modern officers' and noncommissioned officers' quarters is contemplated.

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## Trophy to Colorado National Guard Sqdn. (Continued from Page 14)

Formal presentation of the Trophy was scheduled to be made to a representative of the Squadron in Washington, D.C., during the National Guard Association Convention, October 21-24, 1940.

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Do the best you can with what you've got -- where you are.

V-8632, A.C.



## THE CREATION OF AIR DISTRICTS

The War Department, under date of October 24, 1940, announced the creation of four Air Districts, known as the Northeast, Southeast, Northwest, and Southwest Air Districts; also an increase from the four Wings now existent in the continental United States to 17 Wings, as trained personnel and equipment now in production become available.

It is stated that the purpose of the creation of the Air Districts is to effect decentralization of training and inspection duties of the Commanding General, GHQ Air Force, and to provide for the development of commanders and staffs for such special task forces as may be required for operation in war. The Headquarters of the Commanding General of the G.H.Q. Air Force who commands all these units will be moved from Langley Field, Va., to Bolling Field, D.C.

The headquarters of these four newly created Air Districts are as follows:

- Northeast - Hartford, Conn.
- Southeast - Tampa, Fla.
- Northwest - Ft. George Wright, Spokane, Wash.
- Southwest - Riverside, Calif.

These Air Districts contain the following States or other territory, as indicated, viz:

**Northeast:** Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New York, Pennsylvania, New Jersey, Delaware, Maryland, District of Columbia, Virginia, that portion of North Carolina north and east of the line: South Boston, Va. - Cape Lookout, N.C., West Virginia, Ohio, Michigan, Indiana, Kentucky, Illinois, Missouri, Iowa, Wisconsin and Minnesota.

**Southeast:** North Carolina (except that portion attached to the Northeast Air District), South Carolina, Georgia, Florida, Tennessee, Alabama, Mississippi, Louisiana, Louisiana and Arkansas.

**Northwest:** Washington, Oregon, Montana, Idaho, Utah, Wyoming, Colorado, North Dakota, South Dakota, Nebraska, and Kansas.

**Southwest:** California, Nevada, Arizona, New Mexico, Texas and Oklahoma.

The 17 Wings authorized are part of the Air Corps expansion program which embraces the ultimate activation of 54 combat groups with their necessary complementary services. This highly mobile fighting force will be so organized as to permit efficient operation by the whole or any specially organized portion in the defense of any theatre

of the Western Hemisphere.

Under present plans, Air Corps units to be assigned, as activated, to the four Air Districts are as follows:

### Northeast Air District:

- 4th Bombardment Wing - Westover Field, Mass., and Bangor, Maine.
- 2nd Bombardment Wing - Langley Field, Va.
- 7th Pursuit Wing - Mitchel Field, N.Y., and Hartford, Conn.
- 6th Pursuit Wing - Selfridge Field, Mich., and Fort Wayne, Indiana.
- 16th Bombardment Wing (L) - Bowman Field, Ky., and Manchester, N.H.

### Southeast Air District:

- 3rd Bombardment Wing - Drew Field, Tampa, Fla.; MacDill Field, Fla., and Orlando, Fla.
- 21st Bombardment Wing - New Orleans, La., and Jackson, Miss.
- 17th Bombardment Wing (L) - Savannah, Ga., and Fort Benning, Ga.
- 8th Pursuit Wing - West Palm Beach, Fla.
- 22nd Pursuit Wing - Augusta, Ga., and Charlotte, N.C.

### Northwest Air District:

- 5th Bombardment Wing - Spokane and Yakima, Wash.
- 20th Bombardment Wing - Salt Lake City, Utah, and Boise, Idaho.
- 11th Pursuit Wing - Portland, Oregon, and Everett, Wash.
- 12th Bombardment Group (L) - McChord Field, Wash.

### Southwest Air District:

- 9th Pursuit Wing - March Field, Calif.
- 15th Bombardment Wing (L) - Fresno, Calif., and Oklahoma City, Okla.
- 10th Pursuit Wing - Hamilton Field, Calif.
- 1st Bombardment Wing - Tucson, Ariz., and Albuquerque, N.M.

The present Air Corps is organized into 25 Combat Groups, with 4 Wings in continental United States and 2 Wings in overseas possessions, so that the expansion to 54 Combat Groups represents better than a 100% increase. As presently constituted, the 4 Wings in continental United States are as follows:

### 1st Wing, G.H.Q. Air Force March Field, Calif.:

- 19th Bombardment Group (H),
  - 23rd Composite Group
  - 4th and 23rd Air Base Groups (Reinf.)
  - 38th Recon. Squadron (LR)
  - 1st Communications Squadron
  - 1st Weather Squadron
- ### Salt Lake City, Utah:
- 7th Bombardment Group
  - 5th Air Base Group
  - 88th Reconnaissance Squadron

Hamilton Field, Calif.:

20th and 35th Pursuit Groups  
45th Air Base Group

McChord Field, Wash.:

17th Bombardment Group  
19th Air Base Group  
39th Reconnaissance Squadron  
2nd Wing, GHQ Air Force

Langley Field, Va.:

2nd and 25th Bombardment Groups (H)  
36th Pursuit Group  
1st Air Base Group (Reinf.)  
21st Reconnaissance Squadron  
41st Reconnaissance Squadron (LR)  
2nd Communications Squadron  
2nd Weather Squadron

Mitchel Field, N.Y.:

9th and 22nd Bombardment Groups  
2nd Air Base Group  
18th Reconnaissance Squadron

Selfridge Field, Mich.:

1st and 31st Pursuit Groups  
3rd Air Base Group  
3rd Wing, GHQ Air Force

MacDill Field, Fla.:

29th Bombardment Group  
27th Air Base Group  
17th Wing, GHQ Air Force

Savannah, Ga.:

3rd Bombardment Group (L)  
27th Bombardment Group (L), less one Squadron  
35th Air Base Group

Fort Benning, Ga.:

One Squadron, 27th Bombardment Group (L).

In our overseas possessions, Hickam Field, T.H., is the station of the 18th Wing, GHQ Air Force. The 19th Wing, GHQ Air Force, is located at Albrook Field, Panama Canal Zone.

The War Department has adopted for the Army's aviation objective for active training and organization approximately 12,800 airplanes of all classes and types; an increase in all enlisted personnel for duty with the Air Corps from 45,000 to 163,000, including an increase in annual output of trained pilots from 7,000 to 12,000; an increase in Air Corps Technical Schools and instructors to provide the many skilled mechanics and other specialists required to maintain and operate the modern fighting plane; and the acquisition of many new stations for new Combat Groups, to be activated as the personnel and materiel for them become available.

The figure of 12,800 planes of all classes and types refers only to those tactical planes required to equip the 54 Combat Groups (plus a small reserve), and to those required for basic and advanced flying training purposes, and is included in the approximately 18,000 planes already contracted for or received, the remainder of which are being

procured as an equipment reserve. To operate these tactical units, the War Department will require: Air Base Groups, which are the ground force for maintenance, mechanical service, and supply of aircraft and aircraft materiel; Signal Companies for communication facilities; Ordnance Companies for maintenance and supply of Ordnance Department materiel and ammunition; Quartermaster Companies for supply and transportation services; Engineers (Aviation) for preparation of landing fields, camouflage, etc.; Medical Corps personnel for the physical welfare of the various commands and for sanitary administration; and a number of other units or detachments necessary for security and protection.

While a number of the 54 Combat Groups will be assigned to overseas departments, the greater part of the fighting force will be assigned to GHQ Air Force in continental United States.

The GHQ Air Force is the fighting force of the Air Corps (Bombardment Aviation - Heavy, Medium, Light; Pursuit Aviation - Interceptor and Fighter; and Reconnaissance Aviation - Medium and Long Range, operating either alone or in support of the ground forces and naval forces). Certain other aviation types are assigned more exclusively for use by the ground forces - Army, Corps, and Division.

In the past, some Wings of the GHQ Air Force have been composed of two or more Groups of different classes of Aviation - Composite Wings. Under the Expansion Program, Wings will be homogeneous - i.e., they will be composed of Groups of the same class of aviation.

The Wing is an Air Force unit of two or more Groups (Bombardment or Pursuit, together with an Air Base Group and attached Communications, Weather and Reconnaissance Squadrons), and may contain from 55 to 250 planes, depending upon the type of unit. Generally speaking it corresponds to the Brigade in Infantry, Artillery or Cavalry. The Group has as its equivalent organization in other Arms, the Regiment, and contains from 26 to 80 planes of the same class - Bombardment or Pursuit. Groups are made up of Squadrons (8 to 25 planes), composed of Flights (in other Arms, the Company, Battery, or Troop).

Regarding our more important overseas departments, aviation garrisons will be increased and reorganized under this program in a manner similar to that for continental United States. Aviation components of the Hawaiian and Panama Canal Departments will be organized as into Department Air Forces with homogeneous Wings, under the command of

their respective Department Commanders, thus attaining the unity of command so essential for successful operations.

Completion of the 54 Combat Group program with necessary airplanes, materiel, personnel, including the requisite number of trained pilots and aviation technicians of all kinds, is to be expected sometime in 1942. In the accomplishment of this program, the production of airplanes and the thorough training of pilots, combat crews, and enlisted specialists will be closely coordinated.

In so far as possible, the War Department intends to utilize existing facilities - military, State, and municipal airports - to the maximum to provide the needed establishments.

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#### ORGANIZATION OF HQRS. SQUADRON, 13TH WING

Symbolic of the phenomenal growth of the Army Air Corps in these days of expanded national defense is the activation and movement of the Hqrs. and Hqrs. Squadron, 13th Composite Wing. Constituted on October 2, 1940, at Langley Field, Va., the Squadron was activated at the Air Base on October 10th, being scheduled to sail from Fort Monroe, Va., on October 25th for the Puerto Rican Department.

This means in newspaper English that the Squadron was set up as a unit on October 2nd. Eight days later it became active, with three Master Sergeants, four Technical Sergeants and 151 recruits assigned, and one second lieutenant of the Air Corps Reserve, Paul Hinds, attached as temporary commander.

Prior to the departure of the Squadron for its permanent station, the enlisted men were attached for administrative purposes to the Headquarters and Headquarters Squadron of the First Air Base Group (Reinforced).

The group of seven first two grade Sergeants selected for this detail is an average cross section of the excellent material found nowadays in the ranks of Master Sergeant and Technical Sergeant. One of them, Master Sergeant Harvey O. Kidd, should be at home in Puerto Rico, a Spanish-speaking territory. A native and resident of Texas for many years, he has a thorough knowledge of that language. He is an administrative clerk. He and Master Sergeants Alfred Bernier and Gust A. Tayloe are all veterans of the World War. Until recently, Sergeant Bernier was the line chief of the 20th Bombardment Squadron (Heavy), while Sgt. Tayloe has been an administrative clerk in the 49th Bombardment Squadron (Heavy).

In the group of Technical Sergeants,

David L. Johnson probably has had the most experience in the tropics, having served two 2-year tours of duty in the Philippines. He is a personal Sergeant and Major, and was recently assigned to the Headquarters of the 8th Pursuit Group.

The expert communications man of the group is Tech. Sgt. Albert E. Smith, formerly a radio operator and mechanic with the 2nd Wing Headquarters. He will serve as a communications specialist. Another administrative clerk is Technical Sergeant Ernest T. Adams, a former member of the 35th Bombardment Squadron (Heavy).

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#### LIBRARY DONATED TO 39TH OBS. SQUADRON

The 39th Observation Squadron, France Field, Panama Canal Zone, recently received quite a library of splendid books, which were donated to it by Mrs. P.P. Brown, mother of the late Paul P. Brown, who was a member of the Squadron at the time of his death. The books range in various subjects from Algebra to the best of fiction.

The following is an extract from the letter Mrs. Brown sent to Lieut. Gerhart, who served as Summary Court in settlement of the estate of Lieut. Brown:

"I would like very much for the books to be donated to his squadron for the use of the enlisted personnel. I feel sure this would be according to Paul's wishes. \* \* \* \*"

A new book case is being made ready in which to place the books, all of which are being marked with the 39th Observation Squadron Library stamp to insure their remaining with the Squadron Library for years to come.

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#### RANDOLPH HQRS. SQDN. MEN BECOME CHESTY

According to the News Letter Correspondent from Randolph Field, Texas, the chests of the personnel of the Headquarters and Headquarters Squadron of that field were expanded to the bursting point and there were rumors that many buttons were seen to pop off shirts, with the selection of that organization as Guard of Honor for the visit of the distinguished officers from the Latin-American nations. The appearance and performance of the Squadron drew commendations from Lieut. General H.J. Brass, the welcoming committee, as well as the visitors themselves. And when Colonel Brooks, the Commanding Officer, designated the Squadron as Guard of Honor for the second contingent of visitors, members of other Squadrons could speak to Headquarters men by appointment only.

## CADET TRAINING BEGINS AT MOFFETT FIELD

The roar of airplanes started at Moffett Field, Calif., on October 21st, as the first class of student officers and Flying Cadets began their training at the new West Coast Air Corps Training Center, established to supplement the Randolph Field Air Corps Training Center in the production of Army Air Corps pilots.

With 94 cadets and 26 student officers in the class, instructors began the first series of lessons, both in the classrooms and in the air. The cadets arrived at Moffett Field on October 16th and reported to the Commanding Officer. They were greeted by a battery of news photographers and reporters, representing nearly every paper in the San Francisco Bay area.

Highlight in the day's schedule was the welcoming of several representatives of the class by Brigadier General Henry W. Harms, Commanding Officer of the entire West Coast Air Corps Training Center set-up. Colonel Edwin B. Lyon, Commanding Officer of the local post and Commandant of the Basic Flying School, was also on hand to greet the newcomers.

The cadets were busy the balance of the day getting their equipment and supplies and getting settled in their new home. Later the processing and orienting of the group began, acquainting them with their new home, where they will study and fly for the next ten weeks.

On Saturday afternoon, October 19th, the cadets and student officers were initiated into the social side of their life at Moffett Field when they were guests of co-eds from San Jose State College at a tea dance in that city.

Moffett Field, formerly one of the GHQ Air Force stations, is now under the direction and control of the Chief of the Air Corps, and has been changed in status from a regular tactical base to that of a training center headquarters and basic flying school. From this base, all of the flying training on the entire coast will be directed, from the Civilian Elementary Schools at which the men receive their primary training to the advanced school to be opened at Stockton later in the year.

Aiding General Harms in conducting the West Coast training program is Major Leland R. Hewitt, Executive Officer, and Major David M. Schlatter, Director of Training.

In charge of Moffett Field and the Basic Flying School is Colonel Lyon, aided by Lieut. Colonel George L. Usher. Captain T. J. Meyer will be director of

training at the Basic School, while Captain Gerald Hoyle will take over the supervision of the ground school. Captains Lambert S. Callaway and Thomas J. DuBose will have command of the two stages.

In connection with the conversion of the base from a regular Air Corps unit to the Training Center, approximately 75 new officers, most of them from Randolph Field, were transferred to this base. The list, while made up mainly of men from the Air Corps and Air Reserve, also includes officers from nearly every other branch of the service.

Two Flying Cadets at Moffett Field, Calif., will go down in history's hall of fame, if newspapermen in this locality have their way.

While newsmen waited with their photographers, Cadet L.K. Wernick, of San Francisco, strode up to the main gate, presented his credentials, and was passed through, thereby becoming, amid the flashing of bulbs and the click of shutters, the first cadet to set foot on the field.

On Monday, October 21st, Flying Cadet Donald W. Nance, former Oregon State College student, climbed into a cockpit with his instructor, 1st Lieut. Robert E. Fleisher, and took off. Cameramen again recorded the event for posterity, for Nance was the first of the fledglings to go aloft at the new Training Center.

Fifteen men, representing nearly every organization now at Moffett Field, Calif., left recently for Fort Ord, Calif., to take the course for Cooks and Bakers at the U.S. Army School at that post.

These men represented the 68th, 79th and 80th School Squadrons; Headquarters and Headquarters Squadron; Material Squadron, 9th Air Base Group, and the 236th Quartermaster Company. With the recent transfer of the bulk of the men from the old 9th Air Base Squadron to Hamilton Field, Calif., it became necessary for the field to train a large number of new cooks.

## NOTICE TO PUBLIC RELATIONS OFFICERS

Public Relations Officers at Air Corps stations are requested to forward their contributions of material for the Air Corps News Letter so as to reach the Information Division, Office of the Chief of the Air Corps, Washington, D.C., on the 10th and 25th of each month. Receipt of material on or before these dates will obviate delay in the publication of same.

## CHARLIE MCCARTHY HELPS TO STIMULATE RECRUITING FOR AIR CORPS.

The famous "wooden head" Charlie McCarthy recently became an honorary Master Sergeant in the Army Air Corps as part of publicity activities conducted at March Field to stimulate the procurement of Flying Cadets and mechanics in the interests of the National Recruiting program, and, according to the POST BEACON of March Field, Riverside, Calif., he climaxed a program which surpassed all expectations in its success.

Charlie was ferried to March Field in aviator Edgar Bergen's monoplane, their landing being preceded by the arrival of an Eastern Airlines plane, loaned by the president of the Company, Eddie Rickenbacker, in cooperation with the Douglas Aircraft Co., for the purpose of transporting National Broadcasting Company, newsreel, and news agency officials to witness the gala events.

Lunch was had at the Officers' Club by these special guests of March Field, and was followed by a pseudo-official ceremony where wisecracking Charlie received his master sergeant's warrant. This ceremony was covered by a national radio broadcast hook-up.

A large number of National Broadcasting stars accompanied the troupe to the air base and were featured in an evening show which attracted a crowd of more than 4500 March Field personnel and special guests. Mario Chamlee, famous operatic baritone; Gale Page, radio and screen beauty; Bill Thompson, NBC comedian, and Bergen and his dummies, Charlie and Mortimer Snerd, were among the talented entertainers who appeared. Master of Ceremonies was Major Earl L. House, Public Relations Officer, in whose office general arrangements were handled.

Two minutes after he was made honorary master sergeant in the Army Air Corps, Charlie McCarthy told the air defenders of America how they can raise a force of 160,000 men in 24 hours.

"Why," said Sergeant McCarthy to Colonel Weir, March Field Commander, "Why don't you try putting a hostess on every bomber?"

McCarthy's suggestions for improvement of the Air Corps were given gratis right after the official ceremony at the Parade Ground. The ceremony inducted Charlie into the Army, making the saucy NBC dummy not only history's first real wooden soldier, but the first recruit ever to join the Army and make his six stripes so suddenly.

Colonel Weir, clothed in all the military dignity that a military man can muster, and without cracking even a hint of a smile, handed Charlie the

master sergeant's warrant, giving McCarthy full authority to order around all the noncommissioned officers and enlisted men on the Post. It took Charlie two full seconds to realize he could actually issue orders.

"Do you suppose it will work?" he asked Bergen.

"Why don't you try it?" said the ventriloquist.

"OK," said Charlie. "I now command the band to play the new Air Corps March and I command Mario Chamlee to sing it!"

The 63rd Coast Artillery Band, which journeyed all the way from Fort MacArthur to serenade the NBC dummy, blared out the tune without a moment's hesitation.

Charlie almost broke up the ceremonies as Lieut. W.W. Croxton, Jr., who was acting as adjutant for the ceremonies, was reading the warrant. Charlie sneezed right in the middle of it.

"Excuse me," he wisecracked, "but I think the draft's getting me."

McCarthy didn't come to March Field empty-handed. He brought with him a "highly secretive" McCarthy bombing sight, equipped with a telescope and rear view mirror - the mirror to make sure nobody sneaked up from behind.

"It's amazing," Charlie told Colonel Weir, "It's guaranteed to hit a cuspidor at thirty feet. Maybe we can make a little deal Colonel, let's say on a royalty basis?"

"Can't be done," said the Colonel.

"Well, then, maybe we can make it a flat deal on a quick turnover," suggested Charlie.

"Can't do that either, Charlie," said the Colonel.

"Well, will you trade a jack-knife for it," bargained McCarthy.

"No jack-knife, Charlie," the Colonel was firm.

"Colonel," complained Charlie, putting his bean shooter away, "you're a hard man to do business with."

Like all other army recruits, Charlie filled out a recruiting questionnaire and was duly sworn in by the Air Corps Major. Only a couple of points stumped Charlie.

"What reputation do you enjoy in your community?" asked the Major.

"Let's just skip that one," Charlie suggested.

"OK, but you know you can't serve in the Army if you've ever been in jail."

"Well, I guess that's that," said Charlie, and started to leave.

Charlie was X-rayed for the first time during a regular Army physical examination, interrupted every few seconds by howls of mirth at Charlie's wisecracks from the hospital staff and patients. The examining Colonel ap-

proceeded Charlie with an ophthalmoscope. "You look right into the little hole on the end," he said.

"Nothing doing, I'm wise," said Charlie. "You can't squirt water in my eye."

"Young man," said the medical officer, "you've got conjunctivitis."

"That's nothing," said Charlie. "I've got an uncle in Kentucky, too."

Charlie and Bergen also paid a visit to the bed ward of the base hospital.

Charlie took one look around at some of the bandaged soldiers.

"Say, that must have been a heck of a fight," he declared. "And it looks like we lost, too."

Whether Charlie's visit had anything to do with it or not, it was a surprise when the Air Corps Recruiting Officer came to the post that day. They were twelve flying cadets while Charlie was on the field.

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#### NEW BOMBING RANGE IN WESTERN UTAH

A recent War Department announcement is to the effect that a tract of more than 1,000,000 acres of Federally-owned range land in western Utah has been acquired for use as an Army Air Corps bombing range.

Other bombing range sites now under consideration in the Western part of the United States will be used for gunnery and bombing practice by Air Corps units stationed along the Pacific Coast and in other parts of the West and Southwest.

The area will be known as the Wendover bombing range after Wendover, Utah, the principal town near the area. Embracing parts of Box Elder, Boone and Juab counties, Utah, it is approximately 86 miles long and from 18 to 36 miles wide.

Salt flats and desert stretches comprise most of the area, which is included within the boundaries of Utah Grazing Districts No. 1 and 2, administered by the Grazing Service, Department of the Interior. Officials of the Department of the Interior cooperated with the War Department in securing its use as a bombing range.

The area has been used in the past during the winter months to graze approximately 20,000 sheep and 300 cattle. This livestock will be absorbed in other grazing districts when the Army takes physical possession of the land in the near future.

No construction of any type is contemplated for the new bombing range. The nearest Air Corps units are the 20th Wing Headquarters, the 7th Bombardment Group and the 5th Air Base Group at Salt Lake City, Utah; the 42nd Bom-

bardment Group at Boise, Idaho, and the Ogden Air Depot at Ogden, Utah.

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#### CONTRACTS FOR AIRCRAFT PLANT EXPANSION

The award of contracts cleared by the National Defense Advisory Commission to the Boeing Airplane Company, Seattle, Washington, calling for plant expansion construction at Seattle, Washington, to cost \$7,368,849.13, and also to the Boeing Aircraft Company, Stearman Aircraft Division, Wichita, Kansas, calling for plant expansion at Wichita, Kansas, to cost \$3,367,943.22, was announced by the War Department under date of October 19, 1940.

The new facilities will be constructed under the terms of the Emergency Plant Facility contract developed jointly by the National Defense Advisory Commission, the War Department, the Navy Department, and the Treasury Department. The company in each case will furnish the funds for construction. Under the contract, the Government will repay the cost of the plant expansion over a period of five years.

At the end of five years, the contractor will have the option to purchase the property at cost less some prearranged rate of depreciation or, alternatively, at some negotiated sum. In the event he does not choose to retain the property, title will be transferred to the Government.

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#### WAR DEPARTMENT REQUISITIONS AIRPLANES

The War Department announced, under date of October 22, 1940, the requisitioning of 110 airplanes manufactured in this country for export to the Swedish government.

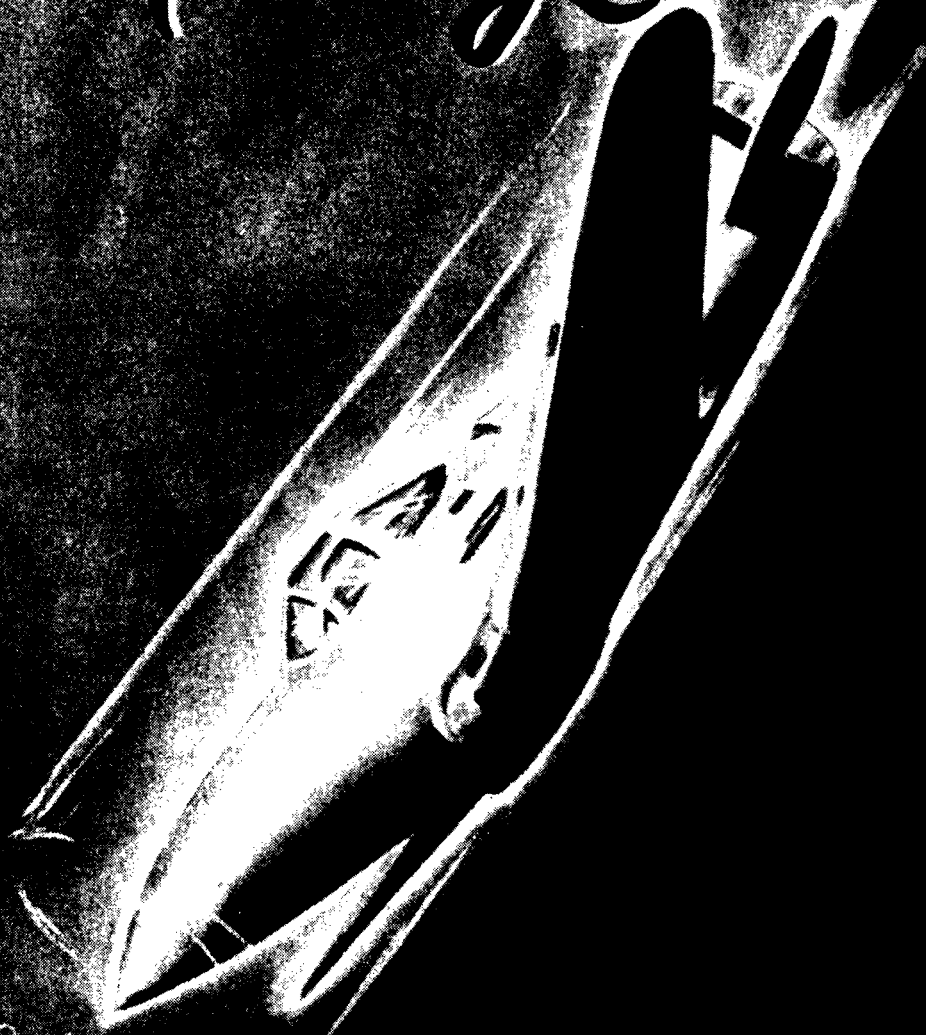
These airplanes, which are urgently needed by the Army Air Corps for advanced training purposes, include 60 EP-1 Pursuit ships and 50 2-PA Light Bombers. They were manufactured by Republic Aviation Corporation, Farmingdale, L.I., New York. Requisition was accomplished under authority of the Act of October 10, 1940, authorizing the President to requisition certain articles and materials for use of the United States for purposes of National Defense, and in compliance with Executive Order of October 15, 1940, prescribing regulations to carry out the purpose of the act.

Since efforts to negotiate for the procurement of these airplanes from the Swedish government were unsuccessful, it was found necessary to secure the planes by requisition.

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# AIR CORPS

## *News Letter*



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

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THE MATERIEL DIVISION LABORATORIES AT WRIGHT FIELD  
FOR AIRCRAFT DEVELOPMENT AND TESTING  
By the Materiel Division Correspondent

While airplane factories from New York to California are working 24-hour shifts to turn out the thousands of new warplanes ordered for the nation's defense program, the Wright Field research engineers and technical experts likewise are working at top speed, testing new planes, and developing still speedier and more dependable fighters of the skies.

In the 13 years of its existence, Wright Field, the great Air Corps experimental and testing center, has watched a steady procession of ever faster and stronger aircraft roll across its flying field but never have the flying field, the laboratories and testing departments seen the greatly expanded and swift-moving activities of the past year and a half.

The 3500 officers, enlisted personnel and civilian employees have important responsibilities in the nation's air armament program. Most Americans know of the test and development work on new airplanes and equipment carried on at Wright Field. Fewer know that here are prepared recommendations for contracts purchasing large orders of planes and equipment, and that these purchases, once approved in Washington, are followed up to the final delivery under supervision of the Materiel Division, which centers here. Even after the planes have been delivered, the major servicing of these planes is conducted by the seven Materiel Division Air Corps depots - two additional are under construction - located at strategic points throughout this country and island possessions of the United States, all of which are supervised by Wright Field.

The \$25,000,000 physical plant which the Air Corps now has at Wright Field, is in the midst of an expansion program which when completed will give this nation governmental experimental facilities unequalled elsewhere in the world.

The most interesting experimental building is the huge new 400-mile-an-hour wind tunnel, now nearing completion. Powered by a giant 40,000 horsepower electric motor, the largest wound rotor induction type machine ever designed, two giant fans 40 feet in diameter, each with 16 blades, will drive air through the 790-foot tunnel, built of sheet and structural steel. The power equipment alone cost approximately \$1,000,000. Model airplanes with wing spread up to 15 feet can be tested in the huge test chamber, also full-size propellers, engine nacelles, and other like parts, giving the engineers far more accurate data than was possible with smaller models at slower air speeds.

Building construction is evident almost everywhere throughout the 746 acres of the Wright Field reservation, and soon this acreage is expected to be extended with the addition of approximately 500 acres already under option, which will be added to the flying field, virtually doubling the flight area.

Huge new engine test stands, and additions to various laboratory and office buildings are being erected, or have just been completed.

The famous Army Aeronautical Museum has stored its unique collection of historical relics of aviation, at least temporarily, and has been converted into an office building.

Slashing Pursuit ships like the deadly Curtiss P-40, the Bell Airacobra P-39, the Lockheed twin-engined P-38, and the Republic P-41 all won their spurs at Wright Field, being proved in gruelling tests before they were selected to be the mainstays of the nation's Pursuit squadrons. Here, too, were tested the famous four-engined flying fortresses built by Boeing, and soon will come the Consolidated XB-24, newest of the four-engined bombers to be ordered in quantity. Nor will it be



the engine laboratories. A "cold" room is equipped with both refrigeration coils and heating apparatus for the purpose of subjecting engines to operation tests at temperatures as low as 40 degrees below zero and as high as 120 degrees above zero (Fahrenheit).

Parachutes, rubber boats, heavy winter flying clothing, and other accessories are planned and tested in the equipment branch. Here were designed the parachutes used by Uncle Sam's new parachute troops, now training at Fort Benning, Georgia.

Newest equipment for gauging the strength of fabrics, rubber and various metal alloys is found in the materials laboratory. Tests have been completed here recently on Nylon, the synthetic silk, for use as a parachute material, and on synthetic rubber materials used for the self-sealing leakproof gasoline tanks with which the new fighting planes are being equipped.

Chemists in the fuel test laboratory have greatly improved the standard of aviation gasoline and lubricants in the last few years. Special engines in this laboratory are given test runs with various types of fuels, in an effort to produce fuels with even higher anti-knock value.

Effects of flight on the human being are studied in the aero-medical research laboratory. Oxygen equipment used by Air Corps pilots in high altitude flight was originated here, and the new stratosphere airplanes with pressurized cabins, may be attributed at least partially to research in the giant Wright Field altitude pressure chamber of this laboratory.

Air Corps and Ordnance engineers work together in the Wright Field armament laboratory, one of the most closely guarded branches of the field. The "teeth" of the Army warplanes, bombs, aerial cannon, and machine guns are brought here for installation tests. New types of gun mountings, bomb racks, synchronizers for machine guns firing through propellers, and similar equipment all are produced experimentally here.

Meanwhile, other laboratory experts are studying and perfecting new instruments and equipment in many other fields, all relating to military aviation; instruments for navigation, for automatic landings and take-offs; new photographic equipment for aerial mapping, night photography and quick photography, in which an aerial photograph is completely processed in a plane within five minutes and dropped to a waiting headquarters on the ground; new radio equipment, both for

communication and directional guidance, on planes and for landing fields.

Flight tests of experimental warplanes are conducted by Wright Field flying branch pilot-engineers who take the new models through their paces to observe their reactions and performance in relation to the function for which they are designed. Pursuit ships are tested principally for speed, dive performance and maneuverability; Bombers for speed, long-range performance and bomb-carrying capacity, and transport ships for load-carrying and range.

And over all these thousands of workers, a general staff headed by Brigadier General Oliver P. Echols, Chief of Experiment and Research, directs and coordinates the work of development, testing, and purchasing new equipment, in close cooperation with a supervisory Materiel Division staff in Washington, headed by Brigadier General Carl Spatz.

Through this arrangement, the Air Corps experimental center keeps in close touch with new discoveries abroad as reported to the Chief of the Air Corps by Air Corps observers stationed abroad, and plans its general program to fit into the broad plan of national defense as it is outlined by the War Department.

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#### PROGRESS AT THE SAVANNAH AIR BASE

Since leaving Barksdale Field on Oct. 10th, the 27th Bomb. Group has settled down near the historic city of Savannah, Ga. A "Tent City" sprang up overnight to house the personnel and equipment of the Group until wooden barracks can be completed on or about the end of November. As to housing facilities for the families of officers and enlisted men a Federal Housing Administration subdivision will soon be opened to them. None the worse for the confusion incident to moving, operations are being carried on as usual, with very little hindrance in daily routines and training.

The 16th Bomb. Squadron completed its move to Savannah, Ga., and after two subsequent moves around the field, has gradually become settled. The next move, which will be from the tent area to the barracks, is anxiously awaited.

Although the Engineering Department experienced real difficulties operating in the field, an excellent job in repair and maintenance has been performed to enable the Operations Section to familiarize all pilots with the area, giving all pilots some instrument time, and practically to complete the gunnery training scheduled for the month.

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## FRANCE FIELD PERSONNEL ATTEND FIESTA

Men and officers at France Field were recently offered an opportunity to attend a most unusual ceremony, one that can be witnessed only in Panama. October 21st climaxed a three-day period, known as the Fiesta of the Black Christ. This Fiesta is held annually in a small seacoast town, which was long ago the center of the treasure trade for the riches taken from the countries near the equator. Such famous characters as Sir Francis Drake and Henry Morgan knew this town of Porto Bello very well.

The town of Porto Bello has no incoming roads and can be easily reached only by water. With the aid of Major Koch, Post Chaplain, and Major Weddington, A.C., adequate water transportation was arranged for and provided for all who desired to attend the Fiesta. Many men and officers availed themselves of this opportunity, which comes only to those on duty in the Canal Zone. The short trip at sea brought up for some things which were considered settled; and the hours of tramping around the ruins of old forts and standing in crowds to view the procession made many wonder at the time just why people risk getting seasick, risk getting soaked in a crowded cayuca, and risk sore aching feet to come to Porto Bello. However, now that it is over and everyone is safely back to daily routine, the experience was well worth the inconvenience. The story of the Fiesta and the details of what was observed there can best be told in the letters written home to friends and relatives.

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## RADIO COMMUNICATIONS IN THE CANAL ZONE

The monthly flights to South America, Central America, and around the Caribbean, now being made by Air Corps units stationed in the Canal Zone, have required closely coordinated radio contacts in order to provide interchange of information with the 19th Wing. A continuous check is maintained at all times, and positions of all flights are plotted on an overlay in the Operations Office of the 19th Wing.

In addition to the usual departure and arrival messages which are sent over the Pan-American Airways System, each flight maintains radio contact with either the Army Air Corps Station WYP at France Field or with WZA and the 19th Wing Headquarters Station VO7

at Albrook Field. This set-up insures contact in case of trouble with any one station, provides training for personnel, and permits Wing Headquarters to have direct contact with each flight. The airplane operators also maintain contact with Pan-American Airways stations enroute to secure necessary weather and landing field information.

On a recent flight to Bogota, Colombia, which involved both Bombardment and Pursuit flights, weather information sent to WZA at Albrook Field by the Bombardment flight, was rebroadcast to the Pursuit flight which departed an hour later than the Bombers. When the Pursuit was within 100 miles of the Bombers, direct communication was established between the units, and the Pursuiters received their information and coordinating instructions direct from the Flight Commander in the Bombardment plane.

Operating conditions are often quite difficult, due to static and electrical storms. However, Panama is a wonderful place and, notwithstanding talk about the heat and missing too many boats, we have one operator who can copy this static without trouble. The code clerks complain somewhat about deciphering the messages.

The training obtained on these flights is of much value to all communications personnel, and a dependable system has been established which can be utilized by Army aircraft whenever they are flying in this area. Stations WYP, France Field; WZC at Chapman Field, and 6HT at Borinquen Field have daily schedules, and arrangements for working any flight can be made without delay by contacting any of these stations.

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## CATERPILLAR CLUB MEMBERS MEET AGAIN

Maj. Charles H. Kruse and Capt. Jacob W. McCrillis, both of the Air Reserve, were reminded of a previous and less stable meeting as they greeted each other recently in the Administration Building at Hamilton Field, Calif., where both were reporting for extended active duty. Nine years ago, they figured in a mid-air collision at Mather Field, Calif., and were forced to "bail out." Both officers expressed the hope that any future meetings would be attended by less spectacular consequences.

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## "FRANK LUKE DAY REVIEW" A HUGE SUCCESS

Hickam Field's initial "Frank Luke Day Review" was enthusiastically received by service men and civilians alike as a grand and remembered beginning of what is to be a future celebration on every third Saturday in October in coming years.

It was a great day for Hickam Field, the entire personnel turning out to pay homage to the memory of Lieut. Frank Luke and to honor the Field's outstanding athletes. Team trophies and individual awards were given to athletes who were remarkably successful in their first year of active competition.

The colorful ceremonies were opened when Captain R. L. Waldron, Base Adjutant, read an official War Department order proclaiming this and each future yearly athletic review to be officially designated as "Frank Luke Day." This is a most fitting tribute to Lieut. Luke, who proved his courage and amazing flying ability time and time again in the grim days which made up World War No. 1.

In conjunction with the review, both Honolulu papers, the "Star-Bulletin" and the "Advertiser," carried special Hickam Field pages crammed with human interest stories of Field personalities, along with facts and photographs of this new modern Field. A large number of copies were sold on the Field and files of Hickam Field's history are now resting in many a scrapbook.

Col. H. C. Davidson, Commanding Officer of Hickam Field, was the Reviewing officer, ably assisted by Major J. A. Mollison, Base Executive, who acted as commander of the reviewing troops. Col. Davidson presented the awards to the various teams and individuals, all of whom were attired in uniforms of the teams of which they were members.

Every man on the field participated in the review except those on duty in the necessary guard and fatigue details.

Members of Hickam Field's baseball team were the first of a long list of athletes to be honored. The Hawaiian Department and Sector-Navy winners received medals and miniature gold baseball watch fobs. Trophies for winning the Department title, the Honolulu Sector and the Sector-Navy championships, as well as the J. A. Beaven perpetual trophy for the Sector-Navy championship, were received by the team coach, Capt. LaVerne

Saunders. Team members are Lieut. Wintermute, and the following enlisted men: Johnnie Collins, John Kerulis, Anthony O'Buzz, Victor M. Klein, William F. Smith, Colin M. Jones, Harold Fitzgerald, Bernardino Tortora, William Ordzie, Chester Ordzie, Delmas Bise, George Heard and Kenneth Fenwick.

Staff Sgt. George "Spot" Heard received the most valuable player award for his fine work as the teams backstop, this trophy being donated by Walter Jhung, the congenial post tailor.

Winner of the "Hickam Highlights" popular player contest was Staff Sgt. Johnnie Collins, team veteran with over 20 years of playing behind him. This cup was donated by post restaurant manager, Clyde Hall.

The Hickam Inter-Squadron League title was copped by the 23rd Bombardment team, the trophy being presented to 1st Sgt. Dale Reynolds.

Sport jackets, constituting basketball and tennis awards, were presented to the teams at the conclusion of their respective seasons. Hickam Field's swimming team showed up surprisingly well in the Sector-Navy swimming league, and coach-player, Lieut. H. C. Godman, and four enlisted men, received awards for their outstanding ability in the tank. Staff Sgt. Harry Brosius, was presented an award for being Hickam Field's outstanding tennis player.

The track team received the League Trophy for romping away with the Honolulu Sector title. Coach Capt. Ernest Moore also was on hand to receive for his team the Mayor G. Fred Wright trophy. Individual medals and bars for points won in active athletic competition were given to Sgt. Dan Hastings, Pvts. 1st Cl. Duane Crosby, R. B. Barton, A. S. Snyder, James McKeel, L. M. Bryan, Milton Northdurft, Pvts. J. A. Hodges, Robert Mitchell, Robert Fortier, Hamilton Gunn, Henry Hicks, Nicholas Novogrodsky, Donald Fowler, and Andrew Kintak.

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Recent aerial navigation problems by the 7th Reconnaissance Squadron at France Field, Panama Canal Zone, have qualified more officers as dead reckoning navigators. As a result of these numerous test flights, 90% of the officer personnel of this Squadron have qualified as such. According to the News Letter correspondent, this high percentage of navigators will, indeed, be an aid to bigger and better cross-country flights.

**D. F. C. AWARD TO CAPTAIN NEELY**  
By the Lowry Field Correspondent

During the course of one of the most outstanding military ceremonies ever staged at Lowry Field, Denver, Colo., Captain Harold L. Neely, Air Corps, joined the increasing ranks of the nation's honored aviators through the award to him of the Distinguished Flying Cross.

On Saturday, October 26, 1940, Brigadier General Jacob H. Rudolph, Commanding Lowry Field, in the presence of the entire staff of officers of that field, as well as all of the enlisted men stationed thereat, pinned the decoration on the chest of tall and slim Captain Neely.

After short talks by General Rudolph and Lieut. Colonel Early E. W. Duncan, all of the soldiers, who had been standing at attention, marched in review.

The ceremonies took place on the south side of the huge new hangars in front of a long line of the field's Bombing planes.

Two other officers stationed at Lowry Field who were awarded the Distinguished Flying Cross, are Major Albert W. Stevens, and Capt. Frederick A. Anderson, Jr.

Captain Neely, who is 30 years of age was awarded the decoration for riding a B-10 Bombing plane to a crash landing on December 18, 1939 near Hill City, Kansas, in the belief that one of his enlisted passengers had not been able to abandon the plane after the motors had ceased to function.

Riding with Captain Neely, who was then a Lieutenant, was another officer and two enlisted men. When the fuel system failed, Captain Neely gave the order for the men to jump, but he only saw two opened parachutes below him.

Following the tradition of the Air Corps of "never abandoning an airplane when men are still aboard," Captain Neely rode the bomber to a "dead stick" landing and managed to escape unhurt.

It was subsequently discovered that the third man, Corp. Kenneth Seamans, jumped with the other men, but that his parachute had failed to open in time to save his life.

In addition to the Distinguished Flying Cross for this act of heroism, Captain Neely also received the 1939 Cheney Award, comprising a bronze plaque, an engraved certificate describing the meritorious act performed, and a cash consideration of \$500.00.

The deed performed by Captain Neely was not the first to bring him recognition. In 1938, only three years

after receiving his commission in the Air Corps, he almost accomplished a record-breaking flight across the American continent in a P-35 Seversky Pursuit plane, making the coast to coast flight in less than ten hours.

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**LOWRY FIELD RAILROAD PROJECT APPROVED**

With the approval on October 17, 1940, of a W.P.A. project, involving the sum of \$996,244, to build a 14.25-mile railroad for Lowry Field, Colo., the total amount of funds spent through W.P.A. projects on the Denver Air Corps base was brought up to \$ 6,269,279.00.

The total cost of this railroad will be split, with the Works Progress Administration contributing \$513,099, and the War Department the balance of \$483,145.00.

This railroad will connect Lowry Field with its auxiliary field in Arapahoe County and the Fitzsimons General Hospital, where it will connect with a branch from the Union Pacific Railroad line east of Denver, Colo.

The project provides for 16 sidings, a 20-stall garage, a warehouse at the auxiliary field, and 2,640 feet of storm sewer at Lowry Field itself.

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**MOFFETT FIELD ACQUIRES AUXILIARY FIELDS**

In order that student officers and Flying Cadets may practice landings and take-offs in safety, unhampered by the congested traffic conditions that would otherwise prevail around the main base at Moffett Field, Calif., arrangements have been made for the use of three auxiliary landing fields a short distance from the hangar, it was announced here recently.

These additions are Abel and Heath Fields, both located just across the tip of San Francisco Bay from Moffett Field, and the San Jose Municipal airport, a short distance from that city. Abel Field, not far from Milpitas, is a level piece of former farm land, which provides 2500 feet of runway in either direction. It is the only one of the three fields which is in operation at the present, although improvements are underway both there and at Heath Field, some three miles away. At both of the new practice areas, uneven portions of the runways are being levelled. A small shelter is being built for the instructors, also the installation of markers to direct the

(Continued on Page 8)

## GENERAL BRANT ASSUMES COMMAND OF GULF COAST TRAINING CENTER

On October 24th, the command of the Gulf Coast Air Corps Training Center passed from Brigadier General Millard F. Harmon to Brigadier General Gerald C. Brant, the former having been ordered to command the 7th Pursuit Wing, Mitchel Field, Long Island.

General Brant brings to his new position a wealth of experience acquired during his 36 years' commissioned service, 22 of which have been with the aerial service of the army.

A graduate of the United States Military Academy in June, 1904, General Brant served 14 years in the Cavalry. In 1917 he transferred to the Aviation Section, Signal Corps.

Upon the completion of his flying training at Kelly Field in 1918, he served in rapid succession as Commanding Officer of Kelly Field No. 2; Chief of Operations, Office of the Director of Military Aeronautics, Washington, D. C., and later as Assistant Director of Military Aeronautics.

Following the Armistic General Brant was named Chairman of the Committee to organize the Air Service on a peacetime basis. In 1919, he served as Commanding Officer, Ellington Field, Houston, Texas, and later was assigned as Department Air Officer, Eastern Department.

General Brant graduated in successive years from the Army School of the Line, the General Staff School, and the Army War College. After serving as a member of the War Department General Staff from 1922 to 1926, he was assigned as Executive Officer, Office of the Assistant Secretary of War for Aeronautics. In 1927 he assumed command of Crissy Field, Presidio of San Francisco, California.

In 1930, General Brant served as Executive Officer of the 9th Observation Group, Mitchel Field, Long Island. In the fall of that year, he was transferred to the Hawaiian Department, where he served as Commanding Officer of the 18th Composite Wing and as Air Officer of the Hawaiian Department.

In February, 1935, he was assigned as Commanding Officer of Fort Crockett, Texas, a few days prior to the transfer of the Air Corps troops from that station to Barksdale Field, Shreveport, La. Upon the creation of the General Headquarters Air Force on March 1, 1935, General Brant was appointed Brigadier General and assigned as Commander of the 3rd Wing at Barksdale Field.

In 1937, he was transferred to the command of the Second Wing, GHQ Air

Force, Langley Field, Virginia, and in the following year he was appointed Commandant of the Air Corps Technical Schools.

On October 1, 1940, and for the second time in his career, the silver star of the Brigadier General's rank was on General Brant's shoulder strap, and he assumed command of the Gulf Coast Air Corps Training Center, with headquarters at Randolph Field, Texas.

One of the true pioneers of military aviation, General Brant finished second in the New York to Toronto Air Race in the fall of 1919, and shortly thereafter, in the Transcontinental Reliability Test Race, a broken oil pump caused him to crash into the Catskill Mountains, as a result of which he sustained severe injuries.

To his varied and active career, General Brant now adds, a very important task, that of commanding Uncle Sam's giant Training Center, where young College men are transformed into "Men with Wings."

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### INDIANS INVADE HAMILTON FIELD

Indians descended on an army post last month, but it was a friendly visit, and was made in response to the army's call for volunteers to fill up its expanding ranks. Six Sioux recruits of the Medical Department recently reported for duty at the Station Hospital, Hamilton Field, bearing names that will add zest to the reveille roll call, namely: Vandall White Horse, Leo Red Hair, Acorn A. Adams, Jerome Brown Bull, Bert Bergin, and Moses Ladeaux. The men were enlisted at Fort Francis E. Warren, Wyoming, and, although the salt water of San Francisco Bay smells strange to them, they like the Army and are well on their way to becoming good soldiers.

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### SILVER STAR FOR RANDOLPH FIELD'S C.O.

One of the early Army flyers, the Commanding Officer of Randolph Field, Texas, now holds the rank of Brigadier General. General Brooks received his appointment in the latter part of October. In the very near future, Randolph Field troops are scheduled to honor the two Brigadier Generals at this station, Gerald C. Brant and John B. Brooks, with a formal parade and review.

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Brig. Gen. John F. Curry, relieved from duty at Hamilton Field, was assigned to the Northwest Air Dist., Spokane, Wash.

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## PERSONNEL CHANGES AT LOWRY FIELD

Brigadier General Jacob H. Rudolph, for the past two years Commanding Officer of Lowry Field, Denver, Colo., was recently ordered to duty in the Hawaiian Department. Lieut. Colonel Warner B. Gates, his Executive Officer was on October 21, 1940, transferred to Fort Benning, Ga., where he will command the Air Corps troops stationed thereat. These troops include the 15th Bombardment Squadron (L) and the 16th and 97th Observation Squadrons. He formerly commanded the 16th Observation Squadron.

Lieut. Colonel Early E. W. Duncan succeeded Lieut. Colonel Gates as Executive Officer upon the latter's departure and, following the transfer of General Rudolph, he assumed command of the Air Corps Technical School at Lowry Field, effective October 31, 1940.

Effecting a minor reorganization of his Staff Officers, Colonel Duncan named Lieut. Colonel John P. Temple, former Air Corps Supply Officer as Post Executive Officer; Major Lawrence A. Lawson, former Director of the Clerical School, as School Executive Officers (Colonel Duncan's former position); and Captain Frank F. Everest as Director of the Air Corps Clerical School.

As the third Commanding Officer of Lowry Field since its establishment three years ago, Colonel Duncan will take charge of a Staff of 106 officers and more than 3,600 soldiers and students.

Col. Duncan, who served as a Second Lieut. in the Cavalry during the World War, received his permanent commission in the Regular Army on May 21, 1918. He was promoted to Captain and transferred to the Air Service on July 1, 1920, and is now rated as Command Pilot and Combat Observer.

He graduated from the University of North Carolina, the Cavalry School (advanced course), the Command and General Staff School, the Air Service Bombardment School, and the Air Service Tactical School.

He has been stationed at Lowry Field since June 24, 1939.

Col. Gates, who has been stationed at Lowry Field since June 1, 1939, has more than 3,500 flying hours to his credit and is rated as a Command Pilot, Balloon Pilot, Combat Observer, and Balloon Observer, was commissioned a Second Lieutenant in the Infantry in 1917, and rose to the rank of Captain before transferring to the Air Service in 1921. He became a Major in 1935, and was promoted to Lieut. Colonel on

October 21, 1937.

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## ARMY INSPECTORS WELL SATISFIED WITH LOWRY FIELD

The rapid growth of the Army Air Corps Technical School at Lowry Field, Denver, Colo., is proceeding to the "complete satisfaction" of the Air Corps and the War Department, Maj. Gen. George H. Brett announced in Denver on October 18, following a rapid inspection of the Field.

General Brett and Col. R. W. Crawford, of the War Department General Staff, arrived at Lowry Field in an Army plane from Bolling Field, D. C., piloted by Lieuts. J. W. Berry and F. L. Taylor. They were greeted at the field by Brig. Gen. Jacob H. Rudolph, Commandant of Lowry Field, under whose direction the Denver Air School was built up "from scratch" during the past two years.

General Brett, after a tour of inspection with General Rudolph, announced that building construction and installation of equipment is "humming right along."

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## Moffett Field Acquires Auxiliary Fields (Continued from Page 6)

traffic, and a windsock. Both fields will be watered and rolled to pack the surface. Sufficient space is provided in both cases, so that a continuous circle of ships taking off, landing and taxiing will not cause congestion to become a source of danger. Safety is stressed continually throughout the stages of the pilots' training.

Normally, some half-dozen or more ships are sent to each of the auxiliary fields from the main base. With their instructors watching from the ground, the students take off and land the ships, pausing between most of their circular hops to receive additional instructions from the flyer who is teaching them. When the students have completed several landings, the instructors return with them to the main field for another phase of the work, and a new group of students takes over.

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The 72nd Bombardment Squadron (M), stationed at Hickam Field, T. H., was presented by Lieut. Colonel W. E. Farthing, Commanding the 5th Bombardment Group, with the plaque for having the lowest mil error in bombing for the month of September.

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## NOTES OF THE CAL-AERO ACADEMY

With 195 newspapers and fourteen radio stations cooperating in the campaign, the public relations department of Cal-Aero Academy, in cooperation with officers of the primary training detachments at that school's Glendale, Ontario, and Oxnard fields, launched an extensive recruiting campaign for Flying Cadet enlistment.

A test campaign at the Glendale detachment over a two-weeks' period a short time ago produced 700 interested young men who called to make inquiry and, in more than 100 cases, to apply for acceptance as Flying Cadets.

Members of Class 41-B, graduating from the primary training detachment at Cal-Aero Academy, Oxnard, Calif., were the first to complete their full ten weeks of training at this detachment.

Heretofore, Flying Cadets at Oxnard remained five weeks there, and then went to Cal-Aero's Glendale detachment for the second five-weeks of their primary instruction.

"Slipstream", a semi-monthly 16-page magazine on book paper, edited and published by Flying Cadets of the primary training detachment at Cal-Aero Academy, Ontario, Calif., made its appearance during the past month.

Devoted to articles and photographs of activities at the detachment, the pretentious publication is supervised by Lieut. J. Theron Coulter, A. C., Adjutant of the detachment, who had previous experience with such publications at Randolph Field.

Seventy-five civilians holding commercial licenses are being given 25-hour "refresher" courses at Cal-Aero Academy, preparatory to becoming primary instructors of Flying Cadets at Cal-Aero's training centers at Glendale, Ontario, and Oxnard, Calif.

By January 6th, Cal-Aero will have 160 instructors at work giving primary training to the future officer-pilots.

Major Douglas Keeney, A. C., assumed command of the primary training detachment at Cal-Aero Academy, Glendale, Calif., relieving Capt. K. P. McNaughton, who had combined that command with the duties of Western Supervisor of Primary Training.

The great increase of primary training activities on the West Coast from now on will require Capt. McNaughton to devote his full time to the supervisory work.

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### RANDOLPH FIELD A TOURIST MECCA

The phrase, "Through these portals pass the most interesting people in the world, may well be inscribed at the entrance to the "West Point of the Air," at Randolph Field, Texas. From every walk of life, all points of the Nation, and by all modes of conveyances, each week thousands drive out from San Antonio to see how Uncle Sam's future pilots are being trained.

The most colorful group to visit the Field recently was the world famous Powell River Pipe Band, of Vancouver, Canada. This kiltie-clad bagpipe band, after their tour of the Field, serenaded the Command in a short concert played on the lawn in front of the Administration Building.

A few days later, the second group of distinguished Latin-American officers flew to Randolph Field in an American Airline plane and spent the week-end touring and inspecting the various commands in the San Antonio area. Another brilliant Flying Cadet Battalion Parade and Review was staged for the distinguished visitors.

Major General Robert C. Richardson, Jr., Cavalry, paid an informal visit to the various activities of the Command during a recent visit with his son, Lieut. Robert C. Richardson, III, who is on duty as a flying instructor at Randolph Field.

Each week brings its quota of school children groups, delegations from conventions held in nearby cities, and the ever present tourists, who flock to the southwest, "where the sunshine spends the winter," and during the summer months for the exceptional fish and game sports.

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### RANDOLPH'S LARGEST CLASS STARTS TRAINING

The largest class in Randolph Field's history started basic training on October 21st. The 368 embryo-pilots in Class 41-B include 272 Flying Cadets; 32 Student Officers, recent graduates of West Point; 3 foreign officers; and a new group - 61 graduates of the Advanced Training Schools conducted by the Civil Aeronautics Administration.

The assignment of these C. A. A. graduates to Randolph Field is in the nature of an experiment. They have completed in private flying schools, the primary and advanced courses of instruction as prescribed by the C.A.A., but they have not had any previous experience in Air Corps primary training planes. All of them, however, have had more flying time than the students who attended the Air Corps Primary Flying Schools. It will be interesting to watch the progress of the C. A. A. students on basic stage as compared with the other students.

Due to the wholesale transfer of personnel to the other two Training Centers, most of the instructors at Randolph Field are recent graduates of Kelly Field. However, they are quickly becoming acclimated to their new assignment and are experiencing notable success as instructors. Between classes, 66 recent graduates of Kelly Field had undergone an intensive course to qualify them as flying instructors and were assigned to flights for duty.

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#### HAMILTON FIELD EDUCATIONAL PROGRAM PROGRESSING

The night school classes recently started at Hamilton Field, Calif., by Captains Joseph D. Wager-Smith, Inf.-Res., and Robert L. Dougherty, Chaplain Reserve, have hit their stride and the directors report very gratifying progress with a total of 425 men now being enrolled.

At present, classes are held in the Administration Building, four basement rooms and the large conference room being utilized. This is a temporary arrangement, and the classes will be concentrated under one roof as soon as the new school building is completed.

Eight instructors are now being used, five being members of the faculty of Marin Junior College in nearby Kentfield. Captain Wager-Smith reports that one of the most popular courses offered is that of conversational Spanish for which many of the personnel and their wives are registered.

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Air Corps officers now stationed at Ladd Field, Fairbanks, Alaska, are Major Dale V. Gaffney, Commanding Officer; Captains R. S. Freeman and W.H. Neal, Lieuts. M.H. Ashkins, A.D. Baker, H.O. Bordelon, G.E. Cranston, A.E. Hebert, E.W. Ketcham, J.S. Marks, R.R. Stewart and M.E. Walseth. Flying is being carried on at full speed.

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#### MISSISSIPPI N. G. AIRMEN IN FEDERAL SERVICE

By the News Letter Correspondent

On October 15, 1940, the 153rd Observation Squadron, Mississippi National Guard, P. W'd. out for destinations unknown, being inducted into Federal Service on that date.

The clearance read: "Two flights of three airplanes each, one BC-1A and five O-38E's, crews to be as follows:

Pilots,- Major Allison J. Holifield, Commanding and Leading; Captains Algene E. Key, Eugene Vinson, 1st. Lieuts. Fred M. Key, James W. Shipp, Roger G. Fuller, 2nd Lieut. James P. Mulloy;

Observers,- 1st, Lieuts. Charles P. Brown, Henry C. Allen, Jack C. Breyer, 2nd. Lieuts. John A. Cheatham, Wm. McStallworth, and Edward N. Bullock."

The ground transportation was handled by 2nd. Lieut. Wm. W. Tolson, and attached Medical personnel is under the able guidance of 1st. Lieut. "Doc" Gus A. Rush, Jr.

Since the induction of the Squadron, two O-47A airplanes joined the flight and here we wish to take the opportunity of thanking Col. Benjamin F. Giles, AC, National Guard Bureau, and the 120th Observation Squadron, Colorado National Guard. Preflight instructions and all possible and very able assistance was given by Capt. Jimmy Daniel, Air Corps Instructor, and his able aid, Staff Sgt. Charley Cone.

In addition to the Squadron being placed under Federal status, we bring to attention the following men of National note: One each good golfer, namely, Gene Vinson; two each World Endurance Fliers, namely, Al and Fred Key, who in 1935 startled the country with 653 hours' continuous flying in the "Ole Miss", a Curtis Robin with 175 h.p. Wright Motor, which is still hopping passengers off Key Field to this day.

The Squadron is ably crewed by 137 enlisted men including four Medical personnel attached. At the present writing, the flight is over Meridian, and Key Field, which was named for the two famous Key Brothers aforementioned. Key Field, located about 3½ miles southwest of Meridian, is now an excellent field having four runways extending in length 4,000 to 5,000 feet and being suitable for the operation of any type of aircraft. The only trouble with the field at this time is that there has not been enough transient traffic of Air Corps

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personnel, so we are taking this opportunity of extending an invitation to you week-end and overnight "hoppers" to come this way and pay us a visit.

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#### REVIEW FOR GENERAL DARGUE

Brigadier General Herbert A. Dargue, until recently commander of the 19th Wing in the Canal Zone, who sailed aboard the U.S.A.T. "Republic" from Cristobal on October 29th to assume his new duties as Assistant Chief of the Air Corps, was tendered a farewell review by the officers and troops of Albrook Field on the day of his departure.

Colonel A. H. Gillson, Commanding Officer of Albrook Field, ordered the troops drawn up in a review late in the afternoon. Every officer and enlisted man on the field formed a single file on each side of the road running from the Station Dispensary, past Post Headquarters, the Barracks area, and to the Main Gate.

At the Main Gate, the officers were reviewed, all in full dress. A guard of honor had been drawn up at this point and music was furnished by the band. As a fitting background to the entire ceremony, the public address system on top of Post Headquarters rendered the Air Corps song.

After General Dargue reviewed the officers at Albrook Field for the last time, he joined Mrs. Dargue in his official car and proceeded to the Balboa Railroad Station, where the Panama Canal Department Commander, Lieut. General Daniel H. Van Voorhis, and his staff, tendered the departing Wing Commander due honors.

Brigadier General Sanderford Jarman, Commanding General of Panama Separate Coast Artillery Brigade, and his aide, were among the staff officers present. Brigadier General Walter E. Prosser, Commanding General of the Panama Mobile Force, and his aide, also honored the Air Corps officer.

A guard of honor had been drawn up at the side of the railroad tracks. A band played as the train pulled out of the station. The entire ceremony was colorful and impressive. It was a fitting finale to a notable tour of foreign service.

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#### ALBROOK RADIO STATION OPERATES AWAY FROM HOME

The 19th Wing Mobile Radio Station (W07) made the maiden trip of its career on October 8th. This being the first occasion the personnel assigned

to the Communications Section of the Headquarters and Headquarters Squadron actually suspended operations at Albrook Field, pulled up all stakes and departed on a trip.

The personnel were notified to be ready to depart at 7:00 A.M. Rumors, as usual in the Service, flew thick and fast, and most of them agreed that the destination was to be Madden Dam. Proving the exception to the rule, old Dame Rumor hit the nail right on the head, because Madden Dam was chosen as the site of operations.

After a 50-minute trip, the station was soon set up and went on the air. Contact was promptly established with the 44th Reconnaissance Squadron's ground station (W09).

Personnel making the trip were Captains L. M. Watnee, AC., Mandelbaum, Signal Corps; Tech. Sgt. H. W. Pike, Staff Sgt. E. F. Darcy, G. H. L. Fehrm, Sgt. V. F. Scott, Cpls. J. M. Schwab, E. T. Dilger and H. L. Johnson, Pvts. M. P. Corce, Dubinsky, I. A. Parkman and B. T. Watkins.

Everything proceeded according to schedule, and all agreed that the trip was a success and of much value to the operating personnel of the 19th Wing Tactical Station.

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#### 6TH BOMB. GROUP OPERATES IN THE FIELD

The 6th Bombardment Group, France Field, Panama Canal Zone, recently took to the field as a complete Group for five days of maneuvers. Based at Rio Hato, Republic of Panama, the Group carried out numerous tactical missions. The 7th Reconnaissance Squadron, based at France Field, was attached to the Group during a 48-hour alert period, during which a system of shifts was so arranged that there were always some planes in the air. All missions were successfully carried out, and designated bombing targets were hit and "destroyed."

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#### STIMULATING INTEREST IN THE AIR CORPS

In keeping with the policy of the 17th Bombardment Group, McChord Field, Wash., to do its utmost to acquaint civilians with the work the Air Corps is performing, 2nd Lieut. J. F. Roberts, of the 34th Bombardment Squadron, spoke before the Eatonville Lions Club on October 16th on the subject of the "Air Corps Expansion."

The 34th Bombardment Squadron expects to send several more of its officers to various localities to further the public's interest in the Air Corps and, incidentally, to stimulate the enlistment of Flying Cadets.

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## PRAISE FOR LOWRY FIELD DEVELOPMENT

Men, whose opinions carry weight in the nation's industrial and financial circles, inspected Lowry Field, Denver, Colo., on October 24th, and were very much impressed.

This visit to Lowry Field was made possible through the annual meeting of the Board of Directors of the Union Pacific Railroad, held at Denver, Colo., for the first time in history. Mr. W. M. Jeffers, President of the Union Pacific, predicted an impressive future for Lowry Field and Denver.

"I was tremendously interested and surprised at the development that has taken place at Lowry Field in a few months," he remarked, and expressed the opinion that, in view of the preparedness program in progress on the West Coast and in the Northwest, Denver should become the principal field in the inter-mountain country. "They are doing a gorgeous job at Lowry Field," he concluded.

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## U.S. ARMY: THE MELTING POT OF NATIONS

"If America is the Melting Pot of the world" declares the McChord Field, Wash., Correspondent, her army is certainly the focal point of this process." He cites, for instance, one organization, the Headquarters and Headquarters Squadron, 17th Bombardment Group (Medium), HQ Air Force, which is represented by 39 States, the District of Columbia, and five foreign countries. Of the States, Kansas, Oklahoma and Texas lead with from 20 to 25 men each. The Pacific slope, naturally, is right up in the running, with California, Oregon, and Washington, boasting from 12 to 16 men each. The Middle West - South Dakota, Nebraska, Minnesota, Iowa, Missouri, Wisconsin, Michigan, Illinois, and Indiana - have all presented the 17th with several of their finest. Two widely separated states, Montana and Pennsylvania, are represented by eight men each. New England and the deep South are the only sections of the nation which have not contributed more than one or two men to the organization.

The Group Sergeant Major, genial Staff Sergeant Adolph Neumaier, was born among the Alps at Lucerne, Switzerland, as was Private Christian C. Schick, at Dallgen. Italy contributed to the Squadron two Sergeants, Leo Melo and Rosario Cardile. Two Canadians, Staff Sergeant Andrew M. Pascal and Sergeant Dale A. Ragon, are the mainsprings of the Communications Section. Corporal Jacob Lipchiz, of

the Air Corps supply, was born in Russia, but fought for the United States during the World War I. Charles W. Craig's birthplace is the island of Jamaica in the British West Indies, where his relatives still reside.

There they are - working, talking, laughing, eating, and playing together. There are many nationalities and creeds, but friction is nil, and cooperation is uppermost in every mind. Highland Scots, Galloway Irish, Piccadilly Circus Britishers, Nazi Germans, merry Swiss, native Indians, Parisiens, Italians, Finns, Swedes, Hebrews, Lithuanians, and Poles, --- but, first, last, and forever, Americans!

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## ADDITIONAL OFFICERS FOR 34TH SQUADRON

The ranks of McChord Field's "Thunderbird" Squadron, (34th Bombardment) were swelled following the arrival on September 29th of eleven newly commissioned graduates of Kelly Field, Texas, to undergo their 3-month tactical training course. Three days after their arrival, the trainees were hard at work with transition flights in the B-18's and extensive ground schooling. These new officers are looking forward to their initial navigation flights to Hamilton and March Fields.

The new "Thunderbirds" include: 2nd Lieuts. B. C. Reed, F. M. Tuttle, H. F. Watson, W. W. Wilson, R. W. Witty, K. H. Thomas, R. E. Speer, W. R. Wood, C. A. Whittington, J. F. Roberts and J. C. Ruse.

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## CONTRACT AWARDED FOR AIRCRAFT PLANT EXPANSION

The War Department announced under date of November 5th, the award of a contract to the Vultee Aircraft Inc., Downey, Calif. calling for plant expansion construction totalling \$4,294,798.11. The new facilities will be constructed under the terms of the Emergency Plant Facility contract, developed jointly by the National Defense Advisory Commission, the War Department, the Navy Department, and the Treasury Department. The company in each case will furnish the funds for construction. Under the contract, the Government will repay the cost of the plant expansion over a period of five years. At the end of the five years, the contractor will have the option to purchase the property at cost less some prearranged rate of depreciation or, alternatively, at some negotiated sum. In the event

he does not choose to retain the property, title will be transferred to the government. This contract was cleared by the Advisory Commission to the Council of National Defense.

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#### NEW COMMANDER FOR HAMILTON FIELD

Colonel Michael F. Davis, formerly Executive Officer, assumed command of Hamilton Field, Calif., relieving Gen. John F. Curry, who was recently placed in command of the 10th Wing.

Colonel Davis came to Hamilton Field last August from the Army Industrial College. Prior to that time he served in the Office Chief of the Air Corps. The new commander expressed his enthusiasm for Hamilton Field as a place of residence.

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#### 36TH PURSUIT GROUP INSIGNIA

Selection of unit insignias in the U. S. Army Air Corps' newly activated units is an interesting procedure. Designs are submitted by officers and men of the unit, together with an explanation of the symbolism involved. After considerable investigation, comparisons and consultations, a selection is made and the insignia submitted to the War Department for approval.

If research by the War Department indicates no infringement on other insignia of the past and no undue similarity of designs, the new insignia is approved, and the newly activated unit can proceed to paint the new insignia on its planes and motor vehicles and to obtain the metal insignia for the uniforms.

In the case of the 36th Pursuit Group (Interceptor), GHQ Air Force, which is commanded by Major Ned Schramm, many designs were submitted and the symbolism studied before a selection was made. This Group, activated February 1, 1940, finally selected the design submitted by Captain C. J. Bendley, Jr.

This design, approved by the War Department, consists of a shield of blue and gold in the colors of the Air Corps. A red arrow point is on the gold, representing the swift climbing flight of an interceptor, its red representing action, dispatch and danger. The silver wing on the blue top of the shield represents flight over all others, this being the characteristic of interceptor aircraft.

The design allows for the addition of a motto at a later date in the organization's history.

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#### NEW CRASH BOATS ARRIVE IN PANAMA

The Air Corps Pacific Crash Boat "fleet" has been materially enhanced by the addition of the 73-foot "Major General C. T. Mencher" as flagship. A sister ship stands by to rescue marooned aviators on the Atlantic side at France Field.

These boats were built at Long Island, N. Y., and were recently unloaded in Cristobal from the U. S. A. T. "Waukegan." After transit of the Canal, the "Mencher" was tied up adjacent to the Port Captain's Office in Balboa, on the alert constantly for an emergency call for rescue at sea. These are fundamentally exceptionally staunch motor yachts, designed for operating at high speed in the open sea. Similar types proved their ability in naval operations in the English Channel during the Battle of Britain.

These crash boats are powered with twin Hall-Scott marine engines of 575 h. p. each, producing a speed of approximately 32 knots. Their equipment includes first aid hospital facilities for the resuscitation of rescued personnel, and various deck gear for salvaging waterlogged airplanes. Complete radio installation also features their equipment, thus providing the means by which search operations at sea can be directed either from the air or from a shore station.

Each boat is manned by two specially qualified civilians, who accompanied the craft from the builder's yard, a "Skipper" and an engineer, in addition to a deck force of two "salty sea-going" soldiers not subject to sea sickness.

The arrival of these business-like little ships in Panama fulfills a most essential function. There is always the possibility of a forced landing, or crash, of an airplane somewhere within reasonable distance of shore. The increasing tempo of air operations in this vicinity only serves to emphasize the probability of such an event. Lives might be at stake on the prompt availability and efficient operations of suitable rescue equipment with the crew always ready and competent to handle the job under the worst local conditions. With these boats alerted to shove off at a moment's notice upon radio call from an airplane in distress, the marooned air crew would stand a reasonable chance of being rescued, especially if they had been able to launch the collapsible rubber life raft which is always carried in the larger airplanes; otherwise their sole dependence would be the inflatable rubber jackets which are always worn by members of the flight crews.

## A NEW SLANT ON BOMBING PROCEDURE

The News Letter Correspondent from Mitchel Field, L.I., New York, recently forwarded the communication quoted below which, presumably, was addressed to someone at that field. This letter is as follows:

"Dear Sir:

I have read with great interest your article in the Sept. 23 ---- concerning air warfare and in this connection am writing you about an idea I have for making bombing attacks more effective. From all the reports of this war, it seems that the bomb that hits the objective aimed at is the exception rather than the rule.

My idea is simply this: The leading plane or planes of a bombing formation would carry what might be called marker bombs. These when released would leave a trail of smoke (which would be luminous at night) behind them as they fell. The smoke would be especially thick at the point of release and, when the bombs hit the earth, they would flare up to show where they had hit. Thus the arc of the fall of the marker bomb would be for several minutes clearly traced in the air down to the spot it hit the ground--unless it happened to be very windy.

The rest of the formation following the lead planes would come in over the target from the same direction, at the same altitude, and at the same speed. Directly ahead of them, the points on the ground about the target arcs then would be like signposts in the sky to the crews of the bombers.

They would know that they would have to pass markers that fell short of the target but release their bombs before coming to markers that overshot the target. They could estimate the point between or among the markers that would correct the miss made by the markers. If one of them had reached very near to or happened to hit the target, that was the spot to release the bombs without any estimation needed. The more markers dropped, the better chance of hitting the target.

I am assuming that the marker bombs, which could be made much lighter (so that more could be carried) than an explosive bomb would fall in the same arc as the heavier bomb under the same conditions of speed and altitude. Perhaps the regular explosive bombs of the lead planes could be equipped with the chemical for marking out the smoke trail, though.

The crews of the lead planes which would drop the marker bombs would use their bomb sights to aim them. In

most cases, the marker bombs would miss. The bombers that followed would certainly do better by using the markers as a guide and estimating the amount of error. They would surely come closer than the lead planes for they would be correcting the error of the bomb sight. If the lead planes happened to make a hit with one of the markers, the other planes would have that point in the sky definitely shown. In any event, the error would not be more than that made by using bombsights. It would seem, rather, that the batting average should be much higher.

Probably, though, the method I describe is somehow not workable or not original or both. But I would be very grateful for your opinion, as brief as you care to make it. Sincerely yours,"

## CHANGE OF STATION FOR 34TH PURSUIT SQD.

The War Department announced on Nov. 13th that the 34th Pursuit Squadron at Brooks Field, Texas, is being relieved from assignment to the 28th Composite Group and will be transferred from Brooks Field, Texas, to Hamilton Field, California, for permanent station.

Upon arrival at Hamilton Field, the Squadron will be assigned to the 35th Pursuit Group.

Movement of personnel and equipment is to be made by rail and motor transportation.

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## SOLDIER'S MEDAL FOR SGT. VAN HOOK

Staff Sgt. Lyndon B. Van Hook, Air Corps, a member of the 20th Pursuit Group, stationed at Hamilton Field, California, was recently awarded the Soldier's Medal for performing an act of heroism above and beyond the call of duty.

On April 13, 1938, Sgt. Van Hook, then, a Pvt. of the 20th Pursuit Group, Barksdale Field, Shreveport, La., was on duty near the south end of the hangar line at Barksdale Field, when he noticed that a Keystone Bombardment airplane, with no personnel therein, was running in circles on the ground, its right engine operating at about full throttle. Observing that personnel, gasoline tank cars, and other parked airplanes were nearby, and realizing the consequence of a collision, he ran across the deeply rutted and muddy ground and, at the risk of his life, swung himself up on to the airplane, climbed to the cockpit, and closed the throttle, bringing the careening airplane to a stop.

(Continued on Page 15)

## CONSTRUCTION PROGRESS AT ALBROOK FIELD by the Albrook Field Correspondent.

The construction activity at Albrook Field may well be likened to a musical symphony. Some months ago, as the first Air Corps expansion started, we heard rumors of additional hangars, runways, barracks, lean-to's, and all types of buildings. The past few weeks have proven those rumors to be true.

At first the deep rumble of trucks and bulldozers offered a prelude of finer things to come, just as the percussion and bass sections lay the foundation of a great symphony. Pile drivers then took up a steady pizzicato as they sought bottoms on which to set the heavy foundations. Soon the wood winds and brasses were represented by saws, hammers, and electric drills and screw drivers. The various movements of the construction symphony ran true to basic musical formulae, and we moved from *andante* to *allegro* in a steady *crescendo*.

The result today is a rapidly growing Albrook Field. A new hangar, to be known as Number 5, is now under construction facing the new apron just completed. The additional space for housing airplanes was badly needed at this station. The apron fronting the hangar line was considerably widened, making for a more efficient handling of the increasing traffic.

A new feature at this airdrome, which will be noticed by all familiar with the field, is the new two-story dispatcher's tower on the roof of Hangar Number 3. A cat walk will surround the lower story, affording dispatchers every convenience in handling the traffic. Engineers have been working out details for the tower, and it is expected to be completed in the next few weeks.

The new barracks area in the flats opposite the hangar line resound with the activity taking place on the foundations for the new barracks. Six new permanent barracks will soon begin to take form. A foundation for each of the buildings is being set on piles which were driven to rock bottom, thus insuring safety and life to the construction.

Additional quarters for officers and noncommissioned officers are now under construction. Crews of workers are busy day and night as preparations are speeded to handle additional personnel scheduled to be stationed in this Department. New roads wind in boulevard fashion over the

hills adjacent to the airdrome. New homes are to take form along these drives. Every effort is being made to make the hills as attractive as possible.

Plans for landscaping were approved, and tropical tree and plant life will form a fitting background for the Spanish type construction which is so prevalent on the Isthmus.

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## IMPROVEMENTS AT THE SALT LAKE AIRPORT

Since the recent occupation of the Salt Lake Municipal Airport by the 7th Bombardment Group, work has been in progress on many new facilities, which upon completion will aid the ever increasing operations of the Group.

Immediately to the North and East of the present operation site, there is under construction a new parking and taxi ramp, some 300 feet in width and extending nearly one-half the length of the field. This project, which required the removal of many thousand yards of dirt, was accomplished in exceptionally fast time. With the pouring of the concrete soon to begin, the ramp should be ready for use in the next two weeks. This ramp will provide ample parking space for all 7th Group ships, also visiting aircraft. Under construction also is a taxi strip connecting the runways with the new ramp.

In addition to the above construction, another project underway is the erection of housing facilities immediately adjacent to the field for nearly 80 bachelor officers and several hundred enlisted personnel. This project has been in progress about one month and it is expected to be completed and the buildings occupied sometime during the middle of November. This project also boasts a new officers' mess.

Pending the completion of the Wendover Bombing Range, one gunnery range and three auxiliary bombing ranges were established on the salt flats and islands of the Great Salt Lake. Activity on these ranges has been extensive in the past two weeks.

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## Soldier's Medal (From Page 14)

Sgt. Van Hook, born in Whitehaven, Tenn., in 1907, served in the U. S. Army since 1926. He is a graduate of Tula High School, Tula, Miss., and is an honor graduate of the Air Corps Technical School.

## NIGHT NAVIGATION FLIGHTS BY NATIONAL GUARD AIRMEN

Pilots and Observers of the 119th Observation Squadron, Air Corps, based at Newark, N. J. Airport, are participating in night navigation flights to Boston, Washington and Albany as part of the unit's intensive training program since induction on September 16th. These flights and training with aerial "camera guns" are to be continued for another week.

The use of the aerial "camera gun" is a vital part of training, and will also be participated in by enlisted men rated as aerial gunners.

The "camera gun" looks very much like an aerial machine gun and is used by the aerial gunner in exactly the same manner. As each frame of the film in the "camera gun" is exposed, the time of the exposure is recorded on the film, as well as the image of the target. These films give the gunner a permanent record of his sighting and distance, judgment and shows whether his "shot" would have been a hit.

Capt. Aaron Horland, Medical Officer, is conducting a series of blood pressure and pulse count tests of pilots and combat observers flying at high altitudes, both with and without oxygen. At five minute intervals, the men are tested preceding and following the use of the oxygen. It is possible by these tests to determine the physical efficiency of pilots and observers maneuvering at high altitudes under oxygen conditions.

The first half of a group of carefully selected enlisted personnel recently began attending advanced classes in Aircraft Engine Design and Construction at the Wright Aeronautical plant at Paterson, N. J. These classes will continue for the month of November.

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## 20TH PURSUIT SQD. GOES TO PHILIPPINES

Late in October, Hamilton Field, Calif., lost one of its organizations when the 20th Pursuit Squadron, commanded by Captain Orrin L. Grover, left for station in the Philippine Islands, where, it is expected, brand new airplanes will be issued to them. Personnel of the 35th Pursuit Group, led by Lieut. Colonel Auby C. Strickland, turned out to see the Squadron off and to wish the men a pleasant voyage.

According to the Hamilton Field Correspondent, the new aircraft to be issued to the 20th Squadron will come

from those previously destined for Sweden.

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## MAJOR MACREADY REPORTS FOR ACTIVE DUTY

Major John A. Macready, Air Reserve, one of the early members of the Caterpillar Club, one time joint holder with Major Oakley G. Kelly of the trans-continental non-stop flight record of 26 hours and 50 minutes, and known in the aviation world for many years, is still an active participant in keeping aviation rolling.

Called back into the service, from which he resigned in 1926 to return to civil life, Major Macready was assigned to duty at Moffet Field, Calif., as Operations Officer. With several old friends who grew up in aviation with him, he has recalled many of the interesting incidents connected with his early flying days - the hazard of "bailing out" at night, the old theory of flying by the "seat of your pants," without the benefit of instruments and radio beams, etc. At one time Major Macready held the world's altitude record of 40,800 ft.

Present at Moffett Field to welcome him back into the service was an old friend, Major Burdette A. Palmer, who was recently called back to duty and placed in charge of Public Relations and the School Secretary's Office for Moffett Field.

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## The 15th Squadron at Lawson Field

The 15th Bombardment Squadron, 27th Bombardment Group (L) GHQ Air Force, under the command of Captain John B. Doyle, Jr., unpacked at Lawson Field, Georgia, after being transferred there from Berksdale Field, La.

It is expected that this Squadron will operate in close cooperation with the mechanized units and all ground branches stationed at Fort Benning, Georgia, and will have an opportunity to see how the rest of the Army functions. At any rate, the Squadron is becoming settled as fast as possible, and has already flown several missions in cooperation with the ground units, even while unpacking equipment.

A considerable amount of varied activity is anticipated at this new station.

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Master Sergeant Stewart C. Smink, 49th Bombardment Squadron, was appointed a Warrant Officer, U.S. Army, Nov. 12, 1940, and assigned to Aberdeen Proving Ground, Md., for duty.



**CONSTRUCTION PROJECTS AT AIR CORPS STATIONS**

The War Department, under date of November 3, 1940, announced construction projects totaling \$7,376,565 for housing utilities and other necessary facilities at new Air Corps stations at Portland, Oregon; Tallahassee, Fla.; Augusta, Ga.; and West Palm Beach, Fla., and for additional construction at MacDill Field and Drew Field, Tampa, Fla.; and March Field, Riverside, Calif. The projects, in detail, follow:

Portland, Oregon

Approximate strength, 2,350 officers and enlisted men.

Approximate cost, \$1,304,450.00.

Units to be stationed at this locality - 11th Wing Headquarters; 55th Pursuit Group, Interceptor; 43rd Air Base Group; 16th Transport Squadron, and essential service elements.

Facilities to be built:

- |                                      |                                                          |
|--------------------------------------|----------------------------------------------------------|
| 9 Administration Buildings,          | 1 Hospital,                                              |
| 37 Enlisted Men's barracks,          | 1 Infirmary,                                             |
| 9 Day Rooms,                         | 1 Flight Surgeon's Unit,                                 |
| 1 100,000 AC Gasoline Storage,       | 1 Link Trainer Building,                                 |
| 1 Fire Station,                      | 1 1,000-man capacity enlisted men's mess building,       |
| 1 Guard House,                       | 6 Enlisted Men's Mess Buildings,                         |
| 7 Operations Buildings,              | 1 Officers' Mess Building,                               |
| 5 Magazines,                         | 6 Officers' Quarters,                                    |
| 1 Parachute Building,                | 1 12,000-gallon Quartermaster Gasoline Storage and Pump, |
| 1 Post Exchange Building,            | 1 Recreation Building,                                   |
| 6 Officers' Quarters,                | 1 AC Shop (hangar),                                      |
| 1 Motor Repair Shop (Quartermaster), | Telephone Installations,                                 |
| 2 Radio Control Tower,               | 1 Theater,                                               |
| 1 School Building,                   | 3 Warehouses and necessary utilities                     |
| 9 Small Supply Houses,               |                                                          |

Tallahassee, Florida

Approximate strength, 2,100 officers and enlisted men.

Approximate cost, \$1,162,000.

Units to be stationed at this locality - 23rd Composite Group, 1 Pursuit Squadron (I), 24th Bombardment Squadron (L), 54th Bombardment Squadron (M), and essential service elements.

Facilities to be built:

- |                                                   |                                    |
|---------------------------------------------------|------------------------------------|
| 7 Administration Buildings,                       | 1 Bombsight storage Building,      |
| 32 Enlisted Men's Barracks,                       | 8 Day Rooms,                       |
| 1 100,000-gallon AC gasoline storage,             | 1 Fire Station,                    |
| 1 Link Trainer Building                           | 1 Guard House                      |
| 1 1000-man capacity enlisted men's mess building, | 1 Hospital,                        |
| 2 Enlisted Men's Mess Buildings,                  | 1 Infirmary,                       |
| 1 Officers' Mess Building,                        | 5 Operations Buildings,            |
| 1 24,000-gallon Quartermaster Gas Storage,        | 5 Magazines,                       |
|                                                   | 1 Parachute Building,              |
|                                                   | 1 Post Exchange Building,          |
|                                                   | 4 Officers' Quarters,              |
|                                                   | 1 Quartermaster Motor Repair Shop, |
|                                                   | 1 Radio Building,                  |

- |                                    |                          |
|------------------------------------|--------------------------|
| Radio Towers,                      | 1 Recreation Building,   |
| 1 School Building,                 | 1 A.C. Shop (Hangar),    |
| 1 Storehouse,                      | Telephone Installations, |
| 3 Warehouses,                      |                          |
| 1 Theater and necessary utilities. |                          |

Augusta, Georgia

Approximate Strength: 2,000 officers and enlisted men.

Approximate cost \$1,004,300.00.

Units to be stationed at this locality - 53rd Pursuit Group (I), 22nd Pursuit Wing Headquarters and Headquarters Squadron, 22nd Air Base Group, and essential service elements.

Facilities to be built:

- |                                                   |                                            |
|---------------------------------------------------|--------------------------------------------|
| 6 Administration Buildings,                       | 29 Enlisted Men's Barracks,                |
| 7 Day Rooms,                                      | 1 Fire Station,                            |
| 1 100,000 AC Gas Storage,                         | 1 Hospital,                                |
| 1 Guard House,                                    | 1 Infirmary,                               |
| 2 Enlisted Men's Mess Buildings,                  | 1 Link Trainer Building,                   |
| 1 Officers' Mess Building,                        | 5 Operations Buildings,                    |
| 4 Officers' Quarters,                             | 3 Magazines,                               |
| 1 Quartermaster Motor Repair Shop                 | 1 Post Exchange,                           |
| Radio Buildings and Towers,                       | 1 13,000-gallon Quartermaster Gas Storage, |
| 7 Storehouses,                                    | 1 Recreation Building,                     |
| 1 Telephone and Telegraph Building,               | 1 School Building,                         |
| Night Lighting Equipment and necessary utilities. | 1 A.C. Shop (Hangar),                      |
|                                                   | 1 Theater,                                 |
|                                                   | 3 Warehouses,                              |

West Palm Beach, Florida

Approximate strength, 3,600 officers and enlisted men.

Approximate cost, \$1,764,665.00.

Units to be stationed at this locality - 8th Wing Headquarters and Headquarters Squadron; 49th Pursuit Group (I), 14th Transport Squadron; 50th Pursuit Group (I), 40th Air Base Group (Reinforced), and essential service troops.

Facilities to be built:

- |                                                |                                                    |
|------------------------------------------------|----------------------------------------------------|
| 14 Administration Buildings,                   | 1 Fire Station,                                    |
| 53 Enlisted Men's Barracks,                    | 1 100,000-gallon AC Gasoline Storage,              |
| 14 Day Rooms,                                  | 1 Guard House,                                     |
| 1 Flight Surgeon's Unit,                       | 1 Hospital,                                        |
| 1 Infirmary,                                   | 1 Link Trainer Building,                           |
| 12 Enlisted Men's Mess Buildings,              | 1 1,000-man capacity enlisted men's mess building, |
| 2 Officers' Mess Buildings,                    | 6 Magazines,                                       |
| 11 Operations Buildings                        | 1 Parachute Building,                              |
| 8 Officers' Quarters,                          | 1 Post Exchange,                                   |
| 1 Motor Repair Shop (Quartermaster),           | 1 12,000-gallon Quartermaster Gasoline Storage,    |
| Radio Installations,                           | 2 Radio Buildings,                                 |
| 1 Control Tower,                               | 1 Recreation Building,                             |
| 2 School Buildings,                            | 2 AC Shops (Hangar),                               |
| 14 Supply Rooms (organizations),               | 1 Telephone Building,                              |
| 3 Warehouses                                   | 1 Theater,                                         |
| Night Lighting equipment; necessary utilities. |                                                    |

### MacDILL FIELD, TAMPA, FLORIDA

Approximate strength, 5,600 officers and enlisted men.

Approximate cost, \$1,266,800.00.

Units to be stationed at this locality - 29th Bombardment Group (H), 44th Bombardment Group (H), 27th Air Base Group (Reinf.), 14th Reconnaissance Squadron, 21st Reconnaissance Squadron and essential service troops.

Facilities to be built, in addition to those already available at MacDill Field:

41 Enlisted Men's Barracks,	7 Administration Buildings,
12 Day Rooms,	5 Officers' Quarters,
12 Enlisted Men's Buildings,	1 Post Exchange,
10 Supply Rooms (organizations) hospital installations,	1 Motor Repair Shop (Quartermaster),
1 Theater,	1 Recreation Building, Telephone and Telegraph Installations,
3 Warehouses,	3 Operations Buildings, Necessary Utilities
1 A.C. Gasoline and Oil Storage	

### March Field, Riverside, Calif.

Approximate strength, 3,400 officers and enlisted men (total strength).

Approximate cost, \$394,700.00.

Units to be stationed at this post - 9th Wing Headquarters and Headquarters Squadron, Headquarters Squadron, SW Air District, 14th Pursuit Group (F), 51st Pursuit Group (I), 18th Transport Squadron, 32nd Air Base Group (Reinf.) and 64th Transport Group Headquarters and Headquarters Squadron, and essential service elements.

Facilities to be built in addition to those already available at March Field:

9 Enlisted Men's Barracks,	2 Day Rooms, Hospital Addition,
1 500-man capacity enlisted men's cafeteria building,	1 Officers' Mess,
1 School Building,	1 Post Exchange,
2 Warehouses	6 Officers' Quarters,
Necessary Utilities	2 Storehouses, Runway Extension

### Drew Field, Tampa, Florida

Approximate strength, 900 officers and enlisted men.

Approximate cost, \$479,650.00.

Units to be stationed at this Field: Headquarters SE Air District and Headquarters Squadron, 3rd Wing Headquarters and Headquarters Squadron, 61st Transport Group Headquarters and 13th Transport Squadron, and essential service elements.

Facilities to be built:

3 Administration Buildings,	13 Enlisted Men's Barracks,
3 Day Rooms,	AC Gasoline and Oil Storage,
1 Guard House,	1 Officers' Mess,
1 Infirmary,	1 Operations Bldg.
1 500-man capacity enlisted men's mess,	1 Magazine,
1 Post Exchange,	3 Officers' Qrs,
1 12,000-gal. Q.M. Gasoline Storage,	1 Motor Repair Shop (Quartermaster),
1 Radio Control Tower,	1 AC Shop (Hangar),
3 Warehouses,	1 Telephone Building,
Necessary utilities.	

### ACTIVATION OF 55TH SCHOOL SQUADRON

The 55th School Squadron, Barksdale Field, La., was activated on October 5, 1940, and started with only six charter members. As follows: 1st Lieut. Charles E. Holmes, Commanding Officer; Master Sgts. John C. Todd, Frederick H. Ranke, Tech. Sgts. Staten B. Mooring, H.C. Hayes, and Wm. T. Rogers. Two days later, Captain J.P. Ryan assumed command.

At this writing, the 55th School Squadron is a lusty organization, consisting of 250 enlisted men and 7 officers, all of whom are splendid examples of the clean cut, efficient and streamlined Air Corps of today, the pride of every man serving in its various departments regardless of his position.

"It is mentioned with pride," says the News Letter Correspondent, "that even though ninety percent of the 55th School Squadron are raw recruits, their morale is high and their military education is gaining great strides despite their few weeks of recruit training. The various departments are cooperating in an efficient manner under the splendid leadership of Captain Ryan, Lieut. Holmes and 1st Sgt. Phil Poik."

---oOo---

The following poem was submitted by Myrtle Wolfe, of the Covering Department of the Stearman Aircraft Division, Boeing Airplane Co., Wichita, Kansas:

### WINGS

I work in a factory, making wings.  
Wings with which to fly  
Into the battle of man-made birds  
That rages in the sky.

Many brave boys will fly those wings,  
Curvetting low and high  
Into the battle raging above,  
To do their bit, or die.

As we cut and snip and sew,  
Take care that by and by  
When every heart and wing needs strength,  
Our wings are soaring high.

Let every thread carry a prayer  
As we pull and stitch and tie;  
And we will know, that as we sew,  
Preparedness draws nigh.

---oOo---

### MAJOR HAYNES' MASCOT GOES TO WASHINGTON ZOO

"Tequila," mascot of the 41st Recon. Squadron, Langley Field, Va., was sent to the Washington Zoological Garden. The following inscription was prepared: "Tequila, Mexican tiger or ocelot, given to Major C.V. Haynes in 1938 by Capt. Sarabia of the Mexican Army, brother of Sr. Sarabia, Mexican Air Ace, who was killed in an airplane accident at Bolling Field and whose remains were flown to Mexico City in the super flying fortress, the XB-15. The ocelot has been mascot of the 41st Reconnaissance Squadron, Langley Field, Virginia."

V-8636, A.C.

## ACTIVITIES AT HICKS FIELD, TEXAS

The gates of Hicks Field, Fort Worth, Texas, were thrown open to the public one Sunday afternoon recently, and approximately 20,000 guests entered to satisfy their curiosity about Uncle Sam's budding eaglets - the way they live, the type of ships flown by them, and last, but not least, personally to meet the Flying Cadets.

The crowd was composed of people from all walks of life. Some drove through the gates in ancient jalopies and others came in sleek automobiles of the latest model. Ages ranged from babes in arms to those who had to be supported by others about the field.

These people, who were divided by various barriers imposed by society, were bound together by a bond which society can never sever. They all came to see what the United States is doing in regard to building up its Defense System, and in the hearts of all was the slogan, "GOD SAVE AMERICA."

The Flying Cadets hope that the pleasure of meeting the many people who came out here was mutual. It was a pleasure to show the public how they live, and what they are doing to help build up our air strength.

Some very pertinent questions were asked the Cadets by the visitors. Their answers, although varied, may be summed up to the effect that "We are too busy learning to fly, but when the time comes we will be ready."

Class 41-B went into training on July 31, 1940 with 47 men, and graduated to Randolph Field on October 10th with 32 members.

During the entire training period there were no accidents of any description. Not even a mark was made on a wing in flying 2190:34 hours.

Hicks Field is now the proud possessor of a shiny white Fire Truck, which was loaned to the field by the Fire Department of the City of Fort Worth.

Applications are now in order for "Chief" of the Fire Department at the post.

So many favorable comments have been made regarding the Hicks Field Y.M.C.A. that it is believed to be of interest to touch upon its origin and history.

Before Hicks Field was a week old, Major B. S. Graham requested the Y.M.C.A. to come to the field and inaugurate a program of recreation, entertainment, etc. In conference with the Y. M. C. A. Board of Directors, and Mr. S. J. Schreiner, General Secretary,

plans were developed for the erection of the Y.M.C.A. building. The Community Chest approved a budget for operating expenses, and Mr. Jeff Isbell was appointed by Mr. Schreiner to be the Secretary in charge of the program. As a result, the Hicks Field Council was organized, composed of representatives from all organizations which to date expressed interest in this program.

The Council is responsible for providing most of the equipment in the building through securing donations from interested friends and service clubs.

Brig. General Gerald C. Brant, commanding the Gulf Coast Training Center, recently paid a visit to Hicks Field's commanding officers, Capt. Price and Capt. Hooks. General Brant inspected the entire post. He was accompanied to the field by Mrs. Brant and Major W. F. "Bill" Long of Dallas, Director in Chief of both Hicks Field and the training detachment at Love Field. General and Mrs. Brant were guests of Major B. S. Graham for lunch in the Mess Hall. Until recently, General Brant was in command of the Air Corps Technical School, with station at Chanute Field, Ill. He was at Brooks Field when Capt. Hooks was stationed there, also at Barksdale Field, Shreveport, La., when Capt. Price was stationed at that field, so both Captains have known him for some time. General Brant is in command of Randolph Field, Kelly Field, and all other training detachments in the Eighth Corps Area. He replaced Brig. General Harmon as commander of the Gulf Coast Air Corps Training Center.

On October 8th, 1940 the class of 41-B made their last flights at Hicks Field before leaving for Randolph Field to undergo advanced flight training.

Members of the World War Flyers of 1917-18 were invited out to say "good-bye" to the cadets before they took-off for new heights. The exhibition of flying given these cadets must have caused a tightening in the throats of the ex-war birds, as they remembered "not so long ago" they were "upstairs" putting the old crates through the same paces. After the flying exhibition, the guests were persuaded to have dinner with the 41-B's in the Mess Hall. Although a spirit of joviality prevailed throughout the dinner, one could detect upon the faces of these cadets who were leaving that perhaps a part of the joy they were manifesting was a bit

blighted by the fact they were leaving behind fond memories, which they would carry in their hearts long after they had received their "wings."

At a meeting one night in the Mess Hall when Hicks Field was first opened, Flying Cadets were searching for a Mascot for the field and an insignia for their airplanes. One of the cadets suggested that Mortimer Snerd was the biggest "hick" in the world and would certainly make an excellent mascot.

Major Graham wrote to Edgar Bergen and told him of the honor that the Hicks Field Cadets wanted to bestow upon that "biggest hick" in the whole wide world—Mortimer Snerd.

NOW, Mortimer is going in the air, and will have his face on all airplanes at Hicks Field - after approval by the Office of the Chief of the Air Corps. However, all of this is causing quite a lot of ill feeling between Mortimer Snerd and Charlie McCarthy. Charlie has been lording it over Mortimer for the past ten days, because of his recent appointment as an honorary Master Sergeant at March Field. Now Mortimer thinks he has come into his own with this honor being bestowed upon him by Hicks Field.

Pictures of Mortimer, Charlie and Edgar Bergen are being sent to the Cadets to hang in the Y. M. C. A. Hut... but Mortimer's will hang above Charlie's to show young Snerd's proper rank at the Post.

"When a Flying Cadet had acquired 20 hours in 1917, he was in France and giving a good account of himself against the Germans," stated Col. David L. Roscoe, steel-eyed and gray-haired former World War Commander of Hicks Field, upon his recent visit to the Post.

Col. Roscoe, who now resides in Los Angeles, Calif., was one of the officers in charge of Hicks, Carruthers and Barron fields during the training of Canadian and American World War Flyers in 1917 - 18.

"When a Flying Cadet finished 20 hours in the air," he said, "he was given his diploma as a Junior Military Aviator and sent to France shortly after being commissioned a First Lieutenant in the Air Corps."

Col. Roscoe, a neatly dressed and precise military figure, even in retirement, lost his son, Lieut. Keith Roscoe, in an airplane crash in 1928. Lieut. Roscoe was a member of the famous 27th Pursuit Squadron which originated at Hicks Field in 1918, along with the illustrious 17th and 22nd Pursuit Sqdns.

"One remarkable thing about training Flying Cadets at the field during 1917 and '18 was that only seven men were lost in seven months due to diseases," continued the distinguished visitor. "A total of 1,099 Flying officers, including Canadians and Americans, were sent to France from Hicks Field during the first World War. That was during a period of seven months, and the field also had to be built."

During the time that Col. Roscoe was in charge here, there were 15 hangars for plane storage space. The facilities were fairly high, but that was because of the plane maintenance. According to the former commander of Hicks Field, a plane landed here every 34 seconds from dawn until dark, and during the course of a day the average number of hours flown by instructors and cadets was 1300.

Although Col. Roscoe was in charge of the field here, he was an officer in the cavalry. He was later transferred to Alabama, where he formed a field artillery brigade.

Col. Roscoe and Mr. B. V. Thompson, a member of the World War Flyers of 1917 - 18, were guests of Major Graham for lunch, after which they inspected the field and visited with the officers of the Air Corps Training Detachment.

Col. Roscoe remarked that it is quite a treat to see Hicks Field humming with activity again.

#### HOUSING UNITS FOR ARMY POSTS AT DENVER

Authority was received for the construction of 125 housing units at Lowry Field, Denver, Colo., for noncommissioned officers, and 50 units at Fort Logan, Colo., for civilian workers and noncommissioned officers. These dwellings, according to the Commanding Officer of Lowry Field, will relieve the present situation of noncommissioned officers being forced to find living quarters in the city. He added that, while the 125 housing units will "help a lot," they will not solve the housing problems at Lowry Field, where at least 200 units are needed immediately in the near future, 1,000 more dwellings than are now available. The average unit is to consist of a living room, combination dining room and kitchen, two bedrooms and a bath. They will have refrigeration and cooking facilities. The cost of each unit has been set at \$3,500, which includes land, utilities and services.

## ENGINE CHANGE RECORD AT RANDOLPH FIELD

Shattering all existing records, a veteran crew of mechanics at Randolph Field, Texas, on October 23rd, completed the change of a 450-h.p. engine on a BT-9 airplane in the amazing time of one hour and 25 minutes. The previous record was two hours and 45 minutes. When 520 flying hours have been logged on the training plane, a new engine is "hung on."

When asked by the engine change team for permission to make the attempt, Lieut. David Wade, Engineering Officer of the 47th School Squadron, offered to eat a foot of wing for each minute under two hours and 15 minutes the job required. This he considered to be a safe bet. (Fortunately, he was released from the bet.)

Fifteen minutes after the three-man crew started work, the instruments had been disconnected, its innumerable gadgets were on the floor, the old engine was removed, and the new power plant was swinging into place. Twenty-three minutes later, the new engine was in place, the instruments connected, and the plane rolled out to the warm-up ramp. The ground test, running the engine at various speeds, took another thirty minutes. Then the oil was drained, screens cleaned, new oil added, everything rechecked, and a pilot had lifted the wheels off the ground in 17 minutes - total time, one hour and 25 minutes.

The team establishing this remarkable record included Tech. Sgt. D.E. Case, Staff Sgts. G.L. Albin and L. Zaeske, with Tech. Sgt. H.W. Clarkon supervising and checking operations.

"Thus," says the News Letter Correspondent, "another 'first' has been added to the many accomplishments of the 'forgotten men,' the ground crews who 'keep 'em flying' at the 'West Point of the Air.'"

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## HAMILTON FIELD OFFICER WINS LUKE TROPHY

The Frank Luke Memorial Trophy, awarded by the Arizona Department of the American Legion to the West Coast Pursuit pilot making the highest record gunnery score during the training year, was awarded to 1st Lieut. Troy Keith, of the 55th Pursuit Squadron, at a ceremony in Phoenix, Arizona, on November 2nd.

The entire Squadron made the trip to Phoenix to participate in the ceremonies, and was accompanied by the Group Commander and staff officers of the 20th Pursuit Group.

The winning of this coveted prize by

Lieut. Keith was no surprise to his squadron mates, as he had ably demonstrated his ability in aerial gunnery last year by winning the Flournoy and Harris Trophy for the highest score in the 20th Group. This Group, by the way, is no stranger to the Luke Trophy, having held it for three of the six years it has been in existence.

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## TWO "MERCY MISSIONS" IN ONE DAY

Two "Mercy Missions," necessitating 1500 miles of aerial travel, were flown in one day by Major B. T. Starkey, Air Corps Supply Officer, Randolph Field, Texas.

Piloting a B-18M, Major Starkey, with 1st Lieut. Frank E. Rouse, as co-pilot, and Major W. M. Scott, Medical Corps, flew to Fort Sill, Okla., to rush West Point Cadet Pete Heffner, Jr., to the Army and Navy General Hospital at Hot Springs, Arkansas. Cadet Heffner, a football star at the U. S. Military Academy was on leave, when he was stricken with infantile paralysis. Strapped to a stretcher in the huge all-metal Bomber, the suffering youth was transported safely to Hot Springs within a few hours after Major Starkey was informed that his services were desired for this errand of mercy.

Hardly had the West Pointer been delivered to the Arkansas hospital when Major Starkey was informed that he had a similar mission to fly that day. Pointing the nose of his plane southward, he landed at Gainesville, Texas, where a Fort Sill soldier lay suffering with a badly smashed hip, received while on leave. His condition was considered too dangerous to transport him overland. High above the clouds with the last leg of the flight made in pitch darkness, Major Starkey carried the patient smoothly into Randolph Field, where an ambulance from Station Hospital, Fort Sam Houston, Texas, was waiting.

Thus was added another entry on the pages of the Air Corps log of notable deeds performed above the call of regular duty.

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Airplanes of the 31st Bombardment Squadron, Hickam Field, T.H., intercepted the Coast Guard Cutter TANEY about 250 miles off the Island of Oahu on one of the recent daily flights of the Squadron. This flight was an "Aloha" to Brig. Gen. Walter H. Frank, Wing Commander, who sailed on the TANEY for a visit to the Equatorial Islands, for which this cutter serves as a supply ship.

## HICKAM FIELD MESS HALL FEEDS THOUSANDS By the News Letter Correspondent

The largest mess hall in Hawaii, and probably the largest in Uncle Sam's far reaching domain, is located at Hickam Field where, under the careful guidance of Major W. C. Farnum, some 2,800 soldiers are daily being fed three square meals a day. Shortly, however, an expected grand total of 4,500 will be provided for in the same food emporium.

Merely computing the size of the dining hall is a problem for a statistical wizard. One hundred and four tables each conveniently seating 10 men, are spread out over 28,000 feet of floor space, which is large enough to accommodate half a dozen basketball courts with seating room to spare. Approximately one and one-half hours are all that are required to rush through meals which are served on the cafeteria plan.

Speaking in terms of "mass" production, the present average run of groceries require a mere ton of meats; only a half ton of potatoes (which, incidentally, are peeled by machine in the "new" Army) 15 cases of eggs; 800 lbs. of bread; 100 pounds of butter, 400 pies (since the boys get a second helping if they want it), plus incidentals too numerous to mention.

Naturally, most Sunday "big" meals call for "fried chicken", and that in turn requires the unwilling support of nigh on to 1,000 chickens.

Grabbing another menu with the word "Breakfast" neatly printed at the top, a small matter of 14 cases of oranges might cause you to think everybody eats oranges, but, then, 750 quarts of milk in the five-cent size bottle may relieve that impression, with 240 gallons of "breakfast" coffee going down the hatch at the same setting.

Ably assisted by Tech. Sgt. A. A. Faharner, chief mess steward, and a staff of mess sergeants, cook, bakers, butchers and their assistants (not to mention the commissary chief and his assistants), a grand total of nearly 200 participate in making each and every meal tasty.

K. P's are still indispensable in this "new" Army. They are not as numerous, however, as in the old Army. They are included in the above personnel figures, being required to wait on tables, when small "center" items are required, also to operate automatic conveyors which carry soiled dishes to the wash room, where dish-washing machines do the dirty work.

In the kitchen, where huge cooking ovens, vats and boilers aid in mass production, there is the pie-making machine, which turns out something like 400 pies an hour, making it easy for the baker, who then looks after other pastries, such as tarts and cakes. Where do they get the ice? A modern ice plant answers that question, while huge boilers in the larger boiler room furnishes steam for the steam tables and other heating necessities.

With everything modern and up-to-date, Major Farnum naturally did not overlook decorations, and already large portraits of historical import to Hawaii and the Air Corps are being painted by a staff of artists, headed by Private Joe Brimm, art editor of the Post's newspaper.

Potted ferns and other plant life also add to the "color" of an already colorful mess hall. Besides all the color, Major Farnum's future plans call for a loud speaker system over which music will be sent forth further to cheer the soldiers' hearts and make possible timely announcements.

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### HOUSING PROJECT FOR MOFFETT FIELD

Bids are now being studied in Washington, D.C., for a 150-unit housing project for Moffett Field, Calif., costing \$525,000. This project for Army Air Corps personnel will cover a minimum of 22 acres of land. Details of the plan are few, since the project is being handled by the Federal Housing Authority in San Francisco, and no local office has been set up as yet.

The project, according to the News Letter Correspondent, is one of several similar ones which will build 13,515 housing units all over the country. Each of the local units is expected to cost approximately \$3,500, and will include refrigeration and heating.

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### MORE HOSPITAL FACILITIES AT LOWRY FIELD, COLORADO.

Complete hospital facilities to accommodate 250 beds will be constructed at Lowry Field during the next 90 days.

Col. C.H. Jabelonsky, Construction Quartermaster at Lowry Field, stated that the contract called for several buildings housing operating rooms, offices, kitchens and laboratories.

V-8636, A. C.









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NEWS LETTER



be met by increased effort to insure the attainment of our common purpose -

adequate Air Power.

Major General G.H. Brett, Air Corps,  
Acting Chief of the Air Corps

The recent War Department action in appointing General Arnold to the position of the Deputy Chief of Staff and giving General Emons a status coordinate with the commanders of the four field armies under General Headquarters marks the beginning of a new era in the progress of the Army Air Corps. The effect on the functions of the Office of the Chief of the Air Corps is chiefly to relieve it of direct responsibility for the training and administration of the GHQ Air Force. This is a necessary and a welcome change in that it permits the Chief of the Air Corps and his staff to concentrate on their more appropriate functions. These include, first, the basic training of personnel, both commissioned and enlisted, prior to their initial assignment to combat units and the advanced training of individuals in specialized subjects; second, the procurement, issue, maintenance and repair of Air Corps equipment of all kinds; and, third, the thousand and one miscellaneous and necessary but

burdensome duties that devolve on the Chief of an Arm or Service in the War Department.

The primary role of the Office of the Chief of the Air Corps in the complex machinery of the Army is thoroughly appreciated, namely, to support and assist the efforts of the GHQ Air Force to attain the highest possible standards of combat efficiency. The size and difficulty of our task have grown greatly with the tremendous expansion of the Air Corps, the growing importance of Air Power and the danger of involvement of the United States in the present World War. But with our objective constantly in mind with our firm resolve to cooperate fully in the solution of our mutual problems, and with the benefits that will necessarily result from the recent changes referred to, I am confident that we shall be able to maintain, and where possible improve on, the high standards of performance that have ever been the pride of the Air Corps.

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### THE MARKER BEACON RECEIVER SITUATION By the Materiel Division Correspondent

One of the handiest aids ever conceived for navigation along the airways is the new marker beacon receiver. This receiver gives a visual indication of position over CAA 5-watt, cone-of-silence, "Z" markers and over 100-watt fan markers. If the airplane is equipped with a radio compass and one of the new type marker beacon receivers, all the pilot has to do to find the cone of silence is to home on the CAA radio facility, and when the light comes on he knows that he is over the cone. This can be checked aurally by listening in to the radio compass. The fan markers are located at definite points along the legs of the radio ranges and flash a characteristic signal. The one in the northeast quadrant flashes one dot, southeast two dots, southwest three dots, and northwest four dots. When the fan comes on, the pilot gets a visual indication of position, and by reference to the Radio Facility Charts knows exactly how many miles he is out from the radio range station.

The first need for a visual marker beacon arose when the Army A-1 Instrument Landing System was conceived. This system has a 25-watt marker transmitter on the ground at each instrument landing truck. The marker is essentially a fan type marker which operates a visual signal on the instrument board when the airplane passes over. The requirement in altitude was for operation up to 3000 feet. This was before the advent of the cone-of-silence "Z" markers and fan markers on the airways. When the CAA installed 5-watt "Z" transmitters, the old marker beacon receiver would only give 500 feet over the "Z" markers and from 3000 to 7500 feet over the 100-watt fans, necessitating a redesign of this receiver.

The redesign of the marker beacon receiver has been completed, and a quantity has already been procured. The receiver with complete equipment is known as Marker Beacon Receiving Equipment RC-39 (RC-43 for 24-volt airplanes). It is a 3-tube receiver much more sensitive than the old one, and specifically is capable of receiving the "Z" markers to well over 20,000 feet.

These new receivers are being installed on new airplanes equipped with radio compasses being delivered at the present time, and technical orders and installation instructions are being issued for effecting such installation on the following airplanes already in service: O-47A, B-17B, BC-1A, C-45, O-47B, C-33, AT-6, B-18A, A-17A, C-39, and F-2. The new receiver is the same size as the old one and necessitates only a change

in the plug connection and antenna system on the airplane.

This receiver has already been improved in design so that we get still better performance on only two tubes. This newest receiver will go above 20,000 feet on the "Z" markers. It is being procured in quantity for installation on airplanes farther along in the expansion program.

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## NEW BUILDINGS AT WRIGHT FIELD

By the Materiel Division Correspondent

### Power Plant Laboratory.

Although the day of the 8000 h.p. engine is still definitely in the future, the Materiel Division, Wright Field, Dayton, Ohio, is building test equipment on that design premise at Wright Field now. It will be prepared to test engines of that power and all the accessories when they do arrive. Much of this equipment will be installed in the new dynamometer building of the Power Plant Laboratory, which is 80 per cent complete. The existing equipment can take up to 1500 h.p. from engines in simulated altitude tests, or draw out 3000 h.p. in endurance tests; the new equipment will step up the capacity to 8000 h.p. at moderate altitudes, or somewhat lesser power up to 30,000 feet.

Anticipating the current inventive trend, the new dynamometers are designed to absorb 8000 h.p. from a single engine shaft, or 4000 h.p. from each of two concentric, oppositely rotating shafts. One dynamometer has a hollow shaft. Included in this project are an enlarged carburetor laboratory, improved facilities for testing oil coolers, engine radiators, other aircraft heat exchangers, a complete new unit for testing superchargers under altitude conditions, and an electric switchboard building.

For nearly two years a Laboratory Design Unit, composed of nine engineers and thirteen draftsmen, under the direction of C.E. Mines, has been working out the details of design, installation, and functioning of this \$2,500,000 addition to the Power Plant Laboratory. An intricate layout of refrigeration, ventilation, air ducts, water pipes, gas, oil, ethylene glycol pipes, hydraulic power, compressed air and others honeycomb the structure. The design is purposefully flexible to accommodate many tests simultaneously. Pressures, temperatures, velocities, exhaust-disposing and exhaust-creating equipment will be controllable to the nth degree to create virtually a chemical city.

Nearby, two of the contemplated four new torque stands are 50 percent complete. With test cells 45 feet square, and 80-foot stacks to reduce noise, they will boost the power-taking capacity from 2500 h.p. with propellers not over 17 feet in diameter to 8000 h.p. with 40-foot propellers.

To provide for increased personnel, to give adequate drafting room space, and to free the former office space for the engine disassembly shops, the new 350,000 cubic foot office building has been completed and is in partial use.

### Wind Tunnel.

Overshadowing all other new construction with its sheer bulk, the 400 m.p.h. wind tunnel is taking form on the hill. The exterior shells of the brick power building, which will house the 40,000 h.p. electric motor, and the heavily reinforced concrete test chamber are nearly finished. Workmen will move inside to install equipment when cold weather sets in.

Steel erectors, riveters, and welders are swarming over the circular tunnel sections and curved vanes as they are hoisted into place by two huge derrick rigs. The finished tunnel will be rectangular to form a circuit one-seventh of a mile in length. Two 40-foot fans in tandem will create the wind stream. It is a single-return type, with a 20-foot nozzle in the test chamber. Both open and closed throat will be used.

At times, pressure within the test chamber will be 265 pounds less than the atmospheric pressure outside. Hence the heavily reinforced concrete structure. An "air lock" entry is designed to condition personnel entering and leaving during tests.

### Other Projects.

Either the wind tunnel or the dynamometer building would be of sufficient importance to deserve notice but, besides these, a contract has just been let for a north addition to the Admin-

istration Building. This will be a two-story steel and cinder block structure, 65 feet by 395 feet.

Interspersed with major projects, utilities have been expended and extended, roadways widened, parking lots built, wells drilled, and a new boundary fence thrown up around the field as necessary parts of a \$6,500,000 expansion program.

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#### WRIGHT FIELD HAS VISITOR FROM THE NORTH

Major Dale V. Gaffney, of the so-called Polar Bear Squadron, Fairbanks, Alaska, paid a visit to Wright Field, Ohio, on October 30th, for the purpose of consulting with officers and engineers regarding cold weather flying equipment. For information received, Major Gaffney returned some of a most interesting nature. "The new cold weather experimental station in the Arctic Circle will receive a real test of the rigors of an Alaskan winter this year," he said. "Hangars will not be available before next year, and the planes will stand in the open during 60 degrees below zero weather. Despite the fact that the temperature falls to below zero 116 days out of the year and that there are only a few hours of daylight during December and January, a full complement of working hours are planned for each working day all year."

At present, 14 officers and 200 men make up the garrison of Ladd Field. When this field is completed, there will be about 30 officers and 300 men, and planes of all types. Temporary barracks are now available, and quarters for married officers and noncommissioned officers will be finished by December 1st.

Despite Major Gaffney's statement to the effect that there was nothing romantic about 40 deg. below zero - and we believe it, for Dayton gets cold enough - nevertheless the tinge of adventure clung about the Major and his assistants as we watched them take off for the far lonely stretches of snow-packed fields, with such ideas as "huskies," "airplane skis," and short, half-dark days flying through our head. You just can't keep romance out of things one knows so little about.

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The combination hose and ladder truck recently put into service in the fire department at Wright Field is equipped with 200 feet of ladders, 1400 feet of hose, 400 pounds of carbon dioxide, a 100-gallon booster tank and two foam distinguishers. Shelter for this truck is being provided by an addition at the rear of the firehouse.

#### GOOD PARACHUTE JUMPERS DIE IN BED

The organization of parachute troops in the U.S. Army lends added interest to the following contribution of the News Letter Correspondent from Chanute Field, Rentoul, Ill.:

"The general public doesn't think much of my former occupation," Private Ronald Colwell, a Chanute Field soldier, stated in a recent interview.

Colwell is not just another private among so many soldiers; he has an interesting background and his career has certainly been an absorbing one. During the past eleven years he was an exhibition parachute jumper - with 521 jumps to his credit.

Colwell enlisted at Harrisburg, Pa., on October 1st for service with the Army Air Corps at Chanute Field. A thumbnail biography of this man would read something like this: "Son of Mr. and Mrs. Harry Colwell, 241 Ohio Street, Reynoldsville, Pa.; member of the Caterpillar Club and National Association of Parachute Jumpers - formerly secretary of the 3rd Corps section of the latter organization; jumped at practically all National and International Air Races, held at Miami, Los Angeles and Cleveland; also made exhibition jumps in three provinces of Canada; former member of the famed 'Flying Falcons' aerial circus."

"Sure, I've been scared," Colwell replied to our inquiry. "It happened several years ago at the Bernard Airport, Youngstown, Ohio. I was only about 100 feet off the ground when a plane - the pilot did not see me - passed about 25 feet below me. The 'prop-wash' caught the chute, throwing me around like a cork on a rough sea, twisting the shroud lines.

"You can bet that I worked plenty fast to clear them and I was scared - plenty scared."

Once Private Colwell spent 27 weeks in a hospital. That happened back in 1932 at the Ohio State Fair. On the third day of successive jumping, Colwell was blown by a severe wind against the wall of a football stadium, suffering fractures of both shoulders, thigh bone, 7 broken ribs, injured knee-cap and left wrist. But - he believes parachute jumping is safe. "Accidents are caused by carelessness and the good jumpers die in bed," he said.

Colwell made an intensive study of parachute jumping and derived the following conclusions from observation over a period of eleven years of consistent exhibition jumps. Contrary to popular belief, a human does not lose consciousness after falling from high

(Continued Page 11)

**AIR CORPS USED INVISIBLE LIGHT IN NIGHT FLIGHTS**  
By the Materiel Division Correspondent

Invisible light smacks of an anachronism. Invisible light, however, is used in the new fluorescent system of illuminating airplane instrument panels which was developed for the U.S. Air Corps by the Materiel Division at Wright Field, Dayton, Ohio.

Designed to provide light without glare, this system has been standardized after four years of experimental development by Wright Field engineers working in conjunction with commercial firms.

Air Corps pilots who flight-tested it under all conceivable conditions encountered in night flying were particularly impressed with its performance in night formation flying, night landings, and in the tricky half-light of dawn and dusk.

The invisible light is easy on the eyes during the long-range missions wherein the pilot is obliged to read the instruments for hours on end. And since even illumination is provided with a low level of light intensity, there is less contrast between the inside of the airplane and points outside, an immense advantage when a pilot is making a split-second check of his position in relation to other airplanes in a formation, or when accomplishing a night landing.

Other points of superiority over the superseded systems are that costs are reduced, wattage is less, service life is longer, and maintenance is greatly simplified. England, speedily aware of the desirability of the new lighting system, sought and is getting it installed on certain airplanes purchased in this country. It is logical to expect that any airline with extensive night-operation schedules will want it.

For a demonstration of how invisible light is used to illuminate the instruments of a tactical airplane, we will escort you, in imagination, one night out to the flying line at Wright Field. Seated in the dark cockpit of a twin-engine Bomber, you hear the pilot snap a switch. In no time the figures, scale divisions, and range markers on some twenty instruments take shape in the darkness. Some are red, and contrast very sharply with others in vivid and a darker green. They are easier to read than the speedometer in your car. Yet the light is soft and there is no glare.

The pilot tells you that luminous paint was applied to standard instrument dials. It is like the radio-active paint used on watches and clocks. In-

visible light from three fluorescent lamp assemblies rigidly mounted between the seats and instrument panel is activating the luminous paint so that all the figures stand out with extraordinary clearness. Near the pilot is another lamp assembly attached to a flexible cable, enabling him to move it to any desirable position for the reading of maps or indicators.

Back of this achievement are a long series of laboratory tests and extensive flight tests. For the first attempt, a large fluorescent lamp was employed. Because of its size, it was necessarily mounted in back of the pilot. This set-up was unsatisfactory because the pilot's eyes became "fluoresced" from intercepted ultra-violet light. Looking into them one could see the deep weird glow that a hunter sees when an animal's eyes are caught in the rays of a spotlight. This condition was not necessarily painful, but vision was radically impaired until the effect wore off. A special disadvantage, of course, lay in the fact that a pilot could not park and wait for the "fluorescing" to wear off.

With the need for a small ultra-violet light source that could be controlled and located between the pilot and instrument panel thus indicated, the lamp industry developed a 4-watt, 6-inch fluorescent lamp. A special curved ultra-violet filter glass was built into the lamp housing. This glass filters out the dangerous (germicide and tanning) rays which might be injurious.

A vibrator type of inverter was designed to change the airplane battery voltage (direct current) to the 110 volt AC required for fluorescent lamps, together with an auxiliary which reduces the voltage to 45 volts when the lamp arc is established.

As one of the final tests of the project, the fluorescent system, the individually lighted system, and the argon system were tested together for comparison in the Aero Medical Research Laboratory at Wright Field. For this investigation, two men with normal vision were chosen. For ten consecutive days, each of the men was exposed to each of the systems in a dark room for seven hours daily. Each wrote daily accounts of his impressions with particular reference to eye strain and fatigue, visibility of the dial figures, glare, and other pertinent observations. Their eyes were examined at the end of each day.

Conclusions drawn from the findings were to the effect that the fluorescent system was definitely superior. It gave no glare from reflected light, supplied even and adequate illumination, and did not cause eye strain, since the dial numbers were easily visible and readable.

An ingenious adaptation of invisible light has given the Air Corps, the "Eyes of the Army," better sight at night.

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#### NEW TRAINING PLANES ARRIVE AT MOFFETT

Two mass flights of training planes - one of them said to be the largest mass delivery of planes on the Pacific Coast - have brought the airplane strength of Moffett Field, Calif., up to almost the 100-mark during the middle of November.

On Saturday, November 9th, fighting bad weather which added about an hour to the flying time for the flight, 31 new Vultee BT-13 training planes made the hop from March Field to Moffett Field. Starting earlier in the day, the flight was up for a while, but inclement weather forced it to turn back to March Field. Later, the flight was able to come through, but newspapermen and photographers who braved a nasty day to witness the arrival had to wait until nearly dark, although the planes were scheduled to come in early in the afternoon. Two additional planes followed the next day, the pilot of one having been granted authority to remain overnight in Los Angeles, while the other one had a flat tire at March Field. Thus, Moffett Field received a total of 33 new "Flying Classrooms."

An interesting sidelight incident to the second mass delivery, in which 17 BT-13's were involved, was the fact that workers at the Vultee factory in Downey, Calif., were on strike at the time the planes were to be turned over to the Army. Union leaders informed the members of the picket line not to molest the Army in any way, and the officers went through the picket line without any hindrance. The pilots themselves rolled their ships from the hangar and, despite the arguments that were taking place between the company and its employees, a cheer went up as the ships took off.

Scheduled to make the trip on Sunday, the ferry pilots took to the air, but returned after being aloft only twenty minutes, bad weather conditions forcing them to return to March Field, where they spent the night. On the following day they met with more favorable weather, although over the mountains they encountered headwinds which reach-

ed a velocity as high as 90 miles an hour. The trip was made without incident, although the arrival at Moffett Field was an hour later than scheduled.

Flying over the field while Brigadier General Henry W. Harms, Commanding the West Coast Air Corps Training Center, was observing from the hangar, the planes swooped down and landed, while the news cameras clicked.

One of the outstanding features connected with the second trip was the reunion at the Vultee plant of Major John A. Macready, Operations Officer of Moffett Field, and Major Oakley G. Kelly, Air Corps Representative at this aircraft factory. These two officers made aviation history in 1923 when they flew non-stop from New York to San Diego, Calif., in 26 hours and 50 minutes, it being the first time the American continent had been spanned in a single hop. Majors Kelly and Macready had not seen each other for several years. The latter was recently called back from civil life for duty at Moffett Field.

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#### INFORMING THE PUBLIC ON FLYING TRAINING

Some of the widespread interest in the Flying Cadet training program which is being evidenced by the people on the West Coast is in a measure responsible for the greatly increasing number of requests received at Moffett Field, Calif., for speakers therefrom to appear before civic and service organizations.

Major Burdette A. Palmer, Public Relations Officer at Moffett Field, has delivered talks on numerous occasions, and several other officers have also been pressed into service for luncheon engagements before civic groups. In addition to the speeches off the field, an effort is being made to give a more adequate tour of the field to organized groups visiting it, with at least one officer unofficially assigned to the task of escorting them. In addition to visiting the hangar and viewing the training planes, short talks are made to these groups on various phases of the operation of an Air Corps post and on other interesting portions of the field.

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A total of 121 graduates of Class 41-C from the primary training detachments at Cal-Aero Academy's Glendale, Ontario and Oxnard Training Centers in California, left for Randolph and Moffett Fields. Their places were scheduled to be taken on Nov. 30th by nearly double that number of new Cadets.

## DEDICATION OF NEW HEMET AIR CORPS SCHOOL

The Ryan School of Aeronautics' new branch Air Corps pilot training school at Hemet, Calif., was dedicated on Armistice Day "to the advancement of American aviation and national defense." Nearly 5,000 people, the largest crowd ever gathered for a similar event in the Hemet valley, witnessed the ceremony.

The dedicatory address was made by Brigadier General Henry W. Harms, of Moffett Field, Calif., commander of the West Coast Air Corps Training Center. Of particular interest was his declaration that enlargement of the Hemet School is a prospect for the immediate future.

The dedicatory program was opened with the presentation of an American flag, the gift of the D.A.R., to the Ryan School. Cadets at the field stood at attention, forming a semi-circle about the flagpole in front of the Administration Building.

Mr. Earl D. Prudden, Vice President of the Ryan Company, acted as master of ceremonies during the dedicatory rituals at the field, speaking from a flag-bedecked stand erected between the two large hangars.

Following the playing of an inspiring march by the Hemet band, 125 Cadets from the Hemet school and 60 from the Air Corps Training Detachment at the Ryan School in San Diego, lined up on the flying line for an inspection. In the reviewing party were Brigadier General Henry W. Harms; Captains Kenneth P. McNaughton, supervisor of the three West Coast primary schools; Lloyd P. Hopwood, Commanding Officer of the Army Air Corps Detachment at the Hemet field, and Mr. T. Claude Ryan, President of the Ryan Aeronautical Company.

Reviewing his first contacts with Hemet in efforts to locate the school in the valley, Mr. Prudden paid tribute to Hemet men who, he said, were instrumental in bringing the Ryan School there.

Mr. Ryan spoke briefly and introduced the speaker of the day.

General Harms highly praised the Hemet School and complimented the young men of the cadet corps, declaring that they are of the finest type of youthful Americans and compare favorably with men being accepted at West Point.

A feature of the civic Armistice Day parade in Hemet was the appearance of 100 cadets from the Ryan School of Aeronautics. These young men, clad in their immaculate gray uniforms, were applauded by the spectators as they marched by with military precision.

## A MERCY FLYING MISSION IN PANAMA

Inhabitants of the Ancon Hill area were doubtless aroused early on the morning of October 31st by the whine of a low flying airplane attempting to land at Albrook Field, Panama Canal Zone. This disturbance was necessitated by the sudden illness of Private Lincoln W. Allen, of Company M, 5th Infantry, who was reportedly stricken with acute appendicitis at the Rio Hato Training Camp and consequently was being rushed to Gorgas Hospital.

The pilot, 2nd Lieut. Marshall P. Camp, took off from the Rio Hato air-drome with his passenger at 1:30 a.m., and arrived over Albrook Field about twenty minutes later. As a result of low clouds and an early morning haze, the landing lights on the airplane were ineffective, and parachute flares were no better, but the floodlights on the field were shortly switched on and a waiting ambulance rushed the patient to the hospital by 2:15 a.m., exactly 45 minutes after leaving Rio Hato.

By these extraordinary means did the Army concentrate its varied resources in furnishing Private Allen with effective aid when his life may have been in jeopardy.

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## FT. LOGAN TO BE TURNED OVER TO AIR CORPS

An announcement by the War Department under date of November 20, 1940, is to the effect that Fort Logan, Colorado, will be turned over to the Air Corps on or about January 15, 1941, to function as a sub-post of Lowry Field, Colo., for use in the training of Air Corps Administrative and Technical Clerks. The personnel involved in the move of the Department of Clerical Instruction from Lowry Field, seven miles away, number about 1,000 (commissioned and enlisted strength).

The move is necessitated by the accelerated training rate for Air Corps enlisted technicians required by the 54 Combat Groups program recently announced, which increases by approximately 400% the number of students scheduled to attend classes at Lowry Field. In addition, plans for the training of Flying Cadets in Armament and Photographic courses would further tax the facilities of Lowry Field. The training of administrative and technical clerks does not require the use of flying facilities in connection with the course of instruction.

As a result of the turn-over to the Air Corps, the 18th Engineer Regiment  
(Continued on Page 8.)

V-8651, A.C.



## OFFICERS JOIN IN A RADIO BROADCAST

By the Materiel Division Correspondent

On Thursday, November 7th, by special permission of the War Department, the famous Vox Pop radio program was broadcast from the Officers' Club at Patterson Field, Fairfield, Ohio, with officers and one officer's lady serving as the quizzed participants in the program, and the officers of Wright and Patterson Fields and their families forming the audience. The lounge was quite crowded for the occasion, and a spirit of merriment prevailed as catch questions were directed at the "quizees" who in most instances came back with accurate and snappy replies.

First to step up to the microphone was captain M.M. Beach, of the 10th Transport Group. Lieut. Colonel and Mrs. G.C. Kenney, the latter being the only woman participant, followed. They formed a fortunate duet, for what one didn't know the other supplied.

Captain R.H. Dunlap, of the 5th Corps Area, gave along with his answers a boost for enlistment in the U.S. Army Air Corps, briefly pointing out the advantages to recruits of this service. Captain H.F. Gregory followed and, when stumped, gaily threw his question to brother officers of the audience.

Lieut. Colonel Lester T. Miller, Commanding Officer of the Materiel Division, was questioned briefly regarding Wright Field activities, and answered easily questions which would have undoubtedly nonplussed one possessed of less military background. Captain Mark E. Bradley, Pursuit Airplane Project Officer, was questioned regarding methods and sensations of test piloting Pursuit airplanes, information which undoubtedly held something of a thrill, not only to the thousands of non-military listeners, but also to some of the group surrounding him. Questions skipped from stratosphere to troposphere, from planets to names of battles.

The last participant was 2nd Lieut. Harry J. Sands, of the 5th Transport Squadron, who guessed the nearest correct number of dimes in a can of tobacco, therefore winning a prize at which each participant had had a chance.

Long experience made the successful arrangements of technical matters by those in charge of the program inevitable, and the ease of handling the participants by the program directors dispelled any sense of nervousness and induced the atmosphere of mirth and congeniality which prevailed. Reports from those listening in from the outside indicate that this spirit extended on the ether waves far beyond Patterson

Field. We hope so, for it was great fun.

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## COMPLETION OF TESTS OF P-39 AIRPLANE

The War Department announced, under date of November 27th, that accelerated firing tests of the armament in the P-39 Pursuit airplane have been concluded with satisfactory results. The P-39 (Airacobra), single-engined, single-seater type, is armed with a 37 mm. cannon and machine guns. For more than a week, three pilots alternately flew the P-39 from Buffalo Municipal Airport to a point in Lake Ontario, off Fort Niagara, and fired at targets in the water. In all, 40,000 rounds of machine gun ammunition and 500 rounds of 37 mm. cannon shells were fired from the plane to test the guns and the plane's other installations.

The procedure in accelerated gun-firing tests called for Army Ordnance experts to load the guns at the Buffalo Municipal Airport and then the plane to be flown to Fort Niagara, about 15 minutes away. Over the Fort, the P-39 was dived on the targets anchored in the Lake with fire pouring from cannon and machine guns. Upon firing all of the ammunition, the airplane was returned to the Buffalo Airport for re-loading. The tests involved about seven flights a day.

The Air Corps pilots who flew the plane reported great accuracy of fire from long ranges was achieved with the cannon, which is mounted in the nose firing through the propeller hub. The machine guns, also mounted in the nose, are synchronized to fire through the propeller, and a relatively high performance was achieved with these. The tests were conducted on a standard P-39 which had just come off the production line of the Bell Aircraft Corporation at Buffalo, N.Y.

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## Ft. Logan to be Turned over to Air Corps

(From Page 7)

(Combat), now stationed at Fort Logan, will move to Vancouver Barracks, Wash., on or about January 15, 1941, where they will be assigned to the Ninth (tactical) Corps.

The already scheduled movement of the 7th Infantry from Vancouver Barracks to Fort Lewis, Washington, on the same date will provide quarters for the 18th Engineers.

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Brig. Generals Frank M. Andrews, General Staff Corps, and John F. Curry, U.S. Army, were promoted to Major General, with rank from October 27, 1940.

V-8651, A.C.

## GRADUATION OF CLASS 40-G

On the morning of November 15, 1940, 219 Flying Cadets marched for the last time as such to the Post Theater, Kelly Field, Texas, to attend their "stream-line" graduation exercises. Marching into the theater in single file and in alphabetical order, each Cadet was given an envelope. They had been told not to open this envelope until they were instructed to do so.

Captain Coates, the Secretary of the Advanced Flying School, took charge of the meeting, called the roll and administered the oath of office. He then turned the meeting over to Major Davies, Assistant Commandant of the Advanced Flying School, who in turn introduced Colonel H.R. Harmon, the Commandant.

Colonel Harmon told the assembled newly made officers that he was happy to address them on this occasion for several reasons, but one in particular, it being the first time that he had the opportunity to address them as officers. He reminded the Cadets that they were now not only officers of the Army, but the Air Corps as well. He made no apology to any other branch of the service when he said that the graduates of this class were being commissioned in that branch of the service which every man in the room believed to be the finest in morale, spirit, and the most powerful in the defense of the country. His remarks were brief, but contained volumes of food for thought. He closed with the thought that, in achieving the goal to which the class had set itself, each member acquired a commission and a pair of silver wings; "but," continued Colonel Harmon, "you must also assume the responsibility that goes with it and preserve her tradition. I know you will not fail."

Major Davies then called on some of the members of the graduating class for extemporaneous remarks, which were more along the humorous side. After calling on some six or eight of the newly commissioned officers, the meeting was turned over to Captain Coates, who instructed the class to open their envelopes, in which they found their highly coveted silver wings, commissions, diplomas and orders. After instructing them in filling out some of the forms and turning them in, the class was dismissed.

The new Class, 41-A, consisting of one student officer and 266 Flying Cadets, was scheduled to report at the Advanced Flying School, Kelly Field, Texas, on the morning of November 19, 1940. The names of the members of this class are listed on pages 10 and 11.

## "GADGET" GIVES STUDENT FLYERS THE GONG

A novel device for use in primary training of Flying Cadets was invented by Flying Instructor H.G. Nicholson of the Cal-Aero Academy's Training Center at Oxnard, Calif., and built in the shops of the Curtiss-Wright Technical Institute.

Termed a "coordinator," the device reproduces exactly the cockpit of a PT-13 training plane. The stick and foot controls first are locked together, and the Flying Cadet manipulating the control stick is automatically forced to coordinate properly with his feet. After a period of practice in this fashion, the controls are disconnected and the student endeavors to coordinate properly. As long as he does so, nothing happens, but when an error in coordination is made, a bell rings.

The device is being used exclusively at the Oxnard Detachment, and, if it proves as successful as early tests indicate, others will be built for the other Cal-Aero detachments.

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## BRAZILIAN MISSION VISITS CAL-AERO

The Brazilian Aviation Mission, now in this country to take delivery of a number of training airplanes from the North American plant at Inglewood, Calif., were guests recently of Captain Robert L. Scott, Air Corps, and Cal-Aero officials at the Ontario Training Detachment, when they expressed a desire to observe the primary training of the U.S. Army Flying Cadets.

Arriving in five Brazilian Air Corps planes, the Mission, headed by Major J.S. Macedo, inspected the Detachment and were guests at a luncheon given by Captain Scott, Cal-Aero Academy, and the Ontario Chamber of Commerce.

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## CIVILIAN FLYERS VISIT ONTARIO, CALIF.

Paying a visit to the new Cal-Aero Primary Training Center at Ontario, Calif., on November 10th, were 123 civilian flyers, who arrived in 75 light planes of every conceivable description.

The tour, arranged by the Los Angeles Chamber of Commerce, marked the first time civilian planes were allowed to land at the new big Training Center.

Coming from practically all Southern California commercial fields, the fliers were entertained at a ham and eggs breakfast, and were shown through the plant.

"It is expected," says the News Letter Correspondent, "that the tour will result in material aid in the recruiting of Flying Cadets."

ROSTER OF GRADUATES OF CLASS 40-G

The following-named Flying Cadets graduated from the Air Corps Advanced Flying School, Kelly Field, Texas, on November 15, 1940:

Watson, Eugene Atkinson	Birmingham, Ala.	Norton, Malcolm Eugene	Hartwell, Ga.
Murphree, Clyde Elwyn	Gadsden, Ala.	Irvin, Ben Screven	Washington, Ga.
Keith, Chambliss	Selma, Ala.	Werner, Wesley	Pocatello, Idaho
Pruitt, Harold Angus	Tuscaloosa, Ala.	Murphy, Robert Keith	Twin Falls, Idaho
Graybeal, James Mathewson	Tucson, Ariz.	LeCompte, Robt. Gilmore	Evansville, Ind.
West, Robert Harold	Jonesboro, Ark.	Van Zant, Claude Lewis, Jr.	Indianapolis, Ind.
Reeves, Henry Herbert	Little Rock, Ark.	Anastasio, Edward Paul	Chanute Field, Ill.
Thompson, Wayne Winifred	Little Rock, Ark.	Hill, Francis Ackerman	Chanute Field, Ill.
Canada, William Wing	Hot Springs, Ark.	Sampson, Raymond Donavon	Chanute Field, Ill.
Steves, Clifford Durant	Alhambra, Calif.	Smith, Leslie Albert	Chanute Field, Ill.
Stoebbe, Donald Ray	Alta Iona, Calif.	Kurek, Adolph	Chicago, Ill.
Robertson, John Clayton	Berkeley, Calif.	Weitzenfeld, Richard William	Chicago, Ill.
Dennis, Larry Denton	Beverly Hills, Calif.	Wilson, Jack Allen	Hurst, Ill.
Harris, George Warren, Jr.	Beverly Hills, Calif.	Leimbacher, Edgar Glenn	Joliet, Ill.
Peery, John Edward, Jr.	Beverly Hills, Calif.	Beauman, Benj. Franklin	Tunnel Hill, Ill.
Pritchard, Gilbert Lawrence	Burbank, Calif.	Hall, Gordon Edward	Wapella, Ill.
Thomson, Raleigh Medford	Canoga Park, Calif.	Blaul, Milton Albert, Jr.	Burlington, Iowa
Merriam, Wm. Horton	Fullerton, Calif.	Bush, Lester Clay	Estherville, Iowa
Dodson, Robert Slater	Glendale, Calif.	Williams, Charles Edwin	Atchison, Kan.
Fast, Richard Harold	Glendale, Calif.	Conrad, Francis Virgil	Topeka, Kan.
Walton, Robert M.	Hamilton Field, Calif.	Green, Donald James	Topeka, Kan.
Scandrett, Harvey, J.	Hollywood, Calif.	Wertz, Jack W.	Topeka, Kan.
Kolander, Conrad Carl, Jr.	Kingsburg, Calif.	Magruder, Eugene Ross	Keokuk, Ky.
Beaver, Jack Aldred	Los Angeles, Calif.	Harp, David William, Jr.	Lexington, Ky.
Briggs, James Kay	Los Angeles, Calif.	Saad, John Ispiridon	Pikeville, Ky.
Cairns, David Ross	Los Angeles, Calif.	Lamont, Neil, Jr.	New Orleans, La.
Lawson, Ted William	Los Angeles, Calif.	Asselin, Henry Ovila	Allston, Mass.
Lively, Richard Thomas	Los Angeles, Calif.	Karsokas, Benjamin A.	Methuen, Mass.
Milvehill, John M.	Los Angeles, Calif.	Wyman, Frank Melvin, Jr.	Stoneham, Mass.
McLeod, Stuart Angus	Los Angeles, Calif.	Vacca, Gerald Robert	Watertown, Mass.
Shamel, John Wallace, Jr.	Los Angeles, Calif.	Mack, Garritt Wm.	Birmingham, Mich.
Woolley, Preston Bruce	Los Angeles, Calif.	Leggat, George Walter	Detroit, Mich.
Holsclaw, Gerald Reed West	Los Angeles, Calif.	Bowe, Hugh Heiby, Jr.	Mt. Clemens, Mich.
MacDonald, Daniel Venn West	Los Angeles, Calif.	Grant, Robert Frederick	Muskegon, Mich.
Mahaffie, Ray Leonard West	Los Angeles, Calif.	Lombardy, Bennie	Duluth, Minn.
Irish, James Robert	Long Beach, Calif.	Caldwell, Ralph Elbert	Duluth, Minn.
Davis, Emmett Smith	Lynwood, Calif.	Berge, Ralph I.	Erskine, Minn.
Sheppard, Lloyd Wilson	Mill Valley, Calif.	Gowdy, Francis B.	Little Fork, Minn.
Haldeman, Horace Glover	Pasadena, Calif.	Harris, Clifford Fredric	Minneapolis, Minn.
Humphrey, James White	Pasadena, Calif.	Crawford, Dalson Eugene	Minneapolis, Minn.
Sineral, Robert Klein	Pixley, Calif.	Hornor, Richard Elmer	Wrenshall, Minn.
Titensor, Allen Earle	Santa Ana, Calif.	Shields, John Robert	Greenville, Miss.
Dysinger, Leonard S.	San Jose, Calif.	Bennett, James Whitt, Jr.	Bloomfield, Mo.
Gray, William Lawson	Santa Barbara, Calif.	Faurot, Robert Lloyd	Columbia, Mo.
Smith, Sydney Thomas	Santa Barbara, Calif.	Schieber, Hudson Matthew	Clayton, Mo.
Gerrard, Robert James	San Francisco, Calif.	Holbrook, James Francis	Maryville, Mo.
Cunningham, Jack Edward	Santa Monica, Calif.	Whiteman, George Allison	Sedalia, Mo.
Sogaard, Folmer Jensen	Solvang, Calif.	Wittrock, Howard Henry	St. Louis, Mo.
Royal, Francis R.	Boulder, Colo.	Ingham, James Milton	University City, Mo.
Blehm, Harold E.	Lowry Field, Colo.	Choate, Robert Ingraham	Miles City, Mont.
Hastay, Raymond Lester	Lowry Field, Colo.	Robberson, Floyd Ronald	Rosebud, Mont.
Lass, Edward Clarence	Empire, Colo.	Keiser, Glen Vernon	Reno, Nev.
Taylor, Roger Williams	Devon, Colo.	Saltsman, Ralph Henry, Jr.	So. Orange, N.J.
Mull, Harold Vincent	Greenville, Del.	Barrere, Robert A.	Woodridge, N.J.
Sharpless, Chas. David.	Wilmington, Del.	Benjovskiy, Theodore D., Jr.	Central, New Mex.
Liebhart, Jerald Clifford	Miami, Fla.	Carleton, Bert Maurice	Silver City, New Mex.
Thacker, John Marshall	Miami, Fla.	O'Keefe, Timothy Francis, Jr.	Brooklyn, N.Y.
Colman, Hubert Edwin	St. Petersburg, Fla.	Falkner, Verne Vincent	Burdett, N.Y.
McVey, John Albert	Valparaiso, Fla.	Kelly, Edw. Thomas	Dansville, N.Y.
Harrington, Loren Max	Winter Park, Fla.	Berg, Leland Alfred	Elmhurst, N.Y.
Bozeman, Wallace Henry	Winter Haven, Fla.	Snath, William Gardner	Fort Hamilton, N.Y.
Longino, Dick Randolph, Jr.	Atlanta, Ga.	Femenella, John Carmine	Great Kills, N.Y.
Williams, Harold Lee	Cordela, Ga.	Robb, Harry Wilson Jamaica,	Long Island, N.Y.
		Mosher, Rowland Orson	Kirkville, N.Y.
		Ramputi, Frederick Rinaldi	Newburgh, N.Y.
		Chenoweth, Lee Andrew	Peekskill, N.Y.
		Adams, Chas. Frederick	Pine Plains, N.Y.

Phillips, Arnold Thielens	White Plains, N.Y.	Swain, Roger Lawson, Jr.	Danville, Va.
Elney, James Sidney	Chapel Hill, N.C.	Jemott, Herbert K.B.	Newport News, Va.
Small, James Eugene	Concord, N.C.	Van Patten, Perry H.	Cheney, Wash.
Furr, Grover Carr, Jr.	Raleigh, N.C.	Leen, Gerald Adrian	Everson, Wash.
Bridgers, Walter Moore	Rowland, N.C.	Nolimeyer, Edw. Max	Peshartin, Wash.
Shaw, Robert A.	Fargo, N.D.	Wegner, Robt. Edward	Pullman, Wash.
Gathcart, William S.	Fargo, N.D.	Luschen, Frank Leslie	Seattle, Wash.
McKown, Bernard Clay	Akron, Ohio	Kingen, Elmer Fred	Spokane, Wash.
Schwane, Henry H.	Cincinnati, Ohio	Cotter, Harold Eugene	Walla Walla, Wash.
Craig, Franklin Jr.	Columbus, Ohio	Egan, John Clarence	Manitowoc, Wisc.
Linn, John Robert	Columbus, Ohio	Hergert, Thomas Malcolm	Milwaukee, Wisc.
Davis, John Pharon	Norwood, Ohio	Rogers, Floyd Vars	Milwaukee, Wisc.
Spelman, Richard S.	South Euclid, Ohio	Cleven, Gale Winston	Bairoil, Wyo.
Kenny, Thomas F., Jr.	Youngstown, Ohio	Sawyer, Jerome Robert	Schofield Bks., T.H.
Cason, Wm. Arthur, Jr.	Lindsay, Okla.	Bridges, Robert Sheldon	Wahiawa, Oahu, T.H.
Alley, Joseph White	Oklahoma City, Okla.	Parr, Adolfo J.	San Juan, P.R.
Bell, George Vincent	Prague, Okla.		
Hoke, Roy T.	Stillwater, Okla.		
Durham, Sam Bert	Stillwater, Okla.		
Eck, Anthony Ignatious	Waukomis, Okla.		
Shoop, Richard Raymond	Corry, Pa.		
Schnebly, Thomas Hughes	Colver, Pa.		
Comber, William E.	Philadelphia, Pa.		
Gaygan, Jack A.	Philadelphia, Pa.		
Read, Elkins, Jr.	W. Pittston, Pa.		
Birch, Hartzell Russell, Jr.	Kingston, R.I.		
Hiott, Erskine Duval	Columbia, S.C.		
Lightsey, Ralph Leon, Jr.	Fairfax, S.C.		
Thomas, Archie Clifford	Hampton, S.C.		
Snipes, Gilmer Lee	Seneca, S.C.		
Mears, James Franklin, Jr.	Varnville, S.C.		
Pulfrey, Robert E.	Amherst, S. Dak.		
Bartling, George Elmer	Brookings, S. Dak.		
Criz, Albert	Sisseton, S. Dak.		
DeWeese, Theodore D.	Cleveland, Tenn.		
Grubb, Wm. Franklin	Knoxville, Tenn.		
Spivey, Paulette	Atlanta, Texas		
Moore, Harold Elwood	Austin, Texas		
LaRoche, John Julius	Austin, Texas		
Francks, Church Barry, Jr.	Brady, Texas		
Gibson, Norris Wilbur	Cleburne, Texas		
Gilcrease, James Robert	Corsicana, Texas		
Haley, Albert Lawrence	Dallas, Texas		
Williams, Calvin Luther, Jr.	El Paso, Texas		
Carswell, Horace Seaver, Jr.	Ft. Worth, Texas		
Carey, John Bernard, Jr.	Kelly Field, Texas		
Delashaw, Robert Lee	Kelly Field, Texas		
Countz, Charles W.	Los Fresnos, Texas		
Webb, Roy Abner, Jr.	Pampa, Texas		
Beach, Elmer Clare, Jr.	Pearsall, Texas		
Flynn, Eugene L.	Randolph Field, Texas		
Patterson, Ralph Raymond	Randolph Field, Texas		
Farratt, Charles Meredith	San Antonio, Texas		
Snider, Marion Carr	San Antonio, Texas		
Riha, Amos F.	Taylor, Texas		
Anderson, Boyce Clayton	Timpson, Texas		
Turner, Ollen	Whon, Texas		
Griffin, Richard Varney	Garland, Utah		
Williams, Dwight James	Layton, Utah		
Farrell, Robert Howe	Murray, Utah		
Christensen, N. C. Jr.;	Salt Lake City, Utah		
Hardy, John K., Jr.	Salt Lake City, Utah		
Neeley, Richard Cox	Salt Lake City, Utah		
Taylor, Wm. Vaughn	Salt Lake City, Utah		
Walker, Wm. Herald	Salt Lake City, Utah		
Hubias, Phil	Spanish Fork, Utah		
Williams, Walden	Spanish Fork, Utah		
Johnson, Austin W.	Syracuse, Utah		
Grandall, Thomas Oakley	Toeole, Utah		
Wobley, Cloyd	Vernal, Utah		

It will be noted from the foregoing list of Class 40-G graduates that, as is almost always the case, California leads all the States of the Union in the matter of student representation at the Training Center. With a total of 39 graduates hailing from that State, she is followed by Texas, always her closest rival, with 21 students. Utah is next with 13 students, followed by New York with 12; Illinois, 10; Minnesota, Missouri, Ohio and Washington with 7 each; Florida and Oklahoma, 6 each; and Colorado, Pennsylvania and South Carolina, 5 each. None of the other States represented in the graduating class is credited with more than four students each.

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#### GOOD PARACHUTE JUMPERS DIE IN BED (CONTINUED FROM PAGE 4)

high altitudes. There are no evident reactions to the body other than temporary loss of hearing until the chute actually opens. Nor is there a feeling of dizziness, but rather that of suspension, without the slightest indication of falling until you realize your position with respect to that of the earth. 'Unless one is familiar with the operation and function of parachutes, he should not under any circumstances attempt a delayed opening drop at anytime. I might add that the greatest of all dangers encountered in chute jumping is steerage of the parachute by slipping; that is, closing the canopy by pulling on the shroud-lines. One might pull them too far and if that happens at very low altitude, the chute will collapse and plummet to earth, killing or very seriously maiming the jumper,' Colwell said.

Yes, a jumper can literally 'see stars', according to Colwell. The parachute opens with a recoil shock of 5000 pounds and if caught with head down, it is very likely that you will experience the phenomena of great brilliancy, "seeing more stars than just one!"

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With the arrival of the 23d and 32d Pursuit Squadrons from Brooks Field, Texas, on November 17th, the 36th Pursuit Group will be consolidated at Langley Field for the first time. Added to the excitement of their arrival were the assignment of new Reserve officers for administrative duties and the attachment of many men from the 25th Bomb Group, now in Puerto Rico. V-8651, A.C.

## MANEUVERS BY 25TH BOMBARDMENT SQUADRON

The 25th Bombardment Squadron, France Field, Panama Canal Zone, participated in several Group maneuvers, in addition to carrying on practice and record bombing and instrument flying. Record bombing qualified Sergeants Bishop and Evans as expert bombardiers at 4,000 feet, the scores being 76 and 58, respectively. Practice bombing was then conducted at a higher altitude with excellent results.

Recent Group maneuvers were conducted as a demonstration for observance by high ranking officers from South America. One night demonstration consisted of a flight of nine B-18's which dropped flares over Albrook Field prior to a "night attack" of that station. The lighting effect of flares dropped from airplanes was successful, after which ground searching crews were also successful in spotting the Bombardment planes. On the following morning, the nine B-18's took off with one-hundred-pound demolition bombs in each ship. While the visiting South American officers looked on from nearby, but not too nearby, the airplanes of the 6th Bombardment Group flew over a target two miles off shore in formation and dropped the bombs in train. The target was supposed to represent a munitions plant. The mission of "destruction" was accomplished, and the South American officers were very much impressed.

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## SIGNAL AVIATION COMPANIES IN PANAMA

Since the recent activation of the 306th and 325th Signal Aviation Companies, the 13th Signal Platoon and the 52nd Signal Maintenance Company (Aviation), under the command of Captain A. J. Mandelbaum, 19th Wing Signal Officer at Albrook Field, these units have been materially increased by the arrival of personnel from the States.

First Lieut. Howell E. Roberts, Base Signal Officer at Albrook Field, commands the 13th Signal Platoon, and 2nd Lieut. Kenneth Gonseth a detachment of the 306th Signal Maintenance Company (Aviation), at Rio Hato. The 325th Signal Aviation Company is scheduled to move to Howard Field when air operations begin.

These units have become an integral part of the Air Corps Base system by assuming the administration, operation and maintenance of all Signal ground equipment serving the Air Corps organizations in the 19th Wing. These comprise such activities as administrative radio, post telephone system, inter-post teletype circuits, Signal equipment repair

shops, and storage rooms, together with a complete accountancy system for checking the disposition of all equipment in the hands of the flying units.

In view of the technical nature of their duties, a high ratio of the personnel of these units have been specially trained in Service Schools for their specific duties. Such Army schools in the States have been materially expanded within recent months, and their output of specialists has been further augmented by utilizing the facilities of various civilian schools already equipped for similar instruction. The degree of proficiency acquired by these men in such a comparatively short time is surprising, even though these new soldiers are carefully selected according to their education, innelization, and ability for the specialized work they are to follow in the Army.

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## LOWRY FIELD GRADUATES BOMBING PUPILS

Eighteen young men from 15 States were graduated on November 2, 1940, as the first Flying Cadet Bombardier Instructors at Lowry Field. At the graduation ceremonies, these Cadets heard speeches by Lieut. Colonel Early H. W. Duncan, new Commanding Officer of Lowry Field; Captain Leon R. Brownfield, Commandant of Cadets; Captain Frederick L. Anderson, Jr., Director of the Bombardier Instructors' School, and various other members of the officer faculty.

The Cadets attended the School for sixteen weeks. A second class of sixty Cadets was undergoing instruction at the time of the graduation of the first class, and a third class of the same size was scheduled to start on November 12th.

All of the Cadets graduating on November 2nd were temporarily assigned to duty at Lowry Field. They are:

Gilbert D. Greer, St. Johns, Ariz.  
Edward F. Sustrick, Denver, Colo.  
Walter D. Snyder, Jr., New London, Conn.  
Royal F. Cato, Sacramento, Calif.  
Wm. L. Richards, Winter Park, Fla.  
Wallace T. McGill, Boise, Idaho.  
Vernon E. Waildin, Hoisington, Kans.  
Dwight E. Bonin, Minneapolis, Minn.  
Chester A. Peterson, Devils Lake, N.D.  
Harve N. Johnson, Fallis, Okla.  
James H. Murphy, Pittsburgh, Pa.  
Adam F. Zalonka, Pottsville, Pa.  
Henry L. Law, Jr., Hartsville, S.C.  
Everett N. Woods, Johnson City, Tenn.  
Everett Davis, Eastland, Texas  
William M. Crawford, Narasota, Texas  
Charles R. Floyd, Jr., Roanoke, Va.

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THE AIR CORPS ENGINEERING SCHOOL  
By Capt. Alfred R. Maxwell, A.C., Asst. Commandant

Welcome alike to alumni and hopeful applicants is the news that the Air Corps Engineering School at Wright Field is functioning again. Closed for nearly seventeen months, due to the demands of the expansion program, the school was reopened on August 1, 1940, for the regular 12 months' course.

Brigadier General O.P. Echols\* is the Commandant, and Captain A. R. Maxwell the Assistant Commandant. We are happy to say that the key personnel are back again - Mr. Ezra Kotcher as Professor, and Miss Ruth K. Clark as Secretary. An addition to the faculty is scheduled for the near future, an Assistant Professor, who will take over the instruction in aircraft engine design and allied theoretical and practical subjects.

The School was limited to six students this year, all former members of the Materiel Division. They are: 1st Lieuts. Edward G. Kiehle from Duncan Field; Ralph L. Wassell, Middletown Air Depot; Evert W. Hedlund and Harold M. Keefe, Fairfield Air Depot, and Elmer E. McKesson and Bernard A. Schriever, Wright Field. This is probably the most homogeneous class the School has ever had. All the students are of the same grade, and approximately of the same age, service, education and professional experience. All were formerly Reserve officers, and most of them have seen service with the air lines.

In addition to the students at the Engineering School, the following officers are pursuing graduate courses in aeronautical subjects under Air Corps Engineering School supervision: Captains Howard M. McCoy, Carl F. Damberg and 1st Lieut. Charles H. Terhune, Jr., at California Institute of Technology; and 1st Lieuts. Marvin C. Demler, Clarence A. Neely and Harold E. Watson at the University of Michigan. Captains McCoy and Damberg are graduates of the Air Corps Engineering School, and the former is doing his second tour at the California Institute of Technology.

As with many other Air Corps organizations, the program for the year 1941-42 is impossible to predict at this time. It is hoped that the School may continue to function, and that increased attendance will be possible both at the Engineering School and at civilian graduate schools. In any event, all officers interested in

either detail should submit their applications without delay, in accordance with Army Regulations 350-550.

For the information of those not familiar with requirements, the following is submitted: All applicants are sent a questionnaire from which their eligibility is determined. This can be obtained from the Engineering School previous to applying, or will be sent from the Office of the Chief of the Air Corps upon receipt of letter of application. Applicants should be graduates of the United States Military Academy or have a degree in engineering from a school of recognized standing. The Faculty Board reviews the questionnaire and pertinent recommendations, and forwards its recommendations in each case to the Chief of the Air Corps. Once having been established on this eligible list, an officer's chances of being assigned as a student depend almost entirely upon his military availability, travel funds, etc. Junior officers should not assume that their inexperience will impair their chances of being assigned, since it has happened that the entire list was exhausted by non-availability for various reasons.

Due to the large demand for trained officers for the engineering and procurement phases of the Materiel Division, most of the former graduates of the School are now engaged in such work. Hence a student can usually expect that he is committing himself to an indefinite period of engineering work. This aspect should be considered both by the applicant and by his senior officers.

As the Air Corps expands, applications to the School become more and more impersonal. In order that the maximum benefit may accrue both to the service and to the individual, the Faculty Board would welcome carefully weighed recommendations from senior officers. These could either be in the form of indorsements to the application or letters direct to the Commandant. It is also hoped that senior officers will encourage promising young officers to consider such engineering careers.

The Assistant Commandant will be glad to correspond directly with any interested officers in the way of furnishing further information and available literature or suggesting lines of study.

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Announcement was made in War Department Special Orders recently of the temporary appointment of Lieut. Colonel Alfred J. Lyon to the grade of Colonel.

\*General Echols was recently relieved from duty at Wright Field and assigned to duty in the Office of the Chief of the Air Corps, Washington, D.C.

## NEW AIRPLANES RECEIVED AT WRIGHT FIELD

A new model of the famous Flying Fortress, bearing the designation of B-17C, was recently delivered at Wright Field, Dayton, Ohio. This plane is similar in all respects to its forebears with the exception that, instead of blisters, flat turrets increase streamline effects, and the engines are higher powered.

Expected shortly at Wright Field are the A-20A (Douglas) Light Bomber and the YP-43 (Republic) Pursuit. The A-20A, the first Light Bombardment airplane under the 5500-plane expansion program, is designed to combine the best features of the Attack airplane and a light, fast Bomber. A mid-wing monoplane of all-metal construction, it is powered with two Wright 14-cylinder radial engines and 3-bladed propellers. A crew of three man the airplane, which is equipped with two-way radio. The wing span is 61 feet.

The YP-43 airplane is an all-metal, low-wing, single-place Pursuit type, and is an improvement of the Republic P-35 with which several Pursuit Squadrons of the GHQ Air Force are equipped. The YP-43 has a wing span of 36 feet, and is equipped with one Pratt and Whitney 14-cylinder engine. The gross weight is approximately 6900 pounds.

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## FIRST UNIT OF 9TH BOMBARDMENT GROUP ARRIVES IN PANAMA.

The U.S. Army Transport AMERICAN LEGION docked in Balboa early on the morning of November 13th with such portions of the 9th Bombardment Group as are not proceeding later by air from their former base at Mitchel Field, N.Y. This contingent arrived under the command of Major Milton A. Stone, Air Reserve, and consisted of 45 officers and 641 enlisted men. The air echelon of approximately 20 Bombers, commanded by Colonel Ross Cole, A.C., as Group commander, will bring an additional 50 officers and 66 men.

Naturally, all hands were full of eagerness to catch the first glimpses of their new surroundings, and nearby Albrook Field was the mecca for such impromptu inspection parties as could be momentarily spared from unloading activities on the transport.

When sufficient baggage had been put ashore, a truck convoy was headed for their destination at the newly constructed base at Rio Hato. Most of the organization was transported that same day - no small feat over some 65 miles of congested highway.

The new arrivals were greeted at Rio

Hato by members of the 37th Pursuit Group, commanded by Major Milo Clark, A.C., who has been diligently engaged during the past month in hastily erecting the buildings which are to house temporarily the 9th Group until their eventual occupation of Howard Field, now under construction.

As the 37th Group construction party was evacuating the camp for a return to their permanent station at Albrook Field, they endeavored to make the new arrivals from Long Island feel thoroughly at home by such details as erecting street signs, appropriately labeled "Broadway," "42nd Street," "Times Square," etc.

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## 23RD AIR BASE GROUP MEN SAIL FOR ALASKA

Recently departing from March Field, Calif., enroute to station in Alaska, were one officer and 17 enlisted men of the 23rd Air Base Group (Reinforced).

First Lieut. John C. Bowen, Tech. Sgts. Dominick W. Gillespie, Delevan Wolters, Staff Sgts. Gervus Cummings, Marcus H. Baldwin, Sgt. Leslie S. Hubbard, Cpl. Walter Tauche, Pvts. 1st Cl. Perry J. Thompson and Warren C. Tarkington were sent to Fort Mason, Calif., and sailed aboard the Army Transport ST. MIHIEL on November 19th for Seward, Alaska, from which point they will travel by rail to Anchorage and will be stationed at Elmendorf Field.

Also sailing aboard the ST. MIHIEL were Staff Sgts. Carl Kotler, Jess P. Wilson, Montelle Hatchett, Sgt. Joseph R. Prochaska, Cpl. Leslie A. Tenold, Pvts. 1st Cl. Charles W. Nall, Marcus O. Lightfoot and Norban Taylor. The men will travel from Seward to Fairbanks and will be stationed at Ladd Field.

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## GUNNERY EXERCISES AT GOLETA, CALIF.

The activities of the 34th Bombardment Squadron, McChord Field, Wash., during October and November were considerably increased incident to making preparations for their part in the 17th Group gunnery exercises which were scheduled to begin on November 7th. Due to unavoidable circumstances, however, the show failed to get under way at the scheduled time. The postponement turned out to be temporary, and the Group was expected to leave for the Santa Barbara Airport at Goleta, Calif., about the middle of November.

These gunnery exercises are unique in that they are the first attempt on the part of the Bombardment Group to establish a base of operations entirely independent of any outside assistance in V-8651, A.C.

the way of transportation of equipment and supplies. All shipments were made in tactical airplanes in several flights wherein all equipment, supplies, armament and food were transported in either B-18A's or B-23's.

The 34th Squadron has had a starring role in these trips and, says the News Letter Correspondent, "it is expected that the test firing in the new B-23's will be enlightening to all concerned. Needless to say, the eyes of the Material Division, as well as the 1st Wing, are focused on the mission at Goleta. The success of this operation is dependent on the fullest cooperation from the squadrons involved, and you can bet your last dollar the 34th is raring to go and is simply waiting for the starting gun."

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#### INSIGNIA FOR 89TH RECON. SQUADRON

According to the News Letter Correspondent, it looks as if the 89th Reconnaissance Squadron, McChord Field, Wash., will finally acquire an official insignia. After a delay of several months while waiting for the Squadron history to be furnished, a board of officers was appointed to designate an insignia. The final consensus of opinion seemed to be in favor of an insignia conceived by Captain F.R. Terrell and designed by Lieut. C.R. Greening.

The design consists of a circular background with an abstract of the Winged Helmet of Mercury inclosed. The colors, however, have not as yet been fully decided upon, but a dark blue background with an orange gold helmet and wings having a silver band on the helmet and silver feathers on the wings seems to be favored.

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#### MASS BOMBING AT MacDILL FIELD

The 52nd Bombardment Squadron recently utilized 9 planes of the 29th Bombardment Group to perform a mass bombing mission on the MacDill Field bombing range. Following this mission, eight of the ships were dispatched on formation navigation flight to Atlanta, Ga. The ships proceeded individually to three designated initial points, whence they formed into elements of three and flew to the Squadron assembly point at Valdosta, Ga., continuing therefrom to Atlanta, where an overnight stop was made. The ships returned to Drew Field, Tampa, Fla., the next morning in formation, via Fort Benning, Ga. Near Cross City, Fla., the ship flown by Captain Robinson, Commanding Officer of the 52nd Squadron, developed

engine trouble, necessitating a forced landing at Gainesville, Fla., with the left propeller feathered. Other than this incident, the flight proved uneventful and provided excellent tactical experience for the pilots and navigators.

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#### CHANUTE FIELD AND THE A.G.O. FORM 20 By the News Letter Correspondent

It all practically began at Chanute Field back in June, 1938. Major Oscar L. Rogers, then personnel officer of Chanute Field, began to ponder over the problem of classifying enlisted men of that station into categories which would make the most practical use of their former trades and education.

Although it is unlikely that they have ever heard of Major Rogers, conscriptees coming into the service for one year of intensified training, in order to bolster the scheme of National Defense, will be classified under a system based largely upon the original efforts of this officer.

Major Rogers began experimenting and bringing to light the fruits of his efforts with a small classification card which measured only 5 x 8 inches, with a supplementary card of still smaller dimensions. He early realized that the following information on each and every enlisted man was imperative to his system if it were to succeed: (a) age; (b) marital status; (c) civilian education; (d) technical education; (e) military education, particularly important in the case of men with former service; (f) lastly, a complete record of the jobs on which the man was working.

At first, evident flaws were detected and the cards were revised several times; finally, the Major believed he had approached perfection, and no changes were found necessary in two years' use. A board of officers from the General Staff, Washington, was sent to Chanute Field to make a detailed study of the trade test and classification of enlisted men, and it was from the original efforts of this Chanute Field officer that the A.G.O. Form 20, now in standard use throughout the Army, was devised.

Major Rogers first put his idea to a practical test during the summer months of 1939, when members of a group of incoming men - numbering over 1500 over a period of six months, many with former service in other branches - were classified and assigned to various tasks about Chanute Field on the strength of the final analysis of their respective

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## CONSTRUCTION PROJECTS FOR THE AIR CORPS

### McChord Field, Wash.

The War Department announced under date of November 20, 1940, that authority was granted for the construction of additional temporary buildings and facilities at McChord Field, near Tacoma, Washington, and that a total sum of \$587,592 was set aside for this purpose.

The construction program will include 25 enlisted men's barracks, 6 day rooms, officers' quarters, officers' mess, two enlisted men's messes, 6 supply rooms, 3 administration buildings, an infirmary, a post exchange, a recreation building, a theater, a warehouse, 4 bombsight storage buildings, a Link Trainer building, a school building and necessary utilities.

Units to occupy the new buildings will be the 12th Group Headquarters and Headquarters Squadron, which comprises the 81st, 82nd and 83rd (Light Bombardment) Squadrons; 19th Reconnaissance Squadron, 44th Air Base, an Antiaircraft Tow Target Detachment, and Weather, Communication and other special troops.

### McClellan Field, Calif.

The construction of temporary buildings and other facilities at McClellan Field, Sacramento Air Depot, Calif., was authorized by the War Department on November 15, 1940, the outlay involved being \$147,970.

Air Corps units to occupy the new facilities are Headquarters of the Sacramento Air Depot; 62nd Transport Squadron, which includes Group Headquarters and Headquarters Squadron, 4th Transport Squadron and 7th Transport Squadron; and Weather and Communications personnel. The necessary Quartermaster, Signal, Ordnance, Medical, Chemical Warfare Service and Finance personnel will also be stationed there.

Four barracks, two day rooms and a cafeteria style mess will be constructed for enlisted men, while other new facilities will include an officers' mess building, two bachelor officers' quarters, a supply room (organization), a theater and a commissary warehouse.

### Manchester, N.H.

An announcement by the War Department, under date of November 25, 1940, is to the effect that authority has been granted for the construction of temporary buildings and facilities at the Manchester, N.H. Airport at a cost of \$1,606,550.

The buildings to be constructed are the necessary administration, housing, and technical structures required for occupancy by units and personnel of the following Air Corps and other troops:

45th Bombardment Group (L), consisting of Hqs. and Hqs. Squadron, The 78th, 79th and 80th Bombardment Squadrons; 17th Reconnaissance Squadron; 33rd Air Base Group; a Weather Squadron and Communications Squadron; Mech. and Reserve Airplane Detachment; and Flights A, B and C, of the First Target Squadron are to be stationed at this new field. There will also be Quartermaster, Signal, Ordnance, Medical, Chemical Warfare Service, Finance troops, and attached Chaplain. The total number of Air Corps troops will be approximately 1900 officers and enlisted men; other troops, approximately 370 officers and enlisted men.

Buildings to be constructed for administration and housing purposes will consist of the following:

- 35 63-man capacity standard type barracks,
- 9 Day Rooms,
- 3 Standard type enlisted men's mess buildings, 210-man capacity,
- 2 enlisted men's mess buildings, 250-man capacity,
- 1 Officers' Mess,
- 1 Cafeteria,
- 4 Officers' Quarters,
- 9 Squadron Supply Rooms,
- 5 Squadron Administration Buildings,
- 1 Administration Building (Group),
- 1 Administration Building (Air Base),
- 1 Administration Building (Misc.)
- 1 Fire Station, to accommodate three pieces of apparatus and necessary crew.
- 1 Guard House,
- 1 100-bed Hospital
- 1 Infirmary.
- 1 Flight Surgeon's Unit,
- 1 Post Exchange,
- 1 Recreation Building,
- 1 Communication Building,
- 1 Theater accommodating about 370 people,

Quartermaster installations will include:

- 2 Insulated warehouses of about 9200 square feet area,
- 1 Gasoline Storage Plant,
- 1 Motor Repair Shop,
- 1 Quartermaster Utility Shop.

Technical Buildings:

- 5 Squadron Operations Buildings,
- 1 Group Operations Building,
- 1 Air Base Operations Building,
- 5 Storage Structures,
- 1 Link Trainer Building,
- 1 Parachute Building,
- 1 School Building,
- 1 Air Corps Hanger Shop.

Radio structures will include one Range Building and one Station Building.

In addition to the above, there will

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be Ordnance magazines necessary for an Air Corps unit of this size, and two additional warehouses for Air Corps and Ordnance and Signal equipment.

Parking area will be equipped with night lighting, and the Air Corps area will be surrounded by an 8-foot steel fence.

Contracts for this construction have not yet been awarded.

#### Scott Field, Ill.

The \$1,700,000 building construction program now in progress at Scott Field, Belleville, Ill., is nearing completion. This project, scheduled to be completed by December 20, 1940, will provide 160 new frame buildings to house, feed, and furnish space for the administrative duties of 8,000 officers and enlisted men. More than 15 miles of sewerage and water lines are being laid.

The buildings being erected include a mess hall, 90 barracks, 22 recreation rooms, 12 administration buildings, 27 warehouses, 2 post exchanges, a fire station, 2 infirmaries, a bachelor officers' quarters to house 40, and a guardhouse. They are to be an integral part of the Air Corps radio communications school.

The new mess hall will seat 6,000 men at one time, and is the second largest Army mess hall in the country. The contract for the work was released to the Evans Construction Company, Springfield, Ill., for the sum of \$209,000. This building is being built in the center of the new cantonment area.

Bids for a central boiler plant will be opened on November 26, 1940. This building must be completed within 90 days after the contract has been awarded.

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#### TESTS OF NEW TYPES OF PLANES

Recent War Department announcements convey the information that three new types of airplanes are now undergoing tests.

The B-25 Medium Bombardment airplane is undergoing inspection and testing by Air Corps officers and engineers at the plant of the North American Aviation, Inc., at Inglewood, Calif.

The B-25 is an all-metal monoplane of conventional design with an internally braced mid-wing. The landing gear is fully retractable and is of tricycle design. It is powered with two 14-cylinder two-row radial air cooled engines. Propellers are of the controllable-pitch, constant-speed, full-feathering type. The airplane carries a crew of five and full navigation and radio equipment.

Preliminary ground tests are being conducted on the Martin B-26 at the Glenn L. Martin plant, Baltimore, Md., with flight tests being scheduled for the near future.

The B-26 is a new type Medium Bomber of mid-wing monoplane design. Construction is all-metal monocoque. The landing gear is a retractable tricycle type.

The power plants consist of two Pratt and Whitney 18-cylinder engines, rated at 1850 horsepower. The propellers are Curtiss automatic electric, four-bladed, full feathering, with diameters of 13 feet, 6 inches.

The gross weight of the plane is 26,625 pounds. Provisions are available for a crew of five.

Upon completion of the preliminary ground and flight tests at the Martin plant, the plane will be flown to Dayton, Ohio, where it will receive complete acceptance tests in the hands of Air Corps test pilots.

The PT-20A (Primary Training) airplane, manufactured by the Ryan Aeronautical Company, San Diego, Calif., is undergoing test by the Army Air Corps at Wright Field, Dayton, Ohio.

This airplane is similar in all respects to the PT-20, except for a change of engines. The PT-20A mounts a Kinner, 5-cylinder radial engine, developing 125 horsepower at 1925 r.p.m. The PT-20 was equipped with a Menasco engine. In making this change, the exterior appearance of the nose of the airplane is considerably different.

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#### A.G.O. FORM 20 (From Page 15)

classification cards.

Needless to say, the classification card system has proved most practical, and numerous cases might be cited showing where these men, assigned to departments well over a year ago, are still working at the same duty. Sergeant G.T. Widener, because his cards indicated promise as a clerk, was assigned to duty with the classification department which was then under the direction of Major Rogers. At present, this man is chief interviewer with the Chanute Field Classification Board - all because Major Rogers believed classification, when properly accomplished, was the most efficient method in the world.

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Master Sergeant Walter H. Smith, 6th Bombardment Squadron, GHQ Air Force, was placed on the retired list at MacDill Field, Tampa, Fla., November 30, 1940.

**"HEADACHES OF A STAGE COMMANDER"**  
By the Randolph Field Correspondent

To the seasoned pilot, the command, "We will take off and land on the mat," means very little. Now, that is as it should be, but when the mat is a warm-up apron some 100 by 2,000 feet, and that apron is directly in front of seven hangars, with a sixteen-mile-an-hour whipping from behind each hangar, the problem of getting some fifty odd airplanes into the air and landing them each sixty minutes is a difficult one.

Recently, heavy downpours drenched Randolph Field day after day, and the flights fell far behind the flying schedule. Finally, the stage and flight commanders got heads together to determine a method of flying off the warm-up apron that would allow a maximum of flying hours and, at the same time, insure a maximum of safety. The idea of flying off the warm-up apron is not a new one at Randolph Field, but successfully to fly some fifty odd airplanes per hour off the narrow apron is new. This was accomplished without an accident or a near accident of any kind.

Supervisory personnel were stationed in the control tower to use the radio or the red spot light if the occasion should arise. Four flights normally operate at one time. The schedule permits each flight fifteen minutes in which to land its airplanes, change students, and take off again. Most flights were operating between 12 and 14 airplanes. To maintain the required schedule, a constant interval of approximately 30 seconds between airplanes throughout the four hours of flying would be required. The experienced pilot knows that to maintain such a schedule requires the timing accuracy of a tactical mission carried out with precision. This schedule was maintained. In fact, one flight cut its time to less than 12 minutes for take-offs and landings. To do this, flights rendezvoused at the down wind end of the mat five minutes before their scheduled landing time. Then, as the clock showed that their time was on, they peeled off one at a time and proceeded to land. The airplanes landed on the outer edge of the mat, taxied back to the inside edge, circled their flight's hangar, picked up the next students and awaited the moment when the mat would be all clear for take-off.

Have you ever landed behind an obstruction or building that blankets a strong cross wind? If you haven't, then you have missed one of those rare sensations that are commonly classified as an experience. You glide in for the

landing, crabbing into the wind to hold your flight path. Suddenly you are behind the hangar and you no longer have a drift - the air is calm. Just as you are about to set it down, you emerge from behind the hangar and a heavy gust of wind hits the airplane. The wind swings up, but through luck you don't get the wing tip. Then you are behind another hangar and all is quiet again. Well, this goes on and on until finally you are down and then all you have to think about is keeping her straight on a narrow apron with another airplane taxiing toward you to the inside. Try it sometime for yourself.

It's all in the day's work and "A" Stage feels quite proud that its instructors who, with few exceptions, were students three months ago, can perform in such a creditable manner.

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**STATISTICS ON CLASSES AT RANDOLPH FIELD**

Approximately 266 Flying Cadets of Class 41-A were scheduled to report to the Advanced Flying School at Kelly Field, Texas, on November 19, 1940.

The Class of 41-B totals 329 Flying Cadets, and it is expected that the Class of 41-C, arriving November 26th and 27th, will number approximately 425 Flying Cadets.

The following comparative percentages are submitted for information.

	Reserve Officers	Thomason Act Officers	One University Degree	Two University Degrees	Took Mental Examination	Average Age
40-E	3.9	.43	17.4	.43	4.3	22.9
40-F	7.5	2.37	21.34	--	4.35	22.6
40-G	2.9	.41	22.0	--	17.0	22.9
40-H	5.46	.38	25.2	1.03	5.46	22.7
41-A	13.1	1.03	43.8	.34	3.8	22.3
41-B	14.4	1.48	35.1	--	3.43	22.6

Flying has been greatly accelerated due to time lost on account of inclement weather. "It is estimated," says the News Letter Correspondent, "that

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## ACTIVITIES IN THE NORTH COUNTRY

With the establishment of Ladd Field, Fairbanks, Alaska, the Air Corps has penetrated into the far north and sub-zero climatic conditions.

At the present time the construction on the field is not finished. The married officers' quarters and the married noncommissioned officers' quarters are expected to be completed before March first, next. The bachelor officers' quarters, hangar, hospital, barracks and other buildings will not be completed until late next spring. "We are thankful," says the News Letter Correspondent, "that the central heating and power plant has been completed."

The 71 enlisted men now stationed at Ladd Field are from the 2nd Materiel Squadron, 23rd Air Base Group; and detachments of the 36th Bombardment Squadron, 34th Pursuit Squadron, 1st Weather Squadron and 3rd Communications Squadron. In addition to the Air Corps troops, there are 118 Infantry troops, comprising Company L, 4th Infantry, commanded by Captain H.A. Murphy. Both the Air Corps and Infantry troops are quartered in temporary barracks, which are well insulated and heated but slightly overcrowded. It is expected that this overcrowded condition will be remedied with the completion of the married noncommissioned officers' quarters. Both the officers and enlisted men in the first three grades are impatiently awaiting the completion of their quarters so that they may bring their wives and families to Alaska.

Flying is being carried on at full speed with two B-17B's, two P-37's and one O-38. Delivery is expected soon on two O-49's, and the men are anxious to have their first look at the new type of Observation plane.

Most of the flying operations to date have been familiarization flights which have covered the major portion of the Territory of Alaska. "From all we have seen," says the News Letter Correspondent, "the Territory is mountainous from one end to the other, except the area around Point Barrow on the Arctic Ocean. We have been very fortunate in having excellent flying weather and moderate temperatures."

A flight in a B-17 from Ladd Field to McChord Field, Wash., was made by Major Gaffney, Captain Freeman, Lieuts. Hebert and Marks, with an enlisted crew comprising Tech. Sgt. Gilreath, Staff Sgts. Johnson, Hurley and Cpl. LaTorra. The plane left Ladd Field on October 18th and arrived at McChord Field the same day, the elapsed time being 8½ hours. From McChord Field the Army airmen were scheduled to fly to Wright

Field and then on to Bolling Field, returning to Ladd Field during the first week in November, weather permitting.

During the course of one of his frequent flights around Alaska, Major Everett S. Davis, Commanding Officer of the Air Corps Detachment at Elmendorf Field, Anchorage, Alaska, and Air Officer, Alaska Defense Force, under Brigadier General Simon B. Buckner, landed at Ladd Field after dark on October 28th in a B-10, with only one motor working. He had flown from Ladd Field to Nome, where he had picked up several large packages of fur-lined Eskimo clothing, made by the Eskimos for the troops at Ladd Field. Upon returning to that field from Nome, two cylinders on the right motor blew out. The motor failure occurred when he was flying over Ruby, located on the Yukon River, and approximately 250 miles from Ladd Field. Despite the fact that he was heavily loaded with freight and that he could rely on only one motor, Major Davis elected to come on to Ladd Field. He made an excellent night landing on the one-mile concrete runway, which was lined with tin can flares. Major Davis was accompanied by his crew chief, Staff Sergeant J.A. Grady. He was flown to Anchorage the following day by Captain W.H. Neal in the O-38, the B-10 remaining at Ladd Field for an engine change.

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## AERIAL-GROUND REVIEW AT MacDILL FIELD

MacDill Field, Tampa, Fla., had its first combined aerial and ground review on November 9th on the nearly completed east-west runway. Brigadier General Clarence L. Tinker and his staff rode past the lines of troops and spotless motorized equipment on the runway, after which he repaired to the reviewing stand to witness the procession of 1,000 troops, and the aerial show, consisting of 13 B-18's, led by Lieut. Colonel Vincent J. Meloy, Commanding Officer of the 29th Bombardment Group.

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## Statistics on Classes at Randolph Field (Continued from Page 18)

more man-hours were flown from November 12th to 14th, inclusive, than during any other three consecutive days since the founding of Randolph Field. As compared with an average daily of 1200 man-hours, approximately 2200 man-hours were flown per day during the above mentioned period.

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Lt. Col. Arthur B. McDaniel, Office of Chief of Air Corps, Washington, was ordered to duty at Spokane, Wash.

## RATINGS AND PAY FOR PARACHUTE TROOPS

Under date of November 23, 1940, the War Department announced that all officers, warrant officers and enlisted men of the Regular Army and National Guard of the United States, (exclusive of parachute mechanics of the Air Corps), and officers of the Officers' Reserve Corps who are members of Parachute Battalions or other Parachute units, for whom parachute jumping is an essential part of their military duty may be rated as "Parachutists." Included in this category are students attending Parachute Jumping Schools. Rated Parachutists will be provided additional compensation.

Officers and warrant officers will be rated "Parachutists" by the War Department upon approved recommendations of commanders concerned.

Until such time as a fixed monthly amount is authorized by legislation as additional compensation for both the flying risk and risks connected with the parachute jump proper, officers and warrant officers rated as Parachutists will be placed on flying pay status. Officers assigned to Parachute Battalions or similar units whose duties require frequent flights in airplanes but who are not rated Parachutists, and officers undergoing instruction in parachute jumping prior to the time they receive a rating as Parachutists will also be placed on flying pay status. Recommendations of officers to be placed on this status will be made to the War Department by commanders concerned.

An enlisted man will be rated as a Parachutist by the commander of the Parachute Battalion, other Parachute units, or Parachute Jumping School of which he is a member. Enlisted men who are rated as Parachutists will receive a Specialist 1st Class rating. The number of enlisted men who can be rated as Parachutists is therefore restricted by the allotment of Specialist 1st Class ratings to the unit concerned. The Specialist 1st Class rating of a Parachutist is made to provide additional compensation for both the flying risk and risks connected with the parachute jump proper.

In addition to enlisted men rated as Parachutists within the authorized number of specialist ratings allotted for this purpose, the Specialist 1st Class rating may also be given to enlisted men on duty as instructors at a Parachute Training School in a jumping capacity, and to enlisted men undergoing instruction in parachute jumping prior to the time they receive the rating of Parachutist.

Enlisted men rated as Specialist 1st

Class for these purposes will not be placed nor will they be maintained on flying pay status.

To provide sufficient Specialist 1st Class ratings for enlisted men who qualify as Parachutists, the allotment of grades and ratings to the 501st Parachute Battalion (now in training at Fort Benning, Ga.) has been increased by 363 Specialist 1st Class ratings and decreased by 57 Specialist 2nd Class ratings.

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## CRASH BOAT TESTED

In a recent test, the crash boat at Hamilton Field, Calif., set a record for other craft of this type to shoot at. With a darkened boat simulating an airplane that had been forced down on the bay some five miles from the base, they were called by telephone, and in 40 seconds the boat roared away from the wharf and skittered across the dark waters of San Francisco Bay in its search. Nineteen minutes later, the specially designed boat nosed up to its quarry and prepared to take off the personnel. The task of the boat crew, headed by Sergeant Stanley Baker, Quartermaster Corps, was greatly complicated not only by the darkness but also the fact that strong winds and tides constantly prevail in the bay, causing rapid drift of a floating object and requiring careful calculation and frequent reference to charts and tables in plotting its probable position.

The Post Commander expressed himself as being highly pleased with the performance of the "Hamilton Field Navy."

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## CHANGES IN DUTIES OF GENERAL OFFICERS

Special Orders of the War Department, recently issued, direct the following changes in the status of general officers assigned to the Air Corps, viz:

Brigadier General Follett Bradley, stationed at San Juan, Puerto Rico, is designated as the Commanding General of the 13th Composite Wing.

Brigadier General John C. McDonnell is relieved from assignment and duty with the 3rd Bombardment Group, with station at Savannah, Ga., and assigned to command of the 7th Pursuit Wing, GHQ Air Force, Mitchel Field, L.I., N.Y.

Brigadier General Oliver P. Echols is relieved from assignment and duty as officer in charge of research, procurement, supply and maintenance activities of the Materiel Division, Dayton, Ohio, and from additional duty as Commandant of the A.C. Engineering School, and assigned to Office Chief of the Air Corps.

## 8TH PURSUIT GROUP MOVES TO MITCHEL

Nearly a thousand officers and enlisted men of the 8th Pursuit Group (F), Langley Field, Va., placed the final bit of polish on their 95 airplanes preparatory to the permanent transfer of that organization to Mitchel Field, New York, on November 14, 1940.

Members of the Langley Field garrison since 1932 - when the Group was activated after nine years on the inactive list, the Pursuiters, or "Peashooters," as they are affectionately known by their bombardier and air base comrades, will be missed by both the military personnel of Langley Field and the civilian population of the Peninsula. Some of the enlisted men have been at this field for a decade or more.

The commander of the 8th Pursuit Group since February 1, 1940, is the World War veteran, Major Edward M. Morris, Air Corps, who since that date has watched the Group's airplanes change from a preponderance of Curtiss P-36's to the present majority of Curtiss P-40's.

Seventy motor vehicles were utilized to transport a large number of the men to their new station, these including passenger cars, trucks, reconnaissance cars, etc. There were 117 commissioned officers and over 800 enlisted men of the Fighter Group in the movement.

Of the 95 airplanes transferred to Mitchel Field, six were Curtiss P-36's and 81 Curtiss P-40's, 5 North American AT-6 Advanced Trainers and 3 Martin B-10BM Bombers.

The 8th Pursuit Group is composed of four smaller units, viz:

Headquarters and Headquarters Squadron, commanded by 1st Lieut. Ernest F. Williams, Air Reserve;

33rd Pursuit Squadron, commanded by Captain Romulus H. Furey, Air Corps;

35th Pursuit Squadron, commanded by Captain Francis H. Griswold, Air Corps;

36th Pursuit Squadron, commanded by Captain Frederic H. Smith, Jr., Air Corps.

Major Milton J. Smith is the Executive Officer of the Group.

During the World War the 33rd Squadron served in England mainly as an instruction unit. Immediately after the war it was inactive until its activation at Langley Field in 1932.

The 35th Squadron also had technical duties during the World War, both in England and France. The Squadron chose the panther for its insignia because, though small and wiry, this animal makes up for its size by its bold audacity in fearlessly attacking its enemies.

The 36th Pursuit Squadron was made active in 1930, about two years before

it came to Langley Field where, since its arrival, its members have earned the title of Flying Fiends, adopting as an airplane marking a spirit with all the characteristics of Mars, god of war, a spirit that likes its work.

Since becoming a fighter unit early this year, the pilots of the 8th Pursuit Group have been using the Curtiss P-36's and P-40's to perfect their technique in wartime missions. In the event of hostilities these missions will consist of attacking and destroying enemy aircraft, providing escorts for Bombardment or Observation craft to and from their objectives, and assisting the ground arms of the defending armies.

As the Group is a part of that strictly M-Day organization, the GHQ Air Force, instant readiness for national defense is one of its most important objectives.

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## PROGRESS AT FORT DOUGLAS, UTAH, AIR BASE

"Mud gets in our eyes, not to mention ears and mouths, these days, but we're 'mudding' through nicely, thank you," says the News Letter Correspondent of the 9th Bombardment Squadron (H), Municipal Airport, Salt Lake City, Utah. He adds that "it's getting cold now, so that besides learning how to taxi safely over soft ground we're finding out what peculiarities a B-17B is subject to when it gets thoroughly chilled. The older pilots are learning things they never knew before, while the younger ones are getting all-weather flying in one big lump.

"Maintenance is rather difficult since it is all of the 'field' variety, and our tent offices are still downright cold despite the puny efforts of the QM's Sibley stove. Though we manage to show a respectable flying schedule completed at the end of each day, we'll be glad to get the buildings, taxi strips and runways. Also, we hope Santa Claus and the supply departments produce a few more winter flying suits.

"We're doing a lot of bombing, both day and night, and will soon qualify a new batch of officer bombardiers. Instrument checks are in progress and the new officers are about finished with dead reckoning navigation and looking forward to celestial navigation. One thousand-mile navigation missions, under Major Adler and Captain Wilson, were flown to Mitchel Field. Captain Carmichael, Lieuts. Bradley and Meals were among those in the crews.

"Aerial gunnery is being emphasized now with three days on the range each week. The problem of firing .50 caliber

(Continued on Page 22)

**ADVANCED FLYING TRAINING SCHOOL AT MAXWELL FIELD**

Class SE-41-A, Air Corps Flying School, Maxwell Field, Ala., got under way on November 16, with two student officers and one hundred and two Flying Cadets in attendance. Incidentally, this is the initial Advanced class to be conducted at this station, which was converted from an Air Corps Tactical School on July 1. The transition from the basic phase was effected without any "conking" or "cutting out" as the basics had been undergoing instruction at Maxwell Field pending completion of construction of their set-up at the Municipal Airport, Montgomery, Ala.

The trainees have been divided into two Advanced Training Groups. The program of instruction which they have undertaken is to consist of approximately 70 hours of flying and 56 hours ground school. This is broken down substantially as follows: 15 hours--transition, individual and accuracy (dual and solo); 18 hours--formation and time distance problems; 13 hours--instrument and radio beacon (plus instrument flying) (link trainer--10 hours); 2 hours--night flying, local (dual and solo); 13 hours--day navigation; 9 hours--night navigation.

Ground school instruction: 4 hours--bombardment aviation; 6 hours--code practice (each student to maintain proficiency at 8 words per minute); 4 hours--combat orders; 6 hours--military organization; 2 hours--observation aviation; 2 hours--pursuit aviation; 4 hours--signal communications; 20 hours--squadron duties junior officers; 8 hours--air navigation; 30 hours--military training.

The Advanced Flying School is commanded by Lieut. Col. Floyd E. Galloway. His staff consists of:

Capt. Burton M. Hovey, Jr., Director of Training.

Capt. Geo. P. Moody, Director of Ground Training.

Capt. Meredith M. Watson, Commandant of Flying Cadets and Student officers.

Capt. Wm. J. Holzapfel, Jr., Secretary

Capt. Troup Miller, Jr., Commanding Officer, Advanced Training Group I.

Capt. Kurt M. Landon, Commanding Officer, Advanced Training Group II.

Students in attendance in Class 41-A:

Regular Army Officers

Capt. Stanley T. Wray 1st Lieut. John W. Watt

Flying Cadets

Wm. K. Ashby  
Fred H. Barrett  
John A. Bemal  
Andrew J. Bing  
John Blakeslee  
Irving W. Boswell  
Gordon L. Brandt  
John J. Brennan  
Richard L. Brown  
Harry R. Burrell  
Fenton H. Butler  
Paul M. Butman

Russell E. Callison  
James C. Cavendish  
Roy H. Conaway  
Dayton W. Countryman  
Adalbert D. Cross  
Arthur V. Cullen, Jr.  
Daniel E. Culver, Jr.  
Emmet P. Davis  
Fred P. Dollenberg  
Wilfred C. Dorn  
Gerald R. DuKet  
Frank B. Elliott

Robert J. Fitzgerald  
John E. Frizen  
Frank S. Gardner  
Leonard T. Geyer  
Richard B. Giblin  
James A. Gibson  
Francis L. Brable  
Chas. E. Griffith  
Robert E. Guay  
Harold F. Gwynn  
Russell H. Hahn  
Robt. T. Hall, Jr.  
Earl J. Harrington  
Wm. G. R. Harris  
Douglas H. Hatfield  
Leonard M. Hauprich  
Robert A. Hearn, Jr.  
Chas. J. Hoey  
Donald E. Houseal  
Roland L. Hudson  
Donald J. Humphrey  
Virgil Ingram, Jr.  
Robert R. Jones  
Richard J. Kerry  
Kenneth K. Klingsmith  
Herbert D. Kneeland, Jr.  
Wm. P. Koch  
James G. Kohlwes  
Walter E. Kutschera  
Thomas J. Lynch  
Rawley W. Martin  
Richard H. May  
Geo. O. McCafferty  
Murro A. McCracken  
Gus J. Mehess  
Howard W. Merkel  
John F. Miller  
Chas. E. Moore  
Wm. W. Morris, Jr.

James L. Murray  
Lloyd W. Nash  
Merrill F. Patrick  
Thomas E. Persinger  
Oren J. Poage  
Kenneth H. Potter  
Chas. E. Powell, Jr.  
Robt. P. Powers  
James D. Robinson  
Darrol W. Rogers  
James W. Rogers  
Andrew R. Schindler  
Earl S. Schofield, Jr.  
Giovanni M. Sena  
Herbert L. Seubert  
Richard A. B. Shedden  
Harry W. Shoup  
Herman F. Smith  
Meryl M. Smith  
Raymond M. Smith  
Douglas W. Spawn  
Robt. G. Stinson  
James J. Stone, Jr.  
Frank L. Thomas  
Alvin O. Tingle  
Clarence S. Towles, Jr.  
David B. Tudor  
Robt. W. Ulichny  
Geo. W. Von Arb, Jr.  
Wm. G. Walker, Jr.  
Edw. B. Wallis  
Michael Waslenko, Jr.  
Thomas F. Weldon  
Samuel Whiting  
Geo. K. Williams  
Charles E. Wilson  
Keith S. Wood  
Louis B. Zanbon  
Jean L. Ziegler

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Progress at Fort Douglas Air Base  
(Continued From Page 21)

from the B-17's, as well as the attendant headache of what to use to tow a target, is occupying the attention of our best minds. We expect a solution in the near future. In preparation for this, all officers and all combat crews recently completed ground gunnery with the 50's."

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Gunnery Training at Camp Skeel, Mich.

Personnel of the 41st Pursuit Squadron, recently transferred to Selfridge Field, Mich., from Bolling Field, D.C., and commanded by Captain Paul B. Wurtsmith, departed on November 28th for Camp Skeel, Oscoda, Mich., for an indefinite stay to carry on ground and aerial gunnery training under winter conditions. On the heels of the departure of the 41st, the 39th Pursuit Squadron, commanded by Captain A.R. Springer, returned to Selfridge Field, having been stationed at Camp Skeel since September 1st.







# AIR CORPS



# NEWSLETTER

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NJP



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, Dayton, Ohio, 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 conferences 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 the 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 3000-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 explanation 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 resulting gusty condition requires a higher safety margin than is necessary for tests in still air.

On airplanes equipped with flaps, take-off tests 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 six to nine runs 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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## SERVICE TESTING OF AIRCRAFT ACCELERATED

Officials of Wright Field, Dayton, O., recently stated that relays of combat crews are putting new production airplanes through accelerated service tests as fast as the first of the new types come off the production lines, adding that the Bell P-39B, the Boeing B-17C and the Douglas A-20A types are flying day and night test missions under full military load.

Accelerated service tests, Wright Field project officers said, are devised to give each new type or model of fighting airplanes the equivalent wear and tear of months of normal service in approximately one month of intensive flying, during which the airplanes are flown almost constantly.

Minor "bugs" which could only be found after months of service under normal conditions are discovered in record time by the new test method. In 150 hours of flight, most of these latent defects can be found and corrected while the airplane is still in the early stages of production.

Under the speed-up program, accelerated service tests are centered at Patterson Field, Fairfield, Ohio, due to its proximity to Wright Field with its Air Corps engineers and factory representatives. The actual flying is performed by combat crews ferried in from tactical groups throughout the United States. Generally, three crews are assigned to each airplane during a test.

Any defect becomes the subject of an immediate conference between the crews and ground engineers. While this group analyzes the detailed flight reports, a service crew prepares the airplane for the next flight crew waiting to take it up on another flight mission. Factory representatives then relay reports to the manufacturer.

It was also made known that the success of accelerated service tests experimentally conducted over a year ago was responsible for making the plan a regular policy. It not only saves an unestimated amount of time and money in the production process, but also provides the opportunity for picked crews from the tactical groups to familiarize themselves with the new equipment considerably in advance of quantity deliveries of the new airplanes to their home stations.

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Seventy-one enlisted men from the 38th Air Base Group, Barksdale Field, La., were ordered to civilian schools for courses of instruction in Airplane Mechanics, and 7 men left for the Curtiss-Wright Technical Institute, Glendale, Calif., to pursue the sheet metal course.

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PROGRESS OF FLYING TRAINING AT MAXWELL FIELD

Flying Cadets in training at the Air Corps Advanced Flying School at Maxwell Field, Montgomery, Ala., took a double look at the flying program for the week commencing December 9th, and promptly went into a huddle. They thought the School Secretary, Captain Wm. J. Holzappel, Jr., Air Corps, had "cut out" when he announced that three-plane formation flying would be conducted from 1200 to 1630. However, when the embryonic aces had made a check of the schedule with their instructors they were advised that the 24-hour clock system was to be employed at Maxwell Field in the future. To keep time on this basis, it is only necessary to add 12 to each hour past noon, i.e., one o'clock is 1300, two o'clock is 1400, etc.

Maxwell Field authorities recently stated that a Faculty Board was appointed at its Air Corps Advanced Flying School to examine the two Regular Army officers and 102 Flying Cadets in attendance for appointment in the Air Corps. The Board consists of Colonel Floyd E. Galloway, Commandant; Lieut. Colonel Neely C. Mashburn, Medical Corps, senior flight surgeon; Captain Burton M. Hovey, Jr., Assistant Commandant and Director of Training; Captains George P. Moody, Director of Ground Training; Meredith M. Watson, Commandant of Flying Cadets and student officers, and Wm. J. Holzappel, Jr., Secretary. Its initial meeting is scheduled for December 19th, when it will consider the physical, moral, educational and professional qualifications of each member of the class. The Board will also submit recommendations regarding the specialized training each will undertake following graduation on January 30, 1941.

Captain Hovey, Director of Training, stated that 54% of the class would be selected for Bombardment training; 26% for Pursuit, and 20% for Observation. He also stated that students who exceed limitations of 5 feet, 10 inches in height or weigh more than 175 pounds would not be eligible for Pursuit training.

Four minor aircraft accidents incident to Flying Cadet training occurred during the period December 3rd to 7th. No personnel were injured and but slight damage to the airplanes was reported. Three of the mishaps took place in connection with landings at Maxwell Field, and the fourth at the auxiliary field established at Passmore.

All students started their fourth week of instruction on December 9th. In

general, it is to consist of cross-country and local night flying, ground school and military subjects. Up to December 7th, each student averaged 23 hours and 29 minutes of flying time since the Advanced School started on November 16th.

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NAVIGATION INSTRUCTORS AT MAXWELL FIELD

Flying Cadets Roger H. Terzian and John J. Kiyak, graduates of the first navigators' class being conducted by the U.S. Army Air Corps at the University of Miami, Miami, Fla., reported to the Air Corps Advanced Flying School at Maxwell Field, Ala., for duty. Both have been assigned to the ground school department as assistant instructors in navigation.

Cadets Terzian and Kiyak stated that the navigators' course at Miami was both instructive and interesting. The initial class consisted of 50 students, with Pan-American Airways providing the instructor personnel and equipment. Officers of the U.S. Army Air Corps supervised the course.

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NEW 12TH PURSUIT WING ACTIVATED

Between the Alpha and Omega of a mad swirl of activity in the Panama Canal Zone, several new Air Corps units were formed, one of which is the 12th Pursuit Wing. Colonel A.H. Gilkeson, Commanding Officer of Albrook Field since August, 1939, was designated as Wing Commander in addition to his other duties.

The 12th Pursuit Wing will control all Pursuit aviation in the Panama Canal Department Air Force, newly organized supreme command of Air Corps troops in this Department. The units of the 12th Pursuit Wing are the 16th and 37th Pursuit Groups, 15th Air Base Group, and the 32nd Pursuit Group which is to be activated about December 15th. The 39th Observation Squadron is attached.

The 15th, 16th and 32nd Group units will remain at Albrook Field, while the 37th Group and the 39th Observation Squadron are scheduled for duty at France Field. As the plans now indicate, the 19th Bombardment Wing will move lock, stock and barrel to Howard Field. That will leave the Panama Canal Department Air Force and the 12th Pursuit Wing both operating from Albrook Field.

Captains Floyd Briner, A.G. Res., was

designated Adjutant General of the new 12th Wing, and Walter W. Gross, Air Corps, as Wing Executive. First Lieut. Albert M. Cate, Air Corps, is commanding officer of Headquarters Squadron of the Wing, and Master Sergeant David McKee is Wing Sergeant Major.

Schools and intensified training in all phases of technical maintenance of airplanes have been functioning for some time. The students have shown great aptitude for their new courses, and officers in charge are confident that, when the expected additional Pursuits arrive on the Isthmus, trained men will be available for their maintenance.

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#### 39TH OBS. SQDN. COMPLETES GUNNERY

The 39th Observation Squadron recently returned to France Field, Panama Canal Zone, after spending a very interesting two weeks at the Department Gunnery Camp at Rio Hato, Republic of Panama. The main activity at the Camp was the training of pilots in aerial gunnery, using the fixed forward gun of the O-47A airplane. Firing was conducted on both ground and aerial targets, and the scores made were very good, especially in view of the fact that only one officer had had previous experience in this type of firing.

The entire period was very enjoyable, with all personnel taking advantage of the extensive recreational facilities. Hiking into the surrounding country, target practice with rifles and pistols, and swimming off the adjacent beach were among the more popular forms of recreation.

Only one unfortunate incident occurred when a plane, landing after nightfall, struck a small storage house which stood on the edge of the main runway. The building was demolished and the airplane considerably damaged, but both the pilot and his passenger were uninjured. The pilot was Lieut. J. R. Reynolds, and his passenger was Staff Sgt. J.A. Landon, Jr.

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#### TESTS CONDUCTED ON P-39 AIRPLANE

Three Air Corps officers from Selfridge Field, Mich., are continuing tests of the P-39 (Airacobra) Pursuit plane at Patterson Field, Fairfield, Ohio, carrying on the work of three fellow pilots who returned recently from the Ohio field.

Widely publicized as an American innovation in single-engined, single-seater Pursuit fighters, the P-39, or Airacobra as it is more popularly known, has been undergoing comprehensive tests

at the hands of Air Corps officers. It mounts a 37 mm. cannon which fires through the propeller hub.

Lieuts. W.C. Armstrong, J.S. Evans, R.F. Rudell and Brewster Ward, of the 94th Pursuit Squadron, 1st Pursuit Group, are now engaged in the P-39 tests at Patterson Field. They replace Lieuts. K.S. Garman, of the 94th; W.W. Korges and L.M. Sanders, of the 27th Pursuit Squadron, who returned to Selfridge Field.

Accelerated firing tests of the Airacobra's armament were concluded near Buffalo, N.Y., recently with satisfactory results. Flying from Buffalo's Municipal Airport to a Lake Ontario target range off Fort Niagara, three Air Corps pilots alternately put the P-39 through gruelling tests. Seven flights were made daily, the plane returning to the Buffalo Airport for re-loading.

During these gun firing tests, 40,000 rounds of machine gun ammunition and 500 rounds of 37 mm. projectiles were fired as the P-39 dived at targets anchored in the lake. Pilots reported great accuracy of fire with the cannon mounted in the nose, while relatively high performance was recorded with machine guns synchronized to fire through the propeller.

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#### ENLISTED MEN TRAINED FOR NONCOM. DUTIES

Another example of the broader opportunities awaiting ambitious Army Air Corps recruits is seen in the establishment at Selfridge Field, Mich., of a training school to provide "general purpose" noncommissioned officers for units of the expanding Air Corps.

Believed to be the first of its kind in this branch of the service, the News Letter correspondent goes on to say that the school enrolls outstanding Corporals and Privates, and that the school is organized in the 31st Pursuit Group, GHQ Air Force.

Captain John F. Egan, commander of the 40th Pursuit Squadron, was appointed director of the new school and will teach military organization and head the instructional staff, members of which were selected primarily for their soldierly qualities. Second Lieut. John D. Gillespie, Assistant Director, will also assume the duties of drill instructor and inspecting officer.

Forty outstanding Corporals and Privates comprise the school's first student body, ten being chosen from each squadron for this instruction. Upon completion of their training, they will be designated as basic noncommissioned

(Continued on Page 9.)

## TRAINING ACTIVITIES AT MOFFETT FIELD

Just as most of the offices and departments at Moffett Field, Calif., were beginning to think they had things running smoothly, the second class of Flying Cadets, 134 strong, who had completed their primary flying training, dropped in on the air Corps Basic Flying School at this field on November 26th, as 120 earlier cadets "graduated" to "upperclassmen."

Marking the mid-way point of the basic stage of training for Class 41-B, the arrival of the new class brought realization of the fact that this base will face a constant change in students. The business of drawing equipment and supplies, orientation of the new students, plus their physical check-ups occupied the first two days, after which they began their actual training work.

Within another four weeks, another class will be arriving, and the group now bearing the designation of "Upperclassmen" will be pointing their compasses for Stockton, Calif., the Advanced Flying School.

Coincident with the arrival of the second class (41-C) of Cadets at Moffett Field, approximately 50 additional instructors reported for duty. All of them were formerly stationed at Kelly Field, Texas. They make up the "B" Stage of instruction, under the command of Captain Thomas J. DuBose.

Providing an opportunity for dual-engine flying time, the B-18 Bomber from Kelly Field is making a welcome addition to the fleet of airplanes now at Moffett Field. It will double as a personnel transport plane when not required for multi-motored instruction and practice.

The 80th School Squadron was activated at Moffett Field, Calif., on October 1, 1940. The duties of this Squadron will be to maintain planes flown by Air Corps Flying Cadets and their instructors. Destined for permanent station at Stockton, Calif., this Squadron will be a unit of the Advanced Flying School there. The movement of this unit to its new base was started on December 5th.

While at Moffett Field, the organization was active in athletics, taking the lead in developing inter-squadron softball competition. A basketball team was also organized.

Lieuts. James W. Leek and Paul F. Kirkpatrick joined on October 3rd, and when Captain Lawrence N. Despain joined on October 28th he took over the command from Lieut. Leek. Captain George

P. Kiene, the present commanding officer, arrived and assumed command on November 1, 1940.

A survey recently completed on the past history of the new class of Flying Cadets (41-C) which recently arrived at Moffett Field showed that of the entire class of 134 a total of 60 students hail from the State of Texas.

California came in second with 25, while Oregon ranked third with 20. The remaining students come from 15 of the other States, with one coming from Hawaii. The schools attended by these Cadets show Texas A. & M. College far out in front with 15. Oregon State College sent 13; the University of Texas, 12; and the University of Oregon, 11. Literally scores of other schools are represented in the list.

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## KELLY FIELD TRAINING ACTIVITIES

The Flying Cadets attending the Advanced Flying School of the Gulf Coast Air Corps Training Center, Kelly Field, Texas, moved into their new barracks on December 4th. The building will accommodate only a third of the number of advanced flying students. When the buildings were projected it was thought that they would prove ample to take care of all future needs.

These buildings are among the most modern in the Army. The enlisted men's barracks will accommodate 1120 men and is exceeded in number by only one other barracks. The kitchens with their modern conveniences should make K.P. a pleasure. The old 1917 buildings will not be abandoned, as they are required to house the men now flooding the field.

Class 40-H will graduate on December 20th and is the last class to receive wings and commissions in the year 1940. The class at present numbers 270 students. It is contemplated that 125 of the number will be retained as instructors for use in the widely expanding training centers.

Students of Class 41-A, the first one scheduled to graduate in 1941, are now in training at Kelly Field. They are very much chagrined over the fact that they will not receive a Christmas holiday, not to mention the other personnel who will work with the Cadets during the Christmas season. With the present Air Corps Expansion Program now confronting the training centers, no expansion valve is provided for time lost due to inclement weather. Every day lost because of bad flying weather has to be made up some late hour at night

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in the near future, so everybody hopes for good weather.

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Everybody at Kelly Field is very busy these days. Due to inclement weather conditions, the Air Corps Advanced Flying School lost a whole week of flying, and endeavor is now being made to make up this lost time. Planes are in the air every minute possible.

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#### BARKSDALE TWINS FALL INTO FORTUNE

Twins with \$8000 worth of education tucked under the pillows of their cribs were born at Barksdale Field, La., one month ago. The daughters of Captain and Mrs. J.P. Ryan - Anna Marie and Marie Ann Ryan - haven't the slightest idea what eccentric benefactor has played Fairy Godmother to them.

But just the same they are receiving two \$4000 paid-up education insurance policies which have not cost their parents a penny. And it is all because they happen to be the fourth and fifth children of an Army Air Corps officer.

Captain Ryan, who is director of bombardier training at Barksdale Field, does not know who the Fairy Godmother is. All he knows is that someone who thought the Air Corps officers ought to be encouraged to have more children has set up a fund to give these paid-up policies to such children born during 1940. But the eccentric benefactor tied some important strings to the offer. These children have to be born of Air Corps officers during 1940. They have to have at least three brothers or sisters who had already preceded them in joining the family. Captain Ryan, whose other three children are Pat, 9; Ellen, 7; and John, 3, has met this important test, and has made formal application for these two policies.

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#### NEW AIR CORPS UNIT AT HAMILTON FIELD

The 35th Pursuit Group (Interceptor), Hamilton Field, Calif., welcomed a new squadron into its organization recently when the 34th Squadron arrived from Brooks Field, Texas, to take the place of the 20th Pursuit Squadron which was transferred to the Philippines. No officers accompanied the 100 enlisted men who made up the detachment, and the commissioned personnel are to be drawn from other units of the 35th Group. All the enlisted men who were affected by the transfer appear to be very enthusiastic regarding the change to their new station.

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#### NEW CONSTRUCTION AT HAMILTON FIELD NEARING COMPLETION.

The wooden barracks being constructed at Hamilton Field, Calif., to house the increased personnel are nearly completed, and it is expected that the building program will be fulfilled before the first of the year. In all, sixty buildings have been built, including 25 barracks, 6 mess halls, and a large recreation building. Troops are being moved out of hangars and tents as rapidly as the buildings are ready for occupancy and, although there has been no bad weather to make tent life unpleasant, the men say they prefer the more homelike atmosphere of wooden walls and a roof. When finished, the complete project will more than double the housing facilities at the Hamilton Air Base.

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#### NEW HOSPITAL CONSTRUCTED AT SCOTT FIELD

The new station hospital at Scott Field, Belleville, Ill., which opened recently, is one of the best equipped in the Air Corps. The personnel, headed by Lieut. Colonel Eugene Reinartz, Post Surgeon, includes 21 medical officers, 5 dentists, 5 nurses, and the hospital is equipped with modern facilities.

The hospital is organized into several departments, which include medical; surgical; X-Ray; flight examination; laboratory; eye, ear, nose and throat; dental, veterinary, physio-therapy; obstetrics, pharmaceutical, and an outpatient service.

The surgical department has complete equipment and any and all types of operations can be performed.

The X-Ray department is equipped with fluoroscope, stereoscopes, and other modern equipment. Every enlisted man has included as a part of his examination an X-Ray of his chest.

The flight examination department examines approximately 150 Flying Cadets and applicants per month. This number is steadily increasing.

The laboratory is equipped to make bacteriological, pathological, immunological and other special studies. It compares favorably with the best equipped private hospitals.

The veterinary department makes inspections of all meat and dairy products at the points of purchase. This is done before acceptance by the government.

The physio-therapy department is equipped with sun lamps, diathermy, and ultra violet machines. In addition, electro-cardiographs are made.

Obstetrical service is provided for the wives of officers and enlisted men.

The hospital also has a complete pharmacy in which all compounding and dispensing work is carried on.

The out patient service handles from 200 to 300 cases a day. It takes care of the soldiers and their families and, in addition, it provides first aid and emergency treatment to the 1500 civilians employed on the post.

The hospital has a modern kitchen, which is equipped with electric ranges, electric dishwashers and dryers, electric potato peelers, and electric mixers.

Extensive use is made of Civil Service employees in the hospital. The object is to have the hospital organized so that it can be kept going without enlisted personnel help. Civilians are employed as nurses, orderlies, dieticians, dental and laboratory technicians, and in all kinds of work which is not essentially of a military character.

A complete system of records is kept in the hospital of all cases handled in order to aid the soldier in drawing any compensation to which he may be entitled.

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#### HICKAM CHORUS SCORES IN RADIO BROADCAST

Hickam Field was well represented at Radio Station KGMB on the occasion of the dedication of its Honolulu studios. The Hickam Field chorus, which consists of 25 men under the direction of Sgt. Biernstien, sang in order the following selections: "Viya Lamour," "The West, Nest and You," (featuring Pvt. Poseman, soloist), "All Thru the Night" and "Whispering." Their opening and closing selection was the "Army Air Corps Song," which they have appropriately chosen as their theme song.

Well trained voices, coupled with constant practice, enabled the boys to reach the measure of success they experienced. Patience is a virtue, and as a reward the chorus will be launched on a weekly program over KGMB studios. This chorus is one of the organizations which is bringing the fair name of Hickam Field into the limelight.

The boys are planning a Christmas program which they will render to the ears of Hickamites on Christmas Eve.

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Brigadier General Millard F. Harmon, until recently stationed at Randolph Field, Texas, arrived at Hamilton Field, Calif., and assumed command thereof, occupying an office in the newly created Headquarters, 10th Pursuit Wing. He relieved Col. Michael F. Davis, who was appointed base executive officer.

#### GENERAL MARTIN ARRIVES IN HAWAII

Twenty-seven airplanes of the Hawaiian Air Force participated on November 2nd in an "Aloha" flight by intercepting the Army Transport LEONARD WOOD approximately 200 miles at sea. The flight was in honor of Major General Frederick L. Martin, the new Commander of the Hawaiian Air Force. In spite of rain squalls and general bad weather conditions throughout the flight, all 27 of the Hickam Field airplanes converged on the transport at the predetermined time, thus constituting a very successful navigation flight.

The officers and enlisted men of the Hawaiian Air Force extend their most sincere "Aloha" to General Martin upon his arrival in the Hawaiian Islands.

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#### GEN. ARNOLD INSPECTS NAVIGATION SCHOOL

Major General Henry H. Arnold visited the 21st Reconnaissance Squadron (Long Range) GHQ Air Force, at the Municipal Airport, Miami, Fla., on November 18th, inspected the camp and expressed satisfaction with all that he observed. Following this inspection, he visited the Miami University and inspected the Army Navigation School, which is under the supervision of the Pan American Airways. General Arnold stated that Pan American is performing an invaluable service to the Army Air Corps.

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#### AIR CORPS RECRUITS ENGAGE IN SNIPE HUNT

"Believe it or not," declares the News Letter Correspondent of McChord Field, Wash., "the old gag - 'snipe-hunting' - was pulled once again a couple of nights ago, this time on three Brooklyn rookies.

"It appears that Pvts. Hollingsworth, Jacobson and Brower asked one of the three newcomers if he had ever seen a 'snipe.' The rookie said: 'No, I haven't seen one alive, but I've eaten 'em before.'

"That was good enough for the old-timers, and they immediately took to the woods back of the Old Tacoma Hangar in search of the elusive, well-known, but seldom seen birds. One of the recruits was given a pillow case for a 'bag' and the others were given sticks and flashlights to run the snipes in the bag. One of the men stood guard after a while in front of the bag, with a big stick to hit the bird on the head as they rushed into the cleverly set trap.

"Of course, the three plotters hid out a while to see what would happen. The

rookies patiently hunted for a while, but finally the one at the bag got impatient. 'I know what's the matter,' he grumbled. 'This flashlight is too big. It scares the snipes away. I'll go get some smaller ones for all of us and then we'll get plenty.' So they returned and procured smaller lights, and that is where the old-timers left them.

"Next morning they were pretty disgusted. Who wouldn't have been?"

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#### CONSTRUCTION PROGRESS AT SELFRIDGE FIELD

Aided by favorable weather, nearly 350 workmen are speeding construction on Selfridge Field's expansion program, which will increase the post's personnel approximately 75%. Work is under way on half of the 72 buildings included in the contracts for \$666,000 already awarded.

Concrete is being poured on the first unit of additional paved airplane parking areas being provided for fast Pursuit ships stationed at this Air Corps base, this costing \$80,000.

According to construction foremen, carpenters, sheet metal workers, plumbers, brick masons and electricians are making excellent coordinated progress on 21 of the barracks, day room, mess hall, storeroom, supply, operations and school buildings. Taking advantage of temperatures in the twenties, concrete workers are laboring overtime pouring foundations for other buildings and plane parking areas.

"These new barracks are well designed and constructed, and will provide comfortable, entirely adequate quarters for Air Corps men," the construction foreman pointed out, adding that "they are far ahead of the 1917 type of cantonment construction."

Barracks outer walls consist of gypsum sheathing one-half inch thick over the studding, plus waterproof paper and drop siding. Each barracks unit for 63 men is provided with a hot air heating system and toilet facilities which compare favorably with those specified in approved civilian physical housing standards.

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#### NEW AIR CORPS STATION AT PENDLETON, ORE.

The War Department announced under date of December 9th the selection of Pendleton, Oregon, as a site for a new Air Corps station. At a later date, it is planned that the 19th Air Base Group, the 89th Reconnaissance Squadron, and the 17th Bombardment Group (Medium) will be based at this station.

#### AIRCRAFT PLANT EXPANSIONS

The War Department announced under date of December 7, 1940, the award of contracts cleared by the National Defense Advisory Commission to:

1. Aviation Manufacturing Corporation, Lycoming Division, Williamsport, Pa., calling for additions to the existing plant for the manufacture of aircraft engines to cost \$1,597,491.31.

2. Fairchild Airplane and Engine Corporation, Hagerstown, Md., calling for additions to the existing plant and the construction of a separate complete plant to cost \$982,890.74.

The new facilities will be constructed under the terms of the Emergency Plant Facility contract, developed jointly by the National Defense Advisory Commission, the War Department, the Navy Department, and the Treasury Department. The company in each case will furnish the funds for construction. Under the contract, the Government will repay the cost of the plant expansion over a period of five years.

At the end of five years, the contractor will have the option to purchase the property at cost, less some prearranged rate of depreciation or, alternatively, at some negotiated sum. In the event the contractor does not choose to retain the property, title will be transferred to the Government.

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#### AMERICAN AIRPLANES UP TO THE MARK

In view of recent press criticisms of American military airplanes, as compared with modern British or German machines, the War Department announced under date of December 8th that, in an informal report upon his recent return from a 5-weeks' visit to England, Major General Barton K. Yount, former Assistant Chief of the Air Corps and now Commanding General of the Southeast Air District, stated that American airplanes are considered by the Plane Test Station of the Royal Air Force to be among the finest "flying machines."

General Yount stated that, although some of the older types of American military airplanes now in Europe cannot be compared in effectiveness with modern British or German machines, later types fulfill the requirements for armor, leak-proof fuel tanks, greater fire power and other characteristics. Action to correct these deficiencies, which became apparent as a result of actual combat, was begun in February, 1940, and American airplanes now being produced will be the equal in these respects as they have been heretofore in speed, maneuverability, and other

performance characteristics of the best airplanes anywhere in the world.

While it is not considered to be in the interest of national defense to disclose the specifications of airplanes now being designed and manufactured in America, the War Department feels that the public is entitled to assurances that not only are our military authorities aware of the requirements of modern military airplanes, but that the aviation industry has been incorporating these requirements in the current production program.

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#### COMMUNICATIONS SCHOOL AT SCOTT FIELD

The Radio Communications School at Scott Field, Belleville, Ill., has been rapidly expanded to accommodate enlisted men of the United States Army Air Corps who specialize in radio work. At present the school is housed in a portion of the large hangar, but school buildings now under construction will be opened during the winter. Plans provide for 1500 positions where enlisted men will begin practical training in code work.

The students selected pursue a course of instruction which is so arranged that half of the time each day in the training period is spent in radio operation and half in radio mechanics. Approximately the first two weeks are spent in a basic course which covers such subjects as basic mathematics, beginners' code, and the use of the tools necessary to maintain and repair radio sets.

The radio operation section of the course is spent learning typing, International Morse Code, use of the radio telephone, and procedure nets. The largest part of the time is devoted to practice in the International Morse Code and, upon graduation, the speed requirement is 16 words per minute.

The radio mechanics section of the course covers such subjects as AC and DC theory, transmission and reception circuits, circuit analysis, use of commercial, liaison and test sets, and inspection of radio installations in the aircraft.

The duration of this course is 22 weeks and, upon completion thereof, the graduate is returned to his unit, qualified to assume the duties of a radio operator or radio mechanic.

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#### THE 321ST SIGNAL AVIATION COMPANY

Plans for an organizational program were put into operation for the 321st Signal Aviation Company at March Field,

Riverside, Calif. Complete set-ups in radio, telephone and message center work have been installed in the barracks and company instructors are training the personnel as a unit in preparation for active work at its permanent base.

Except for ten men attending the 1st Wing Teletype School, members of the company are being trained by the company itself. Two men have already graduated from teletype school and several others are receiving further training by working with various units of the 1st Wing.

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#### JOE BROWN'S SON APPOINTED FLYING CADET

Don Evan Brown, second son of Joe E. Brown, well known motion picture and radio comedian, recently reported to the Cal-Aero Academy's Training Center at Ontario, Calif., as a Flying Cadet in Class 41-E.

Mr. Brown, formerly president of his class at the University of California at Los Angeles, already holds a commission as second lieutenant in the Infantry Reserve, and now seeks to win a commission for a second time.

His noted father, paying a visit to the Air Corps Detachment as a guest of Captain Robert L. Scott, Commanding Officer, was entertained by the Flying Cadets at dinner in their mess, and responded to an introduction with a typical humorous "Brown" speech.

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#### CADETS IN TRAINING AT MONTGOMERY AIRPORT

The first class of Flying Cadets to fly from the Basic Flying School at the Municipal Airport, Montgomery, Alabama, arrived on November 26th to begin their training. This class consists of 194 Flying Cadets and one student officer.

The construction of the post, which was begun late in August, is going forward rapidly. The barracks, mess halls and other installations are approximately 60% completed.

Work on the airdrome is being performed in three shifts. The last progress report, issued November 29, 1940, shows that this work is about 25% completed.

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#### School for Noncoms. (From Page 4).

officers as well as their regular specialty. During the course, all students live in one barracks, under the command of Staff Sgt. John Rohloff, 39th Pursuit Squadron. This arrangement is expected to foster cooperation among them.

## ARMY ENGINEERS TO SURVEY EIGHT BASES

The War Department announced, under date of December 3rd, that the \$25,000,000 recently allotted by President Roosevelt from his Emergency Fund will be used for initial expenditures in connection with surveys and construction of facilities for Army garrisons at the eight base sites recently leased from Great Britain.

The Chief of Army Engineers will direct the survey and construction activities at all of the Army bases. Preliminary work has been started at two of the bases, offices having been established by the Corps of Engineers some weeks ago at St. John's, Newfoundland, with Lieut. Colonel P.G. Bruton, C.E., as District Engineer, and at St. George's, Bermuda, with Major D.G. White, C.E., as District Engineer. Additional field parties will sail at an early date for Trinidad, Jamaica, British Guiana, Antigua, Bahamas, and St. Lucia, with Major D.A.D. Ogden, C.E., in charge at Trinidad, and Major R.G. Lovett, C.E., in charge at Jamaica. A survey boat of the U.S. Coast & Geodetic Survey is now at Mayaguana in the Bahamas, and a survey of that island will be completed in the near future.

It is contemplated that Army defense installations, which have been planned in collaboration with the Navy Department, will include;

**Newfoundland:** An Army base for U.S. forces will be established near the city of St. John's. Facilities will also be constructed for an Army garrison near Little Placentia Harbor. In addition, a staging field will be constructed in the vicinity of St. George's Bay in the southwestern part of Newfoundland. Facilities for air units will be provided at an airport to be built near St. John's and at Little Placentia Harbor. The Chief of Engineers announces that contracts for the engineering work have been awarded to Fay, Spofford and Thorndyke, of Boston, and for the architectural work to Shreve, Lamb and Harmon, of New York City.

**Bermuda:** An Army landing field will be constructed on Long Bird Island. Quarters and facilities for a military garrison of Infantry and other ground and harbor defense troops will be constructed on St. David's Island. The Chief of Engineers has awarded contracts for engineering work at Bermuda to Ford, Bacon and Davis, of New York City, and Metcalf and Eddy of Boston, and for architectural work to Shaw, Naess and Murphy, of Chicago.

## CEREMONY AT WESTOVER FIELD, MASS.

At a ceremony held at Westover Field, Chicopee Falls, Mass., on the morning of December 10th, Colonel Richard H. Ballard, Commanding Officer, received from Lieut. Colonel Murdock A. McFadden, Constructing Quartermaster, historical documents pertaining to the early stages of construction of Westover Field. Included in the package handed to Colonel Ballard was the original sketch showing the proposed location of the Northeast Air Base, prepared by Lieut. General Delos C. Emmons, Air Corps, on August 1, 1939; a statement, dated November 1, 1939, signed by Mayor Anthony J. Stomba, City Engineer Thomas F. Robinson, Asst. City Engineer Manos G. Bassilakis, and project engineer Sebastian F. Beauchamp, stating where and by whom the sketch was prepared; the shovel used by Mr. Joseph G. Roy, president of J.G. Roy Construction Company, Colonel Charles E. Speaks and Congressman Charles R. Clason in breaking ground for the photographic building, the first permanent building to be erected on the Air Base, at the ground breaking ceremony on Army Day, April 6, 1940; a casket containing some of the soil removed by the first shovel gathered by, packed and presented to the Constructing Quartermaster by Mr. John Nowak, of Chicopee, Mass.

Also presented to Colonel Ballard was the first flag raised on the Air Base at the flag raising ceremony on Army Day, April 6, 1940, which was transferred to the Post Quartermaster on August 1, 1940.

Immediately following the ceremonies at Headquarters, Colonel Ballard cut the tape opening the first concrete roadway into the heart of the air station.

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## COMPOSITION OF ARMY ON JUNE 30, 1941

A recent War Department announcement on the approximate numerical breakdown on the composition of the Army of the United States when it reaches the proposed strength of 1,400,000 men by June 30, 1941, gives the distribution among the various arms and services of every 1,000 men in the expanded Army on the above date, as follows:

Infantry, 290; Field Artillery, 141; Coast Artillery, including Antiaircraft, 131; Air Corps, 128; Medical Department, 76; Quartermaster Corps, 69; Corps of Engineers, 61; Cavalry, 29; Signal Corps, 29; Armored Corps, 22; Ordnance Department, 18; Chemical Warfare Service, 4; Finance Department, 2.

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# INSURANCE

By Waddell F. Smith

This is the beginning of a series of articles on life insurance, and its intent is to disseminate information to Air Corps officers concerning U.S. Government Life Insurance, National Service Life Insurance, relative merits of the various forms of policies and time limits within which it may be obtained. It is suggested that Post Adjutants keep a file of this and successive insurance articles for the future reference of those interested.

On October 8, 1940, an Act was signed by the President, and that part relating to insurance is known as "National Service Life Insurance Act of 1940." By the provisions of this Act, Government Insurance is no longer obtainable by those in the service or who subsequently enter the service. Substituting therefor is what is to be known as "National Service" Life Insurance. The maximum is \$10,000, and it must be applied for on the 5-Year Level Premium Term Plan. This plan is low in cost and has no cash or loan value, but by law may, after one year or any time within the five years, be converted to Ordinary Life, Twenty Pay Life or Thirty Pay Life. The rates on the converted forms are not published yet and there will not be available any of the endowment forms that were offered in United States Government Insurance. Neither will the special disability clause be obtainable, as it was in the U.S. Government Insurance for an extra premium. The rates for the 5-Year Level Premium Term policies obtainable now as National Service Life Insurance are listed below as the monthly premium per \$1,000 insurance:

Age	Monthly Premium	Age	Monthly Premium	Age	Monthly Premium
20	.65	33	.74	46	\$1.03
21	.65	34	.75	47	1.08
22	.66	35	.76	48	1.14
23	.66	36	.77	49	1.20
24	.67	37	.79	50	1.27
25	.67	38	.81	51	1.35
26	.68	39	.83	52	1.44
27	.69	40	.85	53	1.54
28	.69	41	.87	54	1.65
29	.70	42	.89	55	1.77
30	.71	43	.92	56	1.90
31	.72	44	.95	57	2.05
32	.73	45	.99	58	2.21

The law prescribes that those now in the service (as of October 8, 1940), may apply for this insurance at any time within 120 days of October 8, 1940, provided they submit to satisfactory physical examination.

Those entering the service after October 8, 1940, may obtain this insurance at any time within 120 days of admission into the service without physical examination.

The policies as issued will, of course, cover death from any cause, including full aviation coverage, war coverage, etc., and if the policy holder leaves the service he is entitled to keep the insurance and enjoy all its benefits exactly as if he had remained in the service.

The insurance is to be administered by the Veterans Administration just as is U.S. Government Insurance, and the government will bear all the expense of overhead, etc., and premiums may be paid monthly by entry on pay vouchers (pay rolls for enlisted men).

All policies will contain a free disability clause which provides that if the insured is disabled totally for a period of six months, that from that day on and as long as the insured remains disabled the premiums on the policy will be waived.

A total of no more than \$10,000 may be held of U.S. Government Insurance and National Service. Therefore, any persons not holding \$10,000 of Government Insurance may apply for \$10,000 of National Service Insurance or such amount as will make the total of both \$10,000. It must be remembered that those who were in the service on October 8, 1940, and who did not have Government Life Insurance, must apply for the National Service Insurance within 120 days of October 8, 1940.

A great many officers failed to obtain their U.S. Government Insurance by not applying for it within 120 days of admission into the service. This new act therefore enables those individuals to obtain insurance at low rates and, of course, the premiums charged need not be increased to cover aviation hazard, as is necessary in commercial insurance.

Application form, Veterans Administration - #739A, may be used pending publication of new applications. Form #739A should be changed as follows: At the top, delete the words "United States Government" and write above it "National Service." In paragraph 12 delete everything and insert "5-year Level Premium Term." Paragraph #14 should be deleted by drawing lines through it. Paragraph 16 should be deleted by inking out. In paragraph 18, all reference to premiums for disability and allotment for disability should be deleted.

The War Department has issued under date of October 31, 1940, a Circular No. 125, which thoroughly covers this National Service Insurance, and if obtainable it is suggested that it be

read carefully. This should be found on file in all post headquarters.

Although this National Service Insurance is excellent and the best obtainable, it is inconceivable that anyone would be justified in dropping the U.S. Government Insurance in order to buy the National Service Insurance, though it is permissible if done prior to 120 days from October 8, 1940. The Veterans Administration advises that such action could only result in loss to the U.S. Government Insurance policy holder.

No criticism of this insurance is justified, as it is lowest in cost. The entire administrative overhead and all death claims due to the extra hazards of the service are paid by the Government itself, and the premiums paid by policy holders represent only actual normal mortality costs. Furthermore, it cannot fail, as it is guaranteed in its entirety by the Government.

The rates and cash, loan, paid up and extended insurance values of the converted forms of policies will be printed as soon as they are published by the Veterans Administration, and will be quoted in a subsequent article on insurance in the Air Corps News Letter.

Those who are on foreign service are advised that their applications need not be in the hands of the Veterans Administration within 120 days of October 8, 1940; rather, they will be accepted if the application is mailed and postmarked on or before 120 days after October 8, 1940.

#### SPECIAL MEMORANDUM TO WORLD WAR VETERANS

Following the publication of the rates for the new National Service Life Insurance, several individuals conceived the idea of cashing out their U.S. Government policies in order to be able to buy \$10,000 of the new insurance within the 120-day limit. Upon superficial consideration it might appear advantageous under some circumstances to do this, but under no conditions is it advisable if the premiums are being paid regularly.

A great many war veterans have 20-Year Endowment policies which are soon to mature for their face value, leaving them with no more insurance. Several of these individuals have desired to cash out their endowments in the United States Government Insurance, just in time to be within the 120-day limit and then obtain new National Service Insurance. If it were not for the circumstances to be outlined later, it would be advisable to cash the endowment. In the past and until the last month, the

Veterans Administration has consistently ruled that when an endowment policy (U.S. Government Insurance) matured and the insured received his face amount, that he had thereupon surrendered his rights, having had his full \$10,000 of insurance. However, a test case was made in spite of previous adverse decisions, and the last ruling of the Veterans Administration was that policy holders (World War veterans only) whose endowment policies matured and were paid at maturity could immediately or any time thereafter apply for and receive a new \$10,000 of insurance on any of the U.S. Government Insurance plans at his attained age and could also obtain the disability clause in addition. This ruling applies also to those whose endowment policies have already matured and been paid. There is no 120-day limit imposed on such cases, but satisfactory evidence of insurability must be furnished.

It is highly advisable for a war veteran to continue his endowment to maturity and then buy more U.S. Government Insurance than to cash out his endowment within 120 days and buy National Service Insurance. Even if a policy is heavily encumbered with a loan, it is still advisable. The United States Government Insurance is more desirable than National Service Insurance, as there are several more forms of converted policies from which to choose. Also, the special disability clause may be obtained in conjunction with Government Insurance. Further, the amounts of income to beneficiaries in event of death are higher in the Government Insurance policies than in National Service, as the rate of interest on which they are computed is higher. Nothing in this, however, should be construed to detract from the value of National Service Insurance.

If an insured's endowment matures, he may elect to take the face value in the form of a monthly income for a limited number of months or to take it as a life income. These options should be considered carefully, as they are computed on a basis of 3½% interest, and that is better than can be obtained by investing. For example, \$10,000 may be received at the rate of \$57.50 monthly for 20 years or a total of \$13,800. The additional \$3,800 is 3½% interest. Should an insured accept settlement of his matured endowment in the form of an income, that still does not bar him from obtaining an additional \$10,000 of new U.S. Government Insurance.

In each future issue of the News Letter, pertinent points concerning U.S. Government Insurance and National Service Insurance will be discussed.

EXPERIMENTS CONDUCTED ON THE ELECTRO-ENCEPHALOGRAPH  
By the Materiel Division Correspondent

Electric impulses or waves emanating from the human brain are being studied by aero-medical research experts at Wright Field, Dayton, Ohio, in an effort to obtain new data on the functioning of the human body in low pressure simulating high altitude.

Using the electro-encephalograph, a device to record and measure the strength of the individual impulses, visiting scientists and the Wright Field research men recently completed a series of tests on twelve different subjects in the big 40-foot pressure or high altitude chamber, and are now checking the records to determine the findings of the experiment.

Dr. Richard B. Lyman, of Duke University Medical School, an outstanding authority in the field of measuring brain waves, directed the examination in co-operation with Captain Walter A. Carlson, of the School of Aviation Medicine, Randolph Field, Texas, who is making a study of pilot selection, and Captain O.O. Benson, Jr., and Dr. J.W. Heim, of the Wright Field Aero Medical Laboratory.

In conducting the experiments, the scientists placed the subject on a cot in the pressure chamber, and electrodes were taped to his head at various points. The electrodes were connected by wires to an amplifier unit outside the chamber, which stepped up the tiny waves to a volume where they could be recorded by an oscillograph and recording pen. The subject remained lying as relaxed as possible on the cot, while various altitudes were simulated in the chamber, and various amounts of oxygen were supplied.

There are several different types of brain waves, but the two most commonly known are referred to as alpha and beta waves. The alpha waves are recorded on the paper tape of the encephalograph at the rate of 8-10 a second, when the subject is resting, with eyes closed but awake. The beta waves at the rate of 16-20 a second come when the subject uses his brain to multiply, remember a stanza of poetry or think hard about something.

Principal value to aero-medical scientists in the brain wave tests, Captain Benson said, may come in supplying a new method for the measurement of brain fatigue in pilots, and the effect of high altitude, lack of oxygen, and emotional stress in hastening this fatigue. Present methods for measuring such fatigue are inadequate. Such fatigue, it is believed, might be evidenc-

ed under tests by the slowing down of the speed of the brain waves, indicating a corresponding slowdown of impulses from the brain to the body.

Values of the brain wave tests in weeding out pilot applicants, who are not physically fit for training, are being studied particularly by Captain Carlson.

Similar tests are now being conducted with personnel of the Canadian Royal Air Force, at Toronto, in the Banting Institute, under direction of Major G.E. Hall, and in a U.S. Navy brain-wave clinic at Pensacola, Fla.

The tests at Wright Field, however, are believed to have been the first brain-wave experiments at other than normal ground level altitudes. Tests were conducted at simulated altitudes as high as 40,000 feet.

The brain wave tests are of value in discovering epileptics, whose brain waves are so distinctive that an expert may detect them immediately. Aero-medical research experts are especially concerned in discovering through the brain wave method cases of minor epilepsy which ordinarily are so mild they escape detection, being limited to an occasional momentary "blackout" or loss of consciousness.

A known epileptic was among the subjects tested in the oxygen chamber during the Wright Field experiments. Lack of oxygen had a tendency to slow this subject's brain waves rather than to excite them to overactivity, Captain Benson reported.

Brain waves of each subject tested at Wright Field and of other subjects elsewhere are individual, differing for each subject, as fingerprints differ. Whether this difference in brain waves may be a key to personality of the subjects is another interesting phase of the studies which are being undertaken. Tests conducted in Canada so far have tended to show that men with persistent alpha waves in the frontal region of the brain do not make good pilots, but scientists report that sufficient cases have not yet been tested to furnish reliable workable data on the subject.

Frequency of the waves also appears to be important, and there is a suggestion that individuals whose alpha waves are markedly slower or faster than the average of 10 a second may not be within the acceptable normal range desirable in pilots. This and many other aspects of the subject are matters for further study.

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## 31ST GROUP CLAIMS ENDURANCE RECORD

The endurance record for any similar outfit is claimed by the 31st Pursuit Group, stationed at Selfridge Field, Mich. This Group has compiled a total flying time of eight years and nine months, or 76,033:35 hours for all flyers in the organization.

Commanded by Lieut. Colonel Harold H. George, one of the few remaining World War "Aces" in the Air Corps, the 31st Pursuit Group has been steadily piling up flying time during its intensive training program. Colonel George, the oldest pilot in the Group, has been flying for more than 23 years. Major J.R. Hawkins has the most individual time for any pilot in the Group with a total of 5,106:25 hours.

The roster of the Group includes 34 pilots who have been flying only 18 months, including 9 months spent at the Air Corps Training Center. The least amount of time of any individual pilot of the unit is 405 hours.

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## VISITORS AT THE SOUTHEAST TRAINING CENTER.

Major General Henry H. Arnold inspected the flying fields located in the Southeast on an official visit during November. He was met by Brigadier General Walter R. Weaver, Commanding General of the Southeast Air Corps Training Center, and Colonel Floyd E. Galloway, Commanding Officer of the Air Corps Advanced Flying School located at Maxwell Field.

General Arnold came to Maxwell Field from Florida, and praised especially the work at that field and at Randolph Field.

Congressmen Mathew Merritt, of New York, and James J. Smith, of Connecticut, visited Maxwell Field on a tour of the country's air defense projects. Both are members of the House Military Affairs Committee. Colonel James B. McIntyre accompanied them.

Congressmen Overton Brooks, of Louisiana, and Joseph W. Byrns, Jr., of Tennessee, members of the House Military Affairs Committee, inspected the Advanced Flying School at Maxwell Field on November 19th. The Congressmen remained overnight and inspected the installations of the Basic Flying School at Montgomery's Municipal Airport. The official party inspected the recently completed Federal Housing Project, near Maxwell Field, erected in 90 days for the use of enlisted men and civilians employed at the airdrome. Members of

the party included Captains J.G. Hopkins; R.A. Legg, pilot; and Downs Ingram, co-pilot. The Congressmen also inspected other air fields in the Southeast.

Major General George H. Brett, Acting Chief of the Air Corps, remained overnight at Maxwell Field on his return from a recent trip to the West Coast.

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## HUNTING SEASON AT EGLIN FIELD

Officers of Eglin Field, Valparaiso, Fla., are thanking hunters and sportsmen for the fine cooperation shown in keeping the new military regulations regarding hunting on the reservation.

Lieut. Duke, reservation range officer, stated during an interview that "almost all hunters who have entered the reservation are proving themselves to be sportsmen in the truest sense of the word. Despite the fact that our regulations, drawn up primarily for the protection of hunters from aircraft fire and bombs may, at times, inconvenience the hunters, they have come through in a fine, sportsmanlike way with excellent cooperation."

At present, permits and deer tags may be obtained from one of the four points on the reservation, as follows: Jackson Guard Station, Metts Tower, Weaver Tower, and East Bay Guard Station at Holley. Permits are good for seven days and may be renewed at the end of that period. Deer tags are, of course, good for the entire season.

As a service to hunters, game wardens will pick up lost and exhausted dogs and take them to Jackson Guard Station at Niceville, there to keep them until the owners call for them. A slight charge for boarding and feeding the dogs will be made. Dogs found in the breeding ground will be impounded, but may be reclaimed by owners upon payment of 50¢ per day for keep. In case hunters fail to call for their dogs within a period of ten days, they will be sold at public auction.

For the first five days of the hunting season, thirty deer were killed on the reservation, indicating that the supply is still plentiful.

As in previous statements made by Eglin Field officers, it is pointed out that these regulations are devised for the protection of the hunter and to preserve hunting and fishing privileges on the reservation.

Hunting and fishing by the general public is allowed on few military reservations in the United States.

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SEARCH FOR LOST CANADIAN AIRMEN  
By the Langley Field Correspondent

Things started to "roll" at Headquarters, 2nd Bombardment Group, Langley Field, Va., at 3:00 o'clock on the afternoon of November 19th, when verbal orders were received from Headquarters 2nd Wing to "stand by." At 5:00 o'clock, written orders were received directing us to proceed to Montreal, Canada, to participate in the search for the crew of a Royal Canadian Air Force reconnaissance airplane abandoned in flight while enroute from Newfoundland to Montreal.

The task force for this flight consisted of six B-18's from the 2nd Bombardment Group, augmented by two from the 18th Reconnaissance Squadron and one from the 41st Reconnaissance Squadron. Major Harold L. George, Commanding Officer of the 2nd Bombardment Group, was designated to command the flight. The crew of each airplane consisted of one pilot, one co-pilot, one officer navigator observer, one aerial engineer, one assistant aerial engineer and one radio operator.

Immediately upon receipt of orders, the planes that were to participate in the mission were radioed to land, crew lists were drawn up, equipment gathered, bomb bay gas tanks installed in the ships, maps prepared and personal equipment and emergency kits loaded.

The officers designated to participate in the flight were as follows:

Majors Harold L. George, William A. Ritchie, Captains Donald R. Lyon, Thomas L. Mosley, Ford J. Lauer, William A. Matheny, Torgils G. Wold, William L. Lee, Dale O. Smith, Darr H. Alkire, John A. Feagin, 1st Lieuts. Wm. P. Ragsdale, Robert A. Ping, John B. Montgomery, 2nd Lieuts. John N. Lavin, Mitchel J.B. Mulholland, John N. Toomey, James O. Cobb, David A. Hornby, Chester C. Busch, Richard C. Sanders, Loran C. Briggs, Stephen D. McElroy, Thomas M. Seymour, Lyman H. Eddy, Stanley H. Wallace and Raymond W. Boggs.

After all the equipment was assembled, the airplanes took off individually for Mitchel Field, N.Y., between the hours of 7:30 and 12:30 that night, the last one arriving there at 3:00 the next morning, November 20th. At Mitchel Field, all planes were completely serviced with gas and oil, and the crews attempted to catch "forty winks."

Starting at 4:30 that morning, the planes were dispatched from Mitchel Field in flights of three at 5-minute intervals, and they arrived at St.

Hubert Airport, 15 miles outside of Montreal, at approximately 7:00 a.m.

Upon arrival, the flight was met by Squadron Leader Newcombe, Operations Officer of the squadron to which the missing plane belonged. About 11:00 o'clock, Wing Commander Coleman arrived from Ottawa, and from then until the completion of our part in the search acted as coordinator of the units participating in the search.

Due to bad weather in the area to be searched, no operations were conducted that day, the 20th, but the members of the crew did manage to get quite comfortably settled. While at Montreal, the officers were quartered at the Queen's Hotel and the enlisted men at the Ford Hotel, receiving their meals there - all this as the guests of the Royal Canadian Air Force.

The following day, the 21st, everyone was up before sunrise and was transported to St. Hubert Airport in special busses furnished for that purpose. All nine planes were used that day, averaging 8½ hours' flying time each. After being out about four hours, three parachutes were located by #50, flown by Major William L. Ritchie, Commanding Officer of the 20th Squadron, and the ground parties were notified by radio.

Search operations were resumed on the morning of the 23rd. The localized area for the search, the difficulty of the terrain, and the danger of collision due to congestion of air traffic in that area made it inadvisable for all ships to be in the air at once, so the ships were allowed to search only in flights of three, only one flight being over the search area at any time. On this day, the wreck of the lost airplane was discovered by Captain Thomas L. Mosley, observer in the command plane and, after verification by other members of the crew, the news of the discovery was radioed into the Royal Canadian Air Force. Also on this day, notification was received that two of the lost men had been found by the ground party.

Due to a heavy snowstorm, there was no flying on the 24th and 25th. The snow and freezing rain that had fallen on the night of November 25th and 26th had covered the ships with a layer of ice and snow. The ships were put through the "beating process" - ropes and rubber boots were used to remove the larger portion of the ice coating, then the ships were taken into a hangar two at a time, and the heat finished the remaining ice and snow.

On November 26th, it was only possible to send four ships on a search

mission, due to the time taken and labor necessary to remove the ice from the aircraft.

It was necessary to suspend all operations on the morning of the 27th, due to poor weather. Late that afternoon, orders were sent from Headquarters of the Royal Canadian Air Force notifying us that we had been released from any further search missions.

On the night of the 28th, all planes were again covered with heavy ice. They were placed in the hangar of the Canadian Colonial Airways, again only two at a time, due to the hangar's size and, as soon as they were de-iced, were dispatched to Langley Field without delay. All except two had cleared St. Hubert Airport by 5:00 o'clock that afternoon. By 9:00 o'clock that same night, all that left had checked in safe at Langley Field.

Next morning, the 29th, the remaining two ships departed from Montreal and arrived at Langley Field at about noon - another mission completed, another laurel added to the record of the 2nd Bombardment Group.

The members of the flight enjoyed every minute of the time spent with our friends north of the border and have only one regret - that they couldn't locate all the lost men.

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#### DATA ON AIRPLANES RELEASED FOR EXPORT

Major General George H. Brett, Acting Chief of the Air Corps, commenting recently on the release of Army airplanes for export and the consequent efficiency of such airplanes now in use by the British, stated:

"Prior to March, 1940, it was the policy of the War and Navy Departments to release for foreign sale only such equipment as was classed as obsolescent. Under this policy many airplanes, only some of which could be regarded as U.S. Army types, were purchased by and delivered to the British and French Governments in the full knowledge that they were not the latest types.

"At the urgent request of Foreign Purchasing Commissions, the War Department released obsolete equipment (the A-17 planes) which were used only for pilot training. Ninety-three of these airplanes were turned back to the manufacturer by the Army in exchange for new models at the insistence of the Anglo-French officials and after the Army Air Corps had made it clear to them that these airplanes were completely obsolete for fighting purposes.

"The DB-7 Douglas Bomber was initially ordered by the French and taken over by the British in considerable quantities.

This combat airplane was not found acceptable when offered to the Air Corps by the Douglas Company in a competition held early in the year 1939.

"The Martin-167 Bomber, for which large orders were placed by the French and taken over later by the English, was likewise found to be unacceptable by the Army in a competition held in April, 1939.

"The Curtiss P-36, which was purchased in considerable numbers by France, was determined by the Air Corps, in competitions held in 1939, to be obsolescent.

"On March 25, 1940, the policy was liberalized to permit the release of modern equipment for foreign sale, provided an improved model of the released type was available for procurement by the Army Air Corps. On that date, which was before any severe air fighting had occurred between German and British or French air forces, the first model of one of our latest Pursuit planes, the P-40, was in production. It mounted four machine guns, but had no armor or leakproof fuel tanks. Some of these early models were purchased by the British, and it is understood that after the addition of two machine guns and leakproof tanks and limited improvised armor, they were sent to England. Whether any of these planes have been used in combat is unknown.

"When the P-40 was released to Britain, although a modern plane, it was regarded as obsolescent by the War Department, which was placing in production an improved model known as the P-40D, which has greatly increased fire power, leakproof tanks, and protective armor. These planes are now being manufactured for both the United States and Great Britain.

"The above statements should clarify in the minds of the American public the fact that the War Department has not only developed but is procuring equipment which, from all information that can be secured by our observers in Europe, is equal or superior to that now employed abroad.

"Close relationship has existed between the technical members of the British Purchasing Commission and our War Department. Every advantage has been taken of the lessons learned during the War, and the incorporation of new features of design and equipment has been made as rapidly as possible in all the equipment now under production. But the development and production of airplanes is a lengthy process and cannot be interrupted for each new improvement if necessary numbers are to be obtained."

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## SELFRIDGE FIELD BUGLER OUT OF A JOB

By the News Letter Correspondent

"Oh, How I Hate to Get Up in the Morning," famous World War I song, has long been a soldier's favorite, particularly those references to the bugler where it is predicted that "some day they're going to find him dead."

Selfridge Field's bugler isn't dead, but he's out of a job. Soldiers at this Air Base "get up" and fall in for duty these wintry mornings to phonograph recordings of the familiar bugle calls and an assortment of marches played by men on duty in the Selfridge Field flight control tower.

For three years, this base has had a public address or amplifying system in operation, the present equipment being a remote control system of a modern type which replaces a smaller installation operated until a year ago.

Corporal James L. Boyd, news reporter of the 2nd Communications Squadron, writes that "sound coverage of the area desired is obtained by installation of five large dynamic speakers (25 watt) mounted in wide angle cast aluminum flares atop a sixty-foot trilon, located adjacent to the Post Exchange building and midway between the barracks, shops and hangar line. The speakers are mounted on an adjustable frame and can be faced in any direction where sound coverage is desired.

"The booster amplifier (125 watt output) is housed in a small brick building near the trilon's base," Corporal Boyd continues. "Operation of the booster is obtained from the control tower atop the Headquarters building, through approximately 1,200 feet of underground cable.

"The control tower set-up consists of dual turntables suitable to 10-inch and 16-inch discs and pickups of the low pressure type. A master fader control permits instantaneous change from one record to another. This feature is highly desirable, particularly while playing march records for drill purposes.

"The console cabinet housing the turntables, records, microphone, etc., also houses the driver amplifier (15 watt output), which incorporates all the latest in design, separate bass and treble controls, A.V.E. (expansion) and compression (expansion used for playing of certain types of recordings and compression for microphone use to prevent overloads and feedback).

"The output of the driver amplifier is coupled to the booster amplifier through a 500-ohm line. Off/On switches are mounted on the front of the driver amplifier and control the booster ampli-

fier through relays. Time delay and door interlock are other improvements which have been incorporated in this installation, which was made under the able direction of the Communications Officer, Captain Roland O.S. Akre, Air Corps.

"Bugle calls are played throughout the day at the appropriate times, from the first call in the morning until 'Taps' at night. March music is played for the troops when marching to and from work, during the Saturday morning drill period, and for recruit drill every morning and afternoon. Special announcements may also be made through the system.

"At 11:30 a.m., after the troops have marched to their barracks from work, the following recordings are played: 'I Am an American,' 'Your Land and My Land,' 'The Army Air Corps' and 'God Bless America.'"

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## 32ND PURSUIT SQUADRON COMES TO LANGLEY

The 32nd Pursuit Squadron departed from Brooks Field, Texas, at about 4:00 p.m. on the afternoon of November 15th, enroute to its new station at Langley Field, Va., where it arrived at about 8:00 a.m. on November 18th. The arrival of the 23rd and 32nd Pursuit Squadrons completed the 36th Pursuit Group at Langley Field. The following officers were assigned to the 32nd Squadron:

Captain Charles A. Harrington, commanding; 1st Lieuts. David L. Lewis, Guy M. Rockey, Earl H. Dunham, Cecil L. Wells, Air Corps;

Second Lieuts. Alfred J. Ball, Jr., Charles G. Goff, Thomas I. Ramsey, Leonard Shapiro, Roland M. Wilcox and Robert E. McKenna, Air Reserve;

First Lieut. John F. Arfman, Engineer Reserve;

Second Lieut. Nicholas V. Holland, Field Artillery Reserve;

Second Lieut. George O. Lucas, Cavalry Reserve; and

1st Lieut. Steven A. Rheberg, Infantry Reserve.

First Lieut. R. W. Rulkoetter was in command of the troop movement, but returned to Brooks Field.

Brisk calisthenics at the St. Louis, Mo., depot was the only exercise the 23rd Pursuit Squadron enjoyed enroute from Brooks Field, Texas, to Langley Field, Va. So, of course, by way of initiation to Langley Field, nothing else would do but that the men, upon arrival at 7:30 a.m. Monday, November 18th, should march one mile to their barracks. Pack sharp and fully clothed, V-8666, A.C.

they swung into their stride. Lieut. Knoll, Squadron Adjutant, who led the march, avers that the five-minute rest at the midway point was not occasioned by the softening effects of a long Pullman ride, but merely a chance for the men to look about and see the field - of course.

Due to the efforts of the Squadron officers, organized at Langley Field in advance of the arrival of the enlisted men, the barracks were ready and the supply situation was well in hand. Disregarding any breakfast on the train, the men thoroughly enjoyed that prepared for them by the 22nd Squadron Mess, to which the men will be attached for rations.

Officers assigned to the Squadron and their duties are as follows:

#### Air Corps

Captain Joseph A. Bulger, commanding; 1st Lieuts. Wm. L. Curry, Flight Commander, Instrument Flying Instructor; Skidmore N. Garrett, Flight Commander, Instrument Flying Instructor; Robert D. Hunter, Engineering Officer; 2nd Lieut. Wm. E. McEntire, Operations Officer.

#### Air Reserve Officers

Second Lieuts. Frederick W. Baggott, Communications Officer; Hallock P. Walmsley, Technical Supply and Assistant Engineering Officer; Joseph K. Kirkup, Intelligence, Athletic and Asst. Engineering Officer; Marion H. Foster, Armament and Chemical Officer; Wm. W. Bennett, Jr., and Harland H. Foat, Trainees

#### Reserve Officers, Other Branches

Second Lieuts. Robert H. Glissmeyer, F.A., Mess Officer and Assistant Adjutant; Frederick P. Knoll, Cavalry, Adjutant; James D. Nichol, Q.M.C., Asst. Supply Officer; and Martin F. Peters, Inf., Supply Officer.

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### ACTIVITIES OF 14TH PURSUIT WING

Training at Wheeler Field, T.H., during the month of November covered varied phases of special training, in addition to the routine training and flying duties of the officers. A series of lectures, which were begun during September, continued into the first week of November, the series being completed with a lecture on Armament, conducted on November 5th. These lectures were for the class of 40-D, most recently arrived commissioned personnel. Roads and Trails Reconnaissances were held on November 8th and 9th for the purpose of familiarizing these officers with the roads and trails of Oahu.

A Chemical Warfare School for Officers and Noncommissioned Officers was

conducted from November 12th to 15th, inclusive. At the conclusion of the course, the Chemical Warfare Officer gave a demonstration of different types of gases, with instruction as to the most effective means of combating each gas.

On November 18th, the 19th Pursuit Squadron moved to Bellows Field for gunnery and bombing training which was scheduled to continue until November 30th.

The 18th Pursuit Group is conducting an administrative School to train enlisted men in clerical duties.

The 86th Observation Squadron has conducted cooperative missions with the Field Artillery, Signal Corps and the Infantry. These missions included Artillery Adjustment, Air-Ground Liaison and Aerial Photography. The 86th Squadron also participated in a two-day joint exercise with the Navy.

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### OFFICERS IN CANAL ZONE STUDY SPANISH

According to the Albrook Field Correspondent, the 16th Pursuit Group already has a few officers who are very much at ease when conversing with the Latin-American officers, who have been seen at that field on various occasions. To create a clearer understanding and build up better friendships with our Latin-American neighbors, quite a few of the officers of the Group have taken up the task of learning more of the Spanish language. This is being done through a system of self-study and books, quite a few of which are in store at the 16th Group Headquarters and which are being issued to officers upon request. Much can be accomplished in the way of learning by hard and conscientious self-study, concludes the News Letter Correspondent.

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### NEW CLASS AT SOUTHEAST TRAINING CENTER

Class SE-41-B, the second Advanced Flying School class at Maxwell Field, Ala., is scheduled to report for training on December 28th, according to an announcement by Colonel Floyd E. Galloway, Commandant of that School. He added that the new class is composed of 32 student officers and 132 Flying Cadets; that 32 new flying instructors are also scheduled to report to the Advanced Flying School on December 16th, and that graduation exercises for the present class at the Advanced Flying School are slated to be held early in January.

Colonel Galloway was recently promoted to his present rank.

## RHODE ISLAND SQUADRON FEDERALIZED

The 152nd Observation Squadron, Rhode Island National Guard, which is slightly more than a year old, was inducted into Federal service on November 25, 1940, with 18 officers and 143 enlisted men, including medical detachment.

The Squadron was allotted to Rhode Island in 1939, and was Federally recognized on October 13th of that year. After a little more than a year in the Rhode Island National Guard, it is now a part of the Army of the United States.

For about two months, the Squadron will train at the Rhode Island State Airport, until facilities are ready at Camp Devens, Mass. According to present plans, the Squadron will then work with the streamlined First Division.

According to the News Letter Correspondent, "work is well under way on a new \$400,000 hangar and office building for the Squadron at the Rhode Island State Airport, Hillsgrove, R.I., and the new structure will be ready for occupancy when the Squadron returns from active duty. Visitors are welcome now. They will be doubly welcome to enjoy our hospitality when our new home is ready.

"Much of our progress during the past year has been due to the splendid cooperation of our instructor, Major James D. Givens, Air Corps. We also have our State Adjutant General, Brigadier General Herbert R. Dean, and Colonel B. F. Giles and Major O.P. Weyland, in the Office of the Chief of the National Guard Bureau, and all personnel of the Middletown Air Depot, to thank for their friendly help.

"At present the Squadron has 12 pilots, 6 observers, with one BC-1A, 3 O-47A's and 8 O-38's. The commissioned personnel include Major Paul L. Smith, Commanding; Captain Edwin M. Dixon, 1st Lieuts. Robert E. Bitgood, Reginald F. Schueler, Augustus Becker, Melvin T. Holbrook, Jr., Arthur Leonard Miller, Alexander I. Pett, 2nd Lieuts. John F. Losee, John F. Barrett, Charles J. Tubbs, Robert M. Adams, Lloyd S. Henderson, Edward F. Kernan, Robert M. Lynch, Alfred J. Thatcher, Hartzell R. Birch, Jr., and Robert D. Stewart."

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Announcement was made in Special Orders of the War Department of the temporary appointments in the Air Corps, Regular Army, of Lieut. Colonels Harold M. McClelland, General Staff Corps, Wolcott P. Hayes, Edmund W. Hill and Walter F. Kraus to the grade of Colonel, with rank from November 16, 1940.

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## MACHINE GUN MOUNT IN MOTORCYCLE

A new machine gun mount in the sidecar of a motorcycle was developed and submitted to the First Wing Headquarters by the Transportation and Armament Sections of the 89th Reconnaissance Squadron, McChord Field, Tacoma, Wash.

Captain G.C. Leland, Transportation Officer, conceived the idea for a stable machine gun mount in the sidecar of a motorcycle. Sergeant F.M. Roles, Truckmaster, fell in with the idea and immediately designed a mount, under Captain Leland's supervision. All machining was done in the truck garage by Sergeant Roles. The mount may be raised or lowered to any desired position and is so designed that the gun can be fired in any forward or side direction and will permit of considerable elevation.

"It is believed," says the News Letter Correspondent, "that this mount will prove invaluable for guard purposes."

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## PRAISE FOR AIR CORPS TRAINING METHODS

Captain Victor Barcellos, of the Brazilian Air Corps, who has been attached to the 119th Observation Squadron at Newark Airport, N.J., for three months, recently stated that he was deeply impressed by the splendid training cadets were receiving at Kelly and Randolph Fields, where he had been over a period of four months.

Born in Rio de Janeiro, Captain Barcellos is a graduate of the Escola de Aeronautica Militar at Camposdos Alfonsos, which is the Brazilian Army Air Corps school, similar to our flying cadet schools at Kelly and Randolph Fields, and located close to the city of Rio de Janeiro.

Flying cadets in the Brazilian Army Air Corps spend two years of intensive training in their Air Corps school, the Captain stated, and after graduation must serve two years in each branch of the Air Corps, such as the Pursuit and Bombardment groups, and the minimum time that can be served in the Air Corps is five years.

While stationed at Newark Airport, Captain Barcellos will perform the missions of an officer of the 119th Observation Squadron exactly as if he were a regular officer of the Squadron. He has had wide experience as a pilot, having served in the Pursuit and Bombardment groups of the Brazilian Air Corps. He is widely known in his own country for having flown the President of the Brazilian Republic on numerous flights throughout his own country.

V-8666, A.C.

## FLYING OFFICERS FOR FLYING DUTY

The following interview with Major C.C. Moseley, former World War pilot and now president of Cal-Aero Academy, contractor for Air Corps primary flying training, has attracted much favorable public comment regarding the business-like methods of the Air Corps throughout the west, where it was widely published:

"Flying officers for flying duty' is the new watchword of the Army Air Corps as a result of the unqualified success of its experimental training of new pilots in civilian schools. The results have equalled or surpassed the Air Corps' best hopes, and the additional advantages have greatly hastened the national defense program.

"For instance, when the Army had to perform its own training, a whole host of experienced Air Corps flying officers had to be detailed to the work of instruction. That meant that hundreds of officers, whose flying education had cost the government many thousands of dollars and who should have been devoting their time to advancing their own flying and military proficiency, had to be spending their days giving simple lessons in flying to new cadets.

"By January 6th, Cal-Aero, for example, will have 160 civilian instructors doing this work at its three fields. At the most, ten Air Corps officers will be detailed to the supervision of the training. That means a net of 150 Air Corps officers will be released to study and practice latest military flying tactics, gunnery, the operation of Flying Fortresses, and all the other ramifications of military aviation.

"Formerly, of course, it was necessary for the Air Corps to do its own training. Now, however, that the nation has civilian schools capable of handling this phase of the defense program, it is simply good business for the Air Corps to hire the work done. It is just the same as the change in past years from making bread at home to buying it from bakeries when the latter advanced to the stage of making just as good a loaf as could be produced in the family kitchen.

"What's more, the government is saving money by the new system. The day of the war profiteer is gone. In the first place, the excess profits law takes care of that and, second, the Air Corps is spending its money judiciously and wisely.

"Our model plant at Ontario exemplifies this. At only the cost of the actual training, a vast center has been created which could be expanded to an

almost unlimited degree should world conditions take an unexpected turn. Too, the existence of such training centers releases such expensive plants as the Air Corps' \$15,000,000 Randolph Field for more intricate military work.

"In fact, everyone's benefits - the government, the national defense program, and the communities where the primary training centers have been established."

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## LINK TRAINERS OPERATE ON FULL SCHEDULE

The officers assigned and attached to Bolling Field, D.C., which includes all Air Corps officers on duty in Washington and vicinity, have been accumulating considerable training hours on the Link Trainers installed in the Office of the Chief of the Air Corps and at Bolling Field.

The Link Trainer Department in the Munitions Building, with Major Lawrence J. Carr, Air Corps, in charge, completed 66 hours training during the month of November. The Trainer is operated by Staff Sgt. Paul H. Dell and Sergeant Harry L. Wicker. The Trainer at Bolling Field, with 1st Lieut. John H. Cheatwood, Air Corps, in charge, and operated by Staff Sgt. Samuel C. Boswell and Cpl. Robert E. Bauman, completed 105 hours' training during the past month.

The increasing number of officers interested in securing time on these Trainers, plus the training required for Control Tower operators, is making it necessary to lengthen the working hours of these departments in order to maintain their daily schedules.

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## PROMINENT VISITORS AT DREW FIELD

At Tampa, Fla., about the middle of November, Drew Field received a brand new haircut and picked up an air of grandeur in anticipation of a visit of a quartet of notables. Major General Henry H. Arnold arrived from Miami, Fla., on November 18th and remained in the Tampa area for a few hours before departing northward. General Arnold addressed the officers of MacDill Field that morning regarding conditions in the Air Corps in general and furnished the officers with first hand information concerning American aircraft production. November 20th witnessed the visit of Representatives Byrns and Brooks, members of the House Military Affairs Committee, and Brigadier General Lewis H. Brereton, Commanding General of the 3rd Wing. The visit of the Congressmen was

(Continued on Page 21)

## LONG RANGE PHOTOGRAPHIC OPERATIONS

In the past, Flight E of the 1st Photographic Squadron, stationed at Moffett Field, Calif., was assigned missions which ranged from photographing a pet bird (a wild salt-water loon which wandered into one of the local barracks) to mapping rivers and harbors projects. Therefore, it was no surprise when orders were received to send a crew to Savannah, Ga., and Mitchel Field, N.Y., 2500 miles away. Flight E made the necessary preparations, and a crew departed on October 22nd in the Flight's F-2 plane. The crew was composed of Captain Elvin F. Maughan, pilot and commanding officer of the Flight; Tech. Sgt. S.T. Jennings, navigator, and Staff Sgt. L.L. Straw, aerial photographer, both of the Flight, and Staff Sgt. Francis Parks, aerial engineer of the 9th Air Base Group.

The trip to Savannah, a route distance of 2500 miles, was completed in 14:20 flying time, or at an average ground speed of 174 miles an hour. Refueling stops were made at Tucson, Ariz., and Barksdale Field, La., while the overnight stop was at Midland, Texas.

The main project at Savannah - the mapping of the Savannah Anti-Aircraft Firing Center for the Quartermaster General - was accomplished in two photo days, with 3:50 reconnaissance time and 8:50 flying photo time over the area. Other projects "acquired" and photographed at Savannah were obliques of Camp Stewart, near Hinesville; a part of the Anti-Aircraft Firing Center; verticals and obliques of the new Savannah Air Base, and verticals of the Parris Island, S.C., bombing range to be used by the Air Base at Savannah.

The crew departed for Pope Field, Fort Bragg, N.C., on October 28th, to develop and plot the film. The film was processed and plotted by 11:00 p.m. that night. The coverage was satisfactory, and the crew took off the next day for Mitchel Field, via Bolling Field, to work on a project for the Corps of Engineers in that vicinity. At Bolling Field, Captain Maughan and Sgt. Jennings visited the Engineer Reproduction plant at the War College for a conference on the Savannah project, and to secure flight maps for the project in the vicinity of Mitchel Field, while Sgt. Straw annotated the film in the Laboratory of Flight A, stationed at Bolling Field. Repairs were also made to the plane's radio, and the crew left for Mitchel Field on October 31st.

While at Mitchel Field, the facilities of Flight B were used and greatly

appreciated. Four quadrangles were mapped in 16:25 flying time. Considerable difficulty was experienced on one of the days, due to smoke and haze, and flights could be made in one direction only, that is, northerly, since the navigator could not distinguish objects far enough ahead on the southerly flights because of the sun's reflection on the smoke and haze. Due to inclement weather, the project was turned over to flight B on the 11th, and the return trip to Moffett Field was begun. Overnight stops were made at Bolling Field, D.C.; Wright Field, Ohio, and Albuquerque, New Mexico, with refueling stops at Scott Field, Ill.; Amarillo, Texas, and Winslow, Nevada. The route distance from Mitchel Field to Moffett Field, 2550 miles, was flown in 16½ hours, for an average ground speed of 155 miles per hour.

The highlight of the trip was the visit to the Photographic Laboratory at Wright Field, which is under the guidance of Major George W. Goddard, Air Corps. Major Goddard explained the latest developments in aerial photography and discussed future projects.

The crew was, of course, glad to get back to "Sunny" California. Considerable satisfaction was experienced by the whole crew in the comfort and performance of the F-2 airplane. For projects within short distance of the base of operations, the efficiency of the plane is excellent.

Flight E also assisted the Commanding General, West Coast Air Corps Training Center (Brigadier General Henry W. Harms) in a survey of the Phoenix, Arizona, area. The survey party, under the command of General Harms, was composed of Major David M. Schlatter, Captains Maughan and Harvey P. Huglin, and Master Sgt. Bishop. Departing from Moffett Field on November 25th, the party landed at Phoenix at 5:45 p.m. that day. The following day was spent in reconnaissance and conference with city and State officials with reference to land claims and other matters pertaining to the selection of a site for an advanced flying school and a gunnery and bombing range. The return trip to Moffett Field was by the way of Las Vegas, Nevada. Photographs were made both at Phoenix and Las Vegas of the sites selected for recommendations.

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### Visitors at Drew Field (From Page 20)

one of those included in their extended tour of Army fields in the States to inspect progress of the Expansion Program.



## HUMANITARIAN MISSION OF ARMY BOMBER By the Mitchel Field Correspondent

Mitchel Field offered a strange contrast to the average military airport in Europe on Friday, December 6, 1940, when a B-17B four-engined "Flying Fortress" made ready for a long range flight to a foreign country. Instead of a grim faced crew loading thousands of pounds of death dealing bombs into the Bomber's yawning belly, a cheerful but just as efficient crew bustled about fitting up a temporary cabin to make a frail and very sick woman comfortable on a trip back to her native land. Thus, once again the true spirit of a democratic nation asserted itself when our President utilized a war machine for an errand of mercy.

Senora Davila, the wife of Carlos Davila, Ex-President of Chile, is very sick, and had undergone two serious operations at French Hospital in New York. Her recovery was not what the attending physicians expected, and it was decided that, if she could return to her native country where it is now summer, her return to health would be more rapid. However, her physicians feared that Senora Davila could not stand the trip by boat or commercial airways, and a request was made through the Chilean Embassy for an Army Bomber.

A B-17B was flown from March Field, Calif., to Mitchel Field, N.Y., and at 1:31 p.m. on December 6th, the "Flying Fortress" roared off into the Horizon, carrying Senora Davilla, her husband, and Miss Olympia Fumigallie, her nurse.

The Army crew consisted of -  
Major H.M. Wittkop, Airplane Commander;

Captain B. Walsh, Pilot;  
1st Lieut. S. Green, Co-Pilot;  
1st Lieut. W. Bohnaker, Navigator;  
Tech. Sgt. Richard Olsen, Flight Engineer;  
Staff Sgt. Richard Holmes, Instrument Technician;  
Corporal Earl Venable, Radio Operator;  
Private George Pickett, Relief Radio Operator.

Fifteen minutes before take-off time, Captain W.B. Willis, Medical Corps, from Mitchel Field, was told he would make the trip in order to attend the patient enroute.

The following itinerary was followed:  
Mitchel Field, N.Y., to Miami, Fla. - remain overnight.

Miami, Fla., to Panama - Remain overnight.

Panama to Lima, Peru - Remain overnight.

Lima, Peru, to Santiago, Chile.

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## THE MOVEMENT OF THE EIGHTH PURSUIT GROUP TO MITCHEL FIELD, N.Y.

By 2d Lieut. John D. Geiser, Inf.Res.

We can always start out by discussing the weather, which is cold here at Mitchel - much colder than at our former station at Langley Field in good old Virginny by all recent reports from there.

Our traveling orders came about two weeks before November 14, 1940, which was the zero hour for the jump-off. They were two weeks of great activity around our hangars and barracks in preparing lists, packing, checking, and loading. Everything went along in an orderly fashion for the most part, however, and most of us had said good-bye to Langley for a while by seven a.m. on the 14th.

The move north was accomplished in three echelons - by troop train, by motor convoy and by air. The pilots made the most rapid journey; the troop train crew the most comfortable, we imagine, and the convoy the wettest, we know! Lieut. Morris Goodhart, Engineer Reserve, deserves applause for his excellent planning and administration of the motor convoy for the trip, which was completed without accident of any kind.

There were 37 vehicles, which can become quite a problem when they start imitating an accordion on the road. There were five motorcycles, and they became our problem children from almost the start to finish. If the sidecars had been watertight, they would have been a swell place to take a bath, if the water had been warm and minus the raisins, old shoes and gloves and other miscellaneous articles collected there at the finish. You see, there was a continuous cloudburst the whole way for the two days it took to make the distance, 410 miles. The drivers of all the vehicles, and especially the 'cycle drivers, are to be commended for a fine job.

We are fairly well settled after two weeks. The men are getting acquainted, and everyone seems to be well satisfied with his new station in spite of the approach of winter."

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## VISITING OFFICERS' QUARTERS AT BOLLING

Forty rooms for visiting officers are being built at Bolling Field, D.C., and they should be ready for occupancy by the first of January. Twenty of these rooms are to be furnished immediately, and the remainder at a later date. This brings the total rooms for visiting officers to twenty-five.

V-8666, A.C.

Mr. Bell

is a

very

fun

to

play

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ball

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friends

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hamster

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goldfish

and



**THAT'S FUN... LET'S FIND ANOTHER THUNDERHEAD.**