

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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NEW METHODS OF CALCULATING ALTITUDE

In the News Letter of October 29th last, a full description of the altitude flight, made on October 18th by Captains St. Clair Streett and Albert W. Stevens was given. In this article it was pointed out that one of the main purposes of the flight was to test photographic equipment and to obtain comparison of altitude figures as calibrated from the recording barometers by the U.S. Bureau of Standards and the Federation Aeronautique Internationale methods, and those calculated mathematically from the photographs taken at the peak of the flight. It was further stated, by way of explanation of the method of measuring altitude by aerial photography, that if three or more points on the ground are shown, the distances between which are known, from accurate ground survey data, by measuring the distance of the image separations on the negative and knowing the distance from the negative to the optical center of the lens in the camera (the focal length), the problem of the length of the perpendicular dropped from the lens to the ground becomes a geometric one of similar triangles, and can be figured in feet or meters to within one-tenth of one percent mathematical accuracy.

A comparison of the results obtained through camera calculations with those obtained from the barograph formula used by statisticians in the Bureau of Standards has been made and, according to the News Letter Correspondent from the Materiel Division, Wright Field, Dayton, Ohio, Miss A.M. Jacobs, the following extremely interesting results have been obtained. The highest altitude reached, according to the Federation Aeronautique Internationale calibration, was 37,854 feet. According to the Bureau of Standards, it was 39,606 feet and, according to the photographic method, 39,050 feet.

In order to obtain accurate calculations from the photographic method, the Corps of Engineers at Wright Field sent a detachment to make six closed traverses aggregating 188,987.92 feet in length of the area of ground photographed by the highest shots of the camera. Captain Stevens writes as follows:

"These traverses were run with transit and tape and had an average error of closure of one part in 10,700. Following this survey, the altitude was calculated by four different methods, as a result of which one photograph shows an altitude of 37,920 feet above ground, or 38,890 feet above sea level, and a photograph made several minutes later in flight, shows an altitude of 38,080 feet above the ground or 39,050 feet above sea level. The ground elevation of 970 feet was determined from the records of survey of the C.C.C. and St. L. Railroad which passes Rushville, Indiana (the point of landing). It is believed that these values for elevation, as determined through weeks of careful calculations, are correct to within forty feet plus or minus.

It will be observed that the figure of 39,050 feet is much higher than the figure of 37,854 feet obtained from the Federation Aeronautique Internationale tables, for a barometer pressure of 152 mm. of mercury. A conclusion may be drawn that the F.A.I. tables are off about three percent and too low for this altitude. It is also of interest to note that the Bureau of Standards have computed, from the tables of the National Advisory Committee for Aeronautics, and using table of temperatures obtained on the flight, that the elevation by barometer was 39,606 feet. Again assuming that the camera method is the most accurate, the N.A.C.A. formula is approximately one and one-half percent off and too high.

The methods of calculation used by the Corps of Engineers are four: The purely mathematical method requires twelve hours' computation for a single photograph; the Bagley method requires four hours; the pyramid graphical method requires four hours; and a second mathematical method requires eight hours. The results by the four methods check within fifty feet and average of the values was taken."

11/12/30 Mrs.

A.P.D.
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The News Letter of October 29th gave the very interesting story told by Captain Stevens of the notable flight made by Captain Streett and himself on October 10th, when the altitude reached was just 564 feet shy of matching the world's record of 38,418 feet made singly by Lieut. C.C. Champion, U.S. Navy.

Captain Streett's version of their great adventure was contained in an article by Miss Nell Ray Clarke which appeared in a recent issue of the Philadelphia Public Ledger, and is given below, as follows:

"After having reached 26,000 feet on the climb both the throttle controls and the supercharger controls were in the extreme forward position, indicating that the engine was delivering its greatest amount of horsepower at that time. From 26,000 feet until the plane had reached its ceiling - 40,200 feet indicated altitude - these controls remained in the same position. The plane was in very cold atmosphere for about forty minutes at the top of the climb. This condition was sufficient to shrink the metal parts of the throttle and supercharged controls to such an extent that they could not be moved manually.

This was quite a surprise and it was not until after we had reached the ground that the solution of the phenomenon dawned upon us. Being up about 33,000 feet above sea level, however, and not being able to shut your engine off is rather a peculiar position to be in.

I must have worked for twenty minutes intermittently to pull back the throttle and supercharger control with absolutely no luck, although I had bent the supercharger control out of shape trying to reduce the engine speed.

We succeeded at last in forcing the plane by diving down to about 34,000 feet, but when we had reached that altitude our indicated speeds were pretty high and a dive sufficient to overcome the climbing tendency of the airplane at that altitude was dangerous because of the stresses which it induced in the airplane. In other words, we weren't sure that our wings would stay with us if we dove much in excess of 115 miles per hour because of the very light construction of the plane.

We were afraid to cut our switches, which would have been the only way of cutting the engine off, for fear the water in the radiator and water jackets would freeze because of the intense cold, and it would have been dangerous to have cut the switches and turned them on again intermittently because of the gasoline which would have been pumped through the supercharger and exhaust manifold, probably causing fire.

Shortly after we succeeded in getting the supercharger off and the throttle reduced, we ran out of gas and the engine began to pop and spit, but fortunately we were able to reduce our altitude sufficiently in the short period that the engine did function after it began to spit, to get down low enough to preclude the possibility of freezing the water in the radiator and water jackets.

At about 34,000 feet on the way down I lifted my goggles sufficiently to look around, and found that we were between Richmond, Ind. and Indianapolis. About that time the engine began to quit, so that we abandoned all hope of getting back to Dayton, a distance of approximately seventy miles."

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COLOMBIAN FLYER LANDS IN PANAMA

Lieut. Benjamin Mendez, the Colombian Good-Will Flyer, arrived at France Field, Panama Canal Zone, on December 1st. He had an accident in landing his Curtiss "Falcon" Seaplane, the "Recaurte", one of the struts on the pontoon giving way and causing him to crash. His plane was practically wrecked. The plane was towed to shore and taken out of the water immediately. Crews of the Panama Air Depot started that night to tear the plane and motor down and get them overhauled and repaired so that Lieut. Mendez could continue his flight to his home station at Bogota, Colombia, without delay.

Receptions were held in honor of Lieut. Mendez in the Republic of Panama by the Panamanian officials; in the Canal Zone by the Panama Canal officials, and at France Field by the Air Corps and, from all indications, he enjoyed himself very much.

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PILOTING SKILL AVERTS SERIOUS ACCIDENT

Lieut. Oscar P. Hebert, pilot, and Staff Sergeant J. H. Peters, Crew Chief, both of the 96th Bombardment Squadron, were engaged in a flight, "climbing to

service ceiling with full military load carrying a 2,000-pound dummy bomb."

While near Fort Eustis, Va., and after reaching an altitude of 3,500 feet, the left vertical fin and rudder tore away and hung for a minute or so thrashing against the elevator. Immediately Sergeant Peters released the 2,000-pound bomb and Lieut. Hebert, finding it impossible to control the plane properly with the rudder hanging over the elevator, was about to part company with the plane and he and Sgt. Peters take to their parachutes. Just in time the vertical fin and rudder tore completely away and fell free. Lieut. Hebert and Sergeant Peters then decided to stick with the ship. Displaying considerable skill and judgment, Lieut. Hebert flew his plane about 18 miles with the use of only one rudder, landing safely at Langley Field.

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TARGET GLIDER EXPERIMENTS AT WRIGHT FIELD

By A.M. Jacobs

Captain Carl Greene recently acted as observer for Major Gerald E. Brower in a series of flight tests with the target glider and came down declaring that he wouldn't be surprised if Major Brower soon had the thing so docile as to be able to land it at any given point on the speed course from any altitude. The inspiration for such extravagance was the three flights he had just witnessed in which the glider after release had behaved exactly as the Major had foreordained.

The target glider, it will be remembered, is a twelve-foot high-wing monoplane of box-spar construction, carried on the upper wing of a full-sized airplane from which it is released, becoming as it floats out into the air, a target for aerial gunnery or anti-aircraft practice. By bending the elevator and tab to certain settings, various angles of descent may be predetermined.

On the aforementioned flight, Major Brower had made the setting for smooth steady flight, and a smooth steady flight had followed until it drifted gently to earth. Next he set it for diving and zooming for 2,000 feet from a 3,000 ft. altitude. It obeyed. But the third demonstration was the one which took Captain Greene's breath. In order to make the glider suitable for naval anti-aircraft practice, Major Brower had padded it with kapok to keep it afloat. He made the setting for a stall and a dive from 800 feet. Flying at this altitude, he and Captain Greene proceeded to a small lake about 300 yards wide, situated near Wright Field. At the proper moment he released the glider, which with three oscillations landed squarely in the middle of the water. The floatation feature was successful, as it was still atop when several hours later they went to haul it out.

This glider has proved quite durable, having made more than fifty landings without damage. Major Brower is now developing a metal wing to replace the present wood structure. It is believed this will better retain rigidity than the present type, which becomes "floppy" after numerous landings and cannot be set quite so accurately.

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LIEUT. BERTRANDIAS FLIES AUTOGIRO IN PARIS

Lieut. Victor E. Bertrandias, Air Corps, was a recent visitor at the Materiel Division, Wright Field, stopping on his way to California, where he is District Manager in charge of Production at the Douglas Company's aircraft plant at Santa Monica.

Lieut. Bertrandias just returned from a six weeks' trip to Europe, where he had the unique experience of flying the Cierva Autogiro at the Le Bourget Airdrome near Paris. He said that the new type plane handled well and possessed highly interesting possibilities. General Gillmore saw the Autogiro when he was at Le Bourget, and since his return has written its inventor, Cierva, regarding the possibility of having one sent to this country and to Wright Field for experimental purposes. If negotiations are successfully completed, no doubt many other flying officers will have the opportunity of trying out the new and unconventional helicopter in the air.

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TWO MORE MEMBERS ADDED TO CATERPILLAR CLUB

If every candidate for admission to membership in the Caterpillar Club was subjected to a regular initiation ceremony, it could be said that 110 persons had at one time or another been astride of that invisible animal in fraternal circles generally alluded to as the "Goat." But the Caterpillar Club itself is an invisible organization. It has no officers; no meetings are held; there are no dues to pay, and no inducements are offered to join it. As a matter of fact, however, no inducements under heaven could persuade anyone to join the Club voluntarily. Those who are members joined through absolute necessity. Fate slapped them on the back and peremptorily ordered them to do so. To have refused would have meant certain death.

The Caterpillar Club is merely a name, but what a meaning that name has! It would really be a fine thing if the Caterpillar Club were made a real live organization, with officers, constitution and by-laws, regular meetings, membership dues, etc. For the head of the Order it would seem that Colonel Charles A. Lindbergh would be the logical choice, since he is a 4th degree member. The various members of the Club, however, are scattered far and wide over the broad expanse of this country, and the proposition is not practical. It is possible that the Club could be conducted through correspondence, but who is going to devote the time and effort to learn the whereabouts of the various members and organize the Club along the proper lines?

In the previous issue of the News Letter the official score of the Caterpillar Club stood at 108 lives saved and 114 emergency jumps made, six being repeaters. Since then two more members joined the fold in the persons of Flying Cadet Richard I. Dugan and Air Mail Pilot J. Ordway Webster.

A check of the membership of the Caterpillar Club discloses the fact that through the medium of the parachute two lives were saved in 1919, one in 1920, two in 1922, ten in 1924, twelve in 1925, twelve in 1926, thirty-five in 1927, and thirty-six in the year just ended, making a total of 110.

Of the 110 lives saved, 65 were Air Corps personnel, viz: 37 Regular officers, 6 Reserve officers, 12 Flying Cadets and 10 enlisted men. Of the remaining 45 members of the Caterpillar Club, one at the time of his jump was an officer of the Signal Corps, U.S. Army; 5 were National Guard officers; 13 were Navy and 5 Marine Corps personnel, and 21 were civilians.

Reports were recently received giving accounts of the emergency parachute jumps of Cadet Dugan, Lieuts. Robert L. Schoenlein and Wm. H. Doolittle, and Civilian Test Pilot James Collins, and these are hereinafter quoted as follows:

RICHARD I. DUGAN, Flying Cadet, Air Corps, was practicing acrobatics in the vicinity of Kelly Field, San Antonio, Texas, on November 22, 1928. He attempted to perform what is commonly known as an "outside spin" by means of the following maneuvers:

Starting from a fast dive at an altitude of 4500 feet, he pulled up into a loop, and when he had reached a position on his back put the ship into a stall by pushing forward on the stick. "In this position," Cadet Dugan stated, "I kicked right rudder and pulled the stick back and to the right. Immediately the ship fell off into a slowly turning inverted spin which after about one turn tightened up and began to spin very fast. Allowing the spin to continue for a turn, I attempted to bring it out by putting on opposite rudder and neutralizing the stick. The controls seemed to have no effect and the ship continued to spin at a high rate of speed except for a slight slackening twice after which it whipped into the maneuver again. I knew I had started with sufficient altitude to bring the ship out of the spin with plenty of room had I succeeded in accomplishing it even after it had spun several times, but when the controls failed to respond continually and I had completed what I estimate as six or seven turns at least, I decided to leave the ship, thinking I was getting very close to the ground. I reached with my left hand, took the heavy rubber band which acts as a safety off the buckle and pulled the buckle open. I was immediately thrown out of the plane due to the tightness with which the spin was throwing me against the belt.

"I remember nothing then except hunting for the rip cord which I found very easily. The chute opened and I landed about 100 feet from where the plane crashed. I was not in a position to observe the altitude from which I left the ship, but I imagined it to be close to a thousand feet. After my chute opened and I was in a position to observe the ship, I saw it in a straight dive directly

below me. It hit the ground in this manner."

Observers on the ground stated that after the pilot left the plane it made one more turn in the spin, then straightened out and came down in a straight nose dive, crashing into the ground and being completely demolished.

Lieuts. Doolittle and Schoenlein, piloting P-3A Pursuit planes over Selfridge Field, Mt. Clemens, Mich., on the afternoon of December 11, 1928, collided. The controls of both planes were rendered inoperative and the pilots resorted to their parachutes to reach the ground safely.

LIEUT. WILLIAM H. DOOLITTLE stated that after the collision the aircraft was out of control, as the tail surfaces had been completely cut off. The ship whipped into a dive at an approximate speed of 130 miles per hour. Pulling the safety belt, he was thrown clear of the plane.

"I was leading a three ship flight in an inverted position," Lieut. Doolittle stated, "the two wing ships were upright. I signalled my intention to half-roll back to the upright position. As the ship arrived at the normal position the crash occurred. I glanced quickly to the right and saw the other ship very close. At this time my ship whipped forward into a dive and spin.

The only reaction was to immediately look for the parachute of the other pilot. After that there was an intense quietness and feeling of not moving towards the ground. The only ill effects were slightly bruised shoulders and stiff neck, probably caused by the chute opening with a jerk."

LIEUT. ROBERT L. SCHOENLEIN stated that at the time of the jump the position of the aircraft was a very fast and flat spin. "In leaving the aircraft," Lieut. Schoenlein stated, "my feet were pulled well back, and pushing up while pulling from the top of the cockpit by hand, and repeating this a number of times, I finally gained a hold on the edge of the windshield, which gave me sufficient leverage to get my head, shoulders and chest above the upper edge of the cockpit. Then I took hold of the rip cord and rolled over the edge of the cockpit on my stomach.

The cause for the jump was that there was no response to the controls after the crash, when the ship was turning in a large circle and then a fast and flat spin.

My feelings and reactions during the jump and while attempting to get into position to jump are numerous, and an account of same is not 100% accurate. Upon concluding that the ship was beyond control, my next thought was to get out. This fact was amplified many times when the flat spin plus the stiff leather flying suit rendered freedom of physical movement nearly impossible. The latter was proven by the fact that it took more than 1500 feet of altitude to get out of the ship. Immediately upon landing I feared the safety of Lieut. Doolittle, but located him and his parachute sailing down a few hundred yards north, and went out to meet him. This was a great relief.

A number of small bruises were sustained from the jump, some being from the landing on the ground and others are unaccounted for."

JAMES COLLINS, test pilot for the Curtiss Company, was flight-testing a new airplane at Bolling Field, D.C., on the afternoon of December 3, 1928, when his ship failed and he was forced to jump with a parachute while the crashing plane distributed its wreckage from the cornfields around Howard Road, Anacostia, to the Pennsylvania Avenue Bridge.

In an interview, Mr. Collins told a Washington "Herald" representative that before he took off for the flight he happened to remember that his chute had not been repacked for a long period, so he had this important detail attended to.

"I remember thinking at the time," Mr. Collins added, "that after all they could build a new airplane, but I doubted that even if it were desirable, they could build a new Jimmy Collins - at least not to my satisfaction.

I took off from the U.S. Naval Air Station at Anacostia at 2:30 p.m. on a demonstration test flight for the Navy. The ship went beautifully through the preliminaries of sharp turns, climbing turns, true immelmans, loops, short vertical dives, and so forth.

Then I climbed to 11,500 feet to do an 8,000-foot vertical dive. I pulled the ship over the top of a loop and then held it vertical with engine wide open.

After getting straightened around in the dive I glanced at the altimeter and watched it for a few seconds. At what I recall to have been about 7,000 feet I cautiously began to ease out of the dive.

Suddenly everything gave way with a crashing and rending, and I received a violent blow on the left temple. The blow must have dazed me because the next thing I clearly remember is finding myself blindly struggling to get out of the ship without first having unloosened my belt. I repeat that I must have been

dazed during the interval between the blow on the temple and my discovery of myself making this ludicrous attempt to get out of the ship, because official Navy observers on the ground report that I fell at least several thousand feet with the ship after it first failed and before they finally saw me leave the fuselage, and I am quite sure it did not take me all that time to do the few things I clearly remember doing between making this humorous discovery of myself and finally getting clear of the ship.

The first thing I did was to carefully look at the belt clasp and undo it. Next, I looked at the rip-cord ring and placed my hand on it - sort of mentally locating it. For no good reason except that I happened to look that way first, I then looked over the right side of the cockpit and saw it was clear except for a few trailing wires. Then I used both hands and feet to raise myself out of the cockpit, put my right foot on the right side of the leather binding on the cockpit edge, and leaped head foremost as hard as I could clear of the plane and trailing wires. I leaped out without having my hand on the rip cord ring, feeling sure that having located it once before I jumped I could certainly locate it again when I wanted to. After getting clear of the ship, the first thing I did was to look for the falling wreck to determine if it was going to fall on me. I saw it only once and have but a hazy recollection of it. I waited just a little longer after that glance of the wreck to make sure it would clear me when I opened my chute. Then I carefully looked at the rip cord ring, placed my right hand on it, and pulled hard. The chute seemed to open almost immediately, and must have caught me upside down because the resulting jerk turned me end for end before it left me swinging quite nicely in the harness.

Just after the chute opened I heard a loud crash, which I knew to be the ship hitting the ground. I did not see it. I had not seen it since that one glimpse of it right after leaving it, and I did not see it again until they brought it in on a truck.

Just after the chute's opening and my hearing the wreck hit, I looked down and discovered rather to my amazement that I was not very high. Spectators say that I had fallen clear about 1,500 or 2,000 feet before the chute opened. After the chute had opened and I had looked down, I was concerned about where I was going to land. I thought I was dropping in a grove of trees, so I slipped my chute away from them toward a plowed area beside them. I hit in the middle of the plowed area, relaxing as I hit, and did not feel even any noticeable jar. I spilled the chute by pulling in on the bottom risers. I located the rip cord ring and was busy folding the chute when the ambulance reached me. It took me to the hospital and treated me for nothing worse than a black eye and nerve shock."

Collins is nearly 25 years old, and studied aviation with Colonel Lindbergh both at the Air Corps Primary Flying School at Brooks Field, San Antonio, and at the Air Corps Advanced Flying School at Kelly Field.

"In combat formation with Lindbergh," he said, "I saw him make his first jump as a result of his collision with another member of the formation. That was early in 1925."

After serving with the First Pursuit Group at Selfridge Field, Mt. Clemens, Mich., under Major Thomas G. Lanphier, Collins went back to Brooks Field as an instructor. He instructed also at March Field, Riverside, Calif., and then resigned from the Army to serve with the Department of Commerce in branches of aviation inspection in New York territory.

J. ORDWAY WEBSTER, Air Mail Pilot for the National Air Transport, ran into a heavy fog in the vicinity of Thompsonville, Conn., just after dusk on the evening of December 17, 1928. It is reported that Pilot Webster jumped from an altitude of about 6,200 feet, his plane at that time being out of fuel. He landed without a scratch near Suffield, Conn., the plane circling on thereafter for about two miles, grazing the roofs of houses in North Thompsonville and then plowing into the ground.

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STUDENT TRAINING AT MARCH FIELD

To date the Air Corps Primary Flying School at March Field, Riverside, Calif. has graduated two classes of Flying Cadets and two classes are now undergoing instruction. The upper class, which began training July 1st with 125 students,

including three holdovers, is now reduced to 72 students after approximately six months' training. This means that 57% of the original class still remains, which is the highest average maintained yet at this stage of instruction. A few of the students in this class, which is now in the DH stage of flying, are being given flying instruction on the new O2-K in place of the DH. Instructors in charge of this special training claim that the O2-K is far superior to the DH for instructional purposes.

The lower class, which started training on November 1st with 109 students, is still on the dual and solo stages with only six eliminations thus far.

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TRAINING OF THE SECOND BOMBARDMENT GROUP

The Second Bombardment Group, Langley Field, Va., started its yearly training period on November 1st with only nine LB-5A Bombers, two O-11's, two DH-4M2's and one tri-motored Fokker Transport. The LB-5A's are divided so that each tactical squadron, the 20th, 49th and 96th, have three planes each, and the O-11's, DH's and the Fokker Transport are assigned to the 59th Service Squadron.

The great shortage of planes in the Group is due to the fact that eight LB-5's were transferred to Kelly Field, Texas, for use in the training of student pilots attending the Advanced Flying School. Last June Langley Field turned its ten Martin Bombers over to the same station. For this reason it has been necessary to keep the nine LB-5A's in perfect mechanical condition to enable them to be flown the maximum amount of time. It has been considered a grave crime to permit a plane to rest on the ground during the hours scheduled for flying. Three planes must put double time in the air to do the work of six. Furthermore, this is being done very effectively, but it requires the closest attention of the mechanics and crews on the line.

The types of missions in this period of training comprise camera obscura, aerial bombing (intermediate altitude), aerial gunnery, both ground and tow targets and night flying. In addition, a large amount of time was put in by cross country flights, test flights and general training missions. The tow target firing has been conducted, using the forward guns in the LB-5A's, while the rear guns of the O-11's have been used against the ground targets. In this connection, it is interesting to note the unusually high degree of accuracy which is possible with the guns on the LB-5A's in comparison with that obtained with the guns in the O-11 rear cockpits. Due to the far greater speed of the O-11 and its slipstream, it is almost impossible to fire with any degree of accuracy at ground targets.

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GENERAL GILLMORE RETURNS FROM EUROPE

By A. M. Jacobs

"To travel abroad is to find new delights in our own country," said General Wm. E. Gillmore upon his recent return to the Materiel Division, Wright Field, Dayton, Ohio, from a three-months' sojourn in Europe. During this time he and Mrs. Gillmore traveled extensively in France, Italy, Switzerland, Germany, Belgium, Holland and England. The foreign scene, its people, historical associations, art and architecture held true delight for the travelers, but the contrasts with modern comfortable living conditions of the United States, the opportunities for progress possible for even the humblest could never be wholly absent from the thought.

In the survey of the aeronautical situation, which was naturally the General's outstanding interest, the comparison was likewise in our favor. Nowhere did he find experiment and research work being carried out on such large proportions, nowhere a laboratory with such advanced equipment as that of Wright Field. The smaller countries have not been able to afford research along broad lines and seemed to have tacitly formed the policy of letting the bigger, richer countries handle research, while they keep abreast in manufacture, taking advantage as far as possible of development prosecuted elsewhere.

In Italy, Mussolini has declared himself in favor of vigorous research policies, insisting, however, that manufacturing rights to all material used must be held by Italy and fabrication carried on within the Italian border.

Germany, thanks to the Versailles Treaty which relieved her of all mili-

tary equipment and forbade military development, the General declares to be the leading country in the world in commercial aviation. The German people after the war had their revolution, recovered, and got to work in uncommonly short order. In aviation, they have turned their remarkable engineering ingenuity to excellent advantage.

The General said that air-cooled engine development in foreign military aviation stands about as in the United States. The nations are interested but have not yet accepted the air-cooled engine as standard military equipment. Higher-powered engines for both military and commercial purposes are under development everywhere. All-metal construction continues to absorb engineering interest.

Looking exceptionally fit and refreshed after his vacation, the General has brought a fresh infusion of encouragement and enthusiasm to the Materiel Division workers. It is good to have the "Chief" home again.

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CONSTRUCTION WORK AT MARCH FIELD

With the construction program rapidly progressing, March Field, Riverside, Calif., is beginning to take on the appearance of a real Air Field. It won't be long now before the big hangars intended for housing bombing planes will be cluttered up with PT's, mongrel DH's and "what have you." Officers' quarters are rapidly nearing completion, and it is expected that in a few months hence some of the officers will be ordered from their palatial homes in Riverside to occupy the post quarters. It is thought that this will considerably relieve the traffic congestion at the main gate about 11:15 A.M. (Exit only).

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MAJOR FICKEL LANDS IN DESERT

Major Jacob E. Fickel, Air Corps, Executive Officer of the Materiel Division, left Wright Field, Dayton, Ohio, the latter part of October for California for the purpose of a visit of inspection of the Douglas Company's plant and to ferry back to the Materiel Division the first Douglas O-2K airplane. According to the News Letter Correspondent from Wright Field, Major Fickel left Rockwell Field for the east, flying solo, on November 7th, with everything pointing towards a successful journey.

It is a triumph of the fiendish forces of the universe, perhaps, that when an airplane engine is "going bad" they usually see that it happens in the heart of the desert. East of Yuma, Arizona, the Liberty began to sputter. The Major, who had plenty of altitude, consulted his map and headed for the nearest designated landing field, which was at Stovall. He made the place nicely, barely out-distancing his engine, however, for on gliding in the stick went completely dead.

The field wasn't highly distinguishable from the rest of the terrain, and the town itself consisted of a Mexican section-hand's dwelling. There was nothing like a telephone or telegraph office in sight. Resorting to small boy tactics, the Major thumbed himself a ride to Aztec, ten miles away. There he found a much better landing field than the one at Stovall, but no sign of it on the map. Steps for its indication have since been taken. Here also was a telephone. Having gotten in touch with Rockwell Field, Lieut. Gothlin and a mechanic flew to his aid and, discovering seriously sticking valves, repaired the engine. The trio then returned to Rockwell Field, where a new engine was installed in Major Fickel's plane.

Again the Major started east in the O-2K, this time enjoying a journey safe and uninterrupted except for the predetermined stops at Lordsburg, New Mexico; Marfa, Texas; Dallas, Texas; Muskogee, Okla., and St. Louis, Mo. On November 18th he arrived at Wright Field, delivering the new plane for flight-testing.

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COLONEL GRAHAM TRANSFERRED TO THIRD CORPS AREA

Lieut-Col. Harry Graham, Commandant of Wright Field, Dayton, Ohio, was recently transferred to duty with the Third Corps Area as Air Officer, with headquarters at Baltimore, Md. Colonel Graham came to the field in July, 1927, replacing Major John F. Curry as Commanding Officer and Chief of the Administration Section when the latter was ordered to Langley Field, Va.

ALTITUDE TEST OF BOMBING PLANES WITH FULL LOAD

One of the most interesting phases of the training program of the 2nd Bombardment Group, Langley Field, Va., which was recently initiated, was the climb to service ceiling with full military load, carrying a 2,000-lb. bomb.

According to the News Letter Correspondent, it proved quite a task to get the bombers to climb efficiently after gaining 6,500 feet. Lieut. Malone of the 96th Bombardment Squadron made 8,500 feet in 75 minutes, which was the highest altitude gained before the bombers were temporarily grounded for the purpose of reinforcing the tail surfaces.

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BASKETBALL AT MARCH FIELD

By the News Letter Correspondent

March Field is represented in the Inland Division of the Southern California Y.M.C.A. Basketball League by the Flying Cadet Detachment this year under the supervision of Lieut. Dixon Allison, Post E. & R. Officer. Thus far the team has lost but two games, the first to San Bernardino "Y" - the initial game of the season - and the second to Orange "Y". These games ended in very close scores - 32-28 and 27-24, respectively. The Cadets defeated Riverside "Y", Ontario "Y", San Diego "Y" and Redlands "Y". All these games were won by comfortable scores.

The Cadet team is composed of ex-college stars, such as E.W. Anderson, ex-captain at Stanford University; Hugh Fite, letter man at West Point; K.A. Rogers letter man at Stanford; R.W. Burns, letter man at Wisconsin University; W.A. Dolan, letter man at Wisconsin State Teachers College; Troup, all-State High School forward from Kansas, and numerous other lesser stars from various parts of the country. They have displayed a brand of basketball which has completely bewildered and smothered their opponents in all except the two games lost. (This is by no means an alibi). In the two losing games, the Cadets were not outplayed but rather outlucked. The San Bernardino game was their first of the season and they had not yet perfected their team play, and the Orange game caught them off their stride, stale and after a fifty-mile drive in the rain, - all of which is not conducive to playing up a bang-up basketball contest.

A very unfortunate and disagreeable incident has arisen concerning the Kay-det team. We have on the squad as a substitute guard "Tut" Imlay, famous All-American quarterback of the University of California. Imlay has played in all the games except Redlands and Orange. Mr. Imlay, it must be remembered, was a star member of the New York Giants Pro-football team in 1927. San Diego registered a protest to his playing, and the basketball committee has ruled that all games that Imlay has played in will be forfeited. That, of course, is very unfortunate, for we were of the opinion that a man regained his amateur standing on enlisting in the Army. All we can do is take the decision on the chin and whip the rest of our opponents to a frazzle.

Credit must be given where credit is due, and it would be unfair not to mention the work and effort that has been exerted by Lieut. W.C. Goldsborough, coach supreme where basketball is concerned.

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FORMAL INSPECTION OF FRANCE FIELD

Major-General Malin Craig recently made his annual inspection of France Field, Panama Canal Zone. He brought with him a number of staff officers who made detailed inspections of all departments while the General and Colonel Fisher, the Commanding Officer of the field, were inspecting in a more general way. The General, at the conclusion of his inspection, spoke to the assembled officers. Among other things he stated that France Field he had found loyal in every respect and that there was less trouble with the personnel of this post than with any other post in his Department. Naturally, the France Field officers were pleased with this.

The News Letter Correspondent states that the reports of the staff officers have not as yet been received, but it is believed that any "skins" will be of a minor character.

MOUNTED DUCK HUNTERS

By the France Field Correspondent

Have you ever gone duck hunting on horseback? Well, you have missed something if you have not, especially if you can get a small horse like we get down here in Panama and you have long legs. Now to continue with the story, I'll tell you about a duck hunting party recently where they went hunting on horses. The party was composed of Lieut.-Col. Fisher, Captain Skemp, Lieuts. A.E. and E.D. Jones, Davidson, Master Sgt. Lucy and Private Ballard, who acted as camp cook.

The party left France Field in a Bomber on a cross-country flight to Anton. After a flight of an hour and fifteen minutes, the party landed and was greeted as per usual by the populace and pitched camp in an adobe house near the community well. After a hasty meal the party pushed off to hunt ducks or any other game that could be gagged. The Colonel drew a small grey mule as his mount, and the other members drew small native ponies. Three mozos were engaged as guides and some kids were taken along to retrieve the game. The first game encountered was a flock of large doves. Next was a flock of wild pigeons, then came the ducks and, needless to say, the gunners had all the shooting they could handle for a few hours. Now, some of the members of this party had not ridden a hay burner for several years, and you can imagine how they felt the next day.

The return trip to France Field was made in one of the heaviest rain storms of the season, and at times it seemed as though the party was riding in a submarine with a porthole open.

Speaking of hunting, the News Letter Correspondent from March Field states that this year's hunting season has been a very successful one for the personnel of the post. Many limits of duck and quail were brought in, and a few deer - very few. Now that the season is nearing to a close it is expected that the field will begin to function normally again.

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TRANSPORT PLANE TO BE FERRIED TO PANAMA

Ferrying an airplane from the United States to one of its foreign stations is the latest project to be undertaken by the Army Air Corps.

A C-2 Army Transport plane, a type similar to the one which was piloted by Lieuts. Maitland and Hegenberger on the historic California to Hawaii Flight, will be ferried from Wright Field, Dayton, Ohio, to France Field, Panama Canal Zone, by Lieuts. George C. McDonald and Dwight J. Canfield, Air Corps, who are now stationed in Panama. These two officers, who are under orders to proceed to Washington to confer on official matters with the Chief of the Air Corps, will next proceed to Dayton to secure their conveyance for their return journey. They will be accompanied by Major Paul Bock, Air Corps, who is now on a leave of absence in the United States. The flight, scheduled to start on January 8th, will land at Miami, Florida, the same date, and in Havana, Cuba, the next day. From Havana the plane will proceed directly to Panama.

The Air Corps has for several years, in the interest of economy and speed, ferried airplanes from the factories to the stations of Continental United States. Although Air Corps officers have figured in several flights from the United States to Panama, this will be the first time a plane has been delivered to an assigned foreign station by ferry.

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WATCH OUT!

A new pastime, that of dropping a watch from an airplane to the cold, cold ground to see if it would continue to run was recently tried out by an airman at Lowry Field, Denver, Colorado, the home airdrome of the 45th Division, National Guard Air Service. The watch was placed in a football and dropped from a Douglas plane flying at an altitude of 2,000 feet. Despite the cold weather, a large crowd came out to the field that particular Sunday morning to witness the stunt. It was an excellent demonstration of time passing swiftly. It was necessary, of course, to take time out - of the football - and the pilot shortly thereafter was wearing the watch on his wrist. It was still ticking along merrily.

STATUS OF THE FURLOW BILL

In the last issue of the News Letter it was stated that Senate Bill 3269, providing for higher rank for Major-Generals Hunter Liggett and Robert L. Bullard, and which was passed by the Senate during the first session of the 70th Congress, had been amended in the House of Representatives in the present session by the inclusion of the provisions of H.R. 12814 - known as the Furlow Bill - to increase the efficiency of the Air Corps and for other purposes, and that the lower house passed the bill in its amended form on December 17th.

On December 19th the amended bill was laid before the Senate by the Vice President, whereupon the following debate ensued:

Mr. Curtis. Mr. President, I ask that the matter may go over until to-morrow.

The Vice President. Without objection, it is so ordered.

Mr. King. I would like to ask the Senator from Kansas if he will not consent that the amendments of the House shall go to the appropriate committee, the Committee on Military Affairs.

Mr. Curtis. I understand there will be a motion made which will probably lead to some discussion, and I think we have arrangements whereby we can get a vote on the unfinished business pretty soon.

Mr. LaFollette. It is impossible to hear the Senator from Kansas.

Mr. Curtis. I ask that the House amendments may go over, because we are trying to reach an agreement to vote on the pending measure, and I think if they go over and we may have a little more opportunity for discussion this afternoon we can reach an agreement.

Mr. Reed of Pennsylvania. Mr. President, a parliamentary inquiry. If the matter goes over, as requested by the Senator from Kansas, when would it be laid before the Senate?

The Vice President. It is a privileged matter, and can be laid before the Senate at any time.

Mr. Reed of Pennsylvania. Then I give notice that at 2 o'clock to-morrow, or as soon thereafter as I can get recognition, I will ask that the amendments of the House be laid before the Senate.

Mr. Black. I move that the consideration of the House amendments relating to promotions in the Air Corps be deferred until the first legislative day after the Christmas holidays. I make that motion for this reason: The Senator from Arkansas (Mr. Robinson) is interested in the bill with reference to the Air Corps. He and I have conferred concerning it many times. I am very frank to state that if this bill comes up tomorrow at 2 o'clock, from the information I have received, the debate concerning it will last until Saturday night. It is not fair, in my judgment, that any effort should be made to have the bill disposed of in the absence of the Senator from Arkansas. For that reason I am delaying the motion.

No one can be delayed; no injury can occur. Conferees could not agree between now and the Christmas holidays, and if the plans go through as devised, in my judgment conferees would never agree. But irrespective of that, it will lead to prolonged debate if an effort is made to have the House amendments come up in the absence of the Senator from Arkansas, who is interested in the matter. A motion for a conference is going to bring up the question of instructing the conferees.

It may bring up a contest as to who shall be the conferees. It will certainly bring up the question as to whether or not the amendments shall be referred to the Committee on Military Affairs for consideration in order that the conferees may be instructed in line with the majority of that committee. Therefore I make the motion that the consideration of the House amendments be postponed until the first legislative day after the Christmas holidays.

Mr. Reed of Pennsylvania. Mr. President, if the Senator from Arkansas (Mr. Robinson) desired that this matter should go over, I would, of course, be inclined to comply with his request; but he has made no such request, and I have no reason to think that it is his desire that it should go over. Therefore I make the point of order that the motion of the Senator from Alabama is not now in order.

Mr. Black. Why not?

The Vice President. The Chair overrules the point of order. The action of the House has been laid before the Senate.

Mr. Reed of Pennsylvania. Then I make a motion that the Senate disagree to the amendments of the House, that it ask for a conference, and that the Chair ap-

point the conferees on the part of the Senate. In this connection I call attention to the fact that my motion is privileged and would come up before the motion of the Senator from Alabama.

Mr. Black. Mr. President, I ask for a ruling on that, because if the Chair holds that to be the rule I desire to submit another motion which is privileged over the motion made by the Senator from Pennsylvania.

The Vice President. The Chair rules that the motion of the Senator from Pennsylvania has precedence over the motion of the Senator from Alabama.

Mr. Black. Then, Mr. President, I move that the amendments of the House be referred to the Committee on Military Affairs for consideration.

Mr. Reed of Pennsylvania. I make the point of order that the motion which I made to refer to a committee of conference takes precedence over the motion of the Senator from Alabama.

The Vice President. The motion to refer to a committee of the Senate would take precedence over a motion to refer to a committee of conference.

Mr. Reed of Pennsylvania. But the motion to refer to a committee of conference is a motion to refer to a joint committee and is privileged just as much as a motion to refer to the Committee on Military Affairs.

The Vice President. The Chair is informed that a motion to refer to a standing committee takes precedence over a motion to refer to a committee of conference. The Chair will state the parliamentary situation. It has been a matter of some study and this will perhaps save some debate.

The House amendment, under Rule VII, subdivision 7, is a privileged matter, and its consideration does not displace but simply suspends action on the unfinished business. For the purpose of amendment the House amendment is to be regarded as the original text. It contains several distinct propositions and may be divided as to same.

The following motions, which are debatable, may be made, taking precedence in the order named:

1. To refer same to a committee.
2. To amend same.
3. To disagree and ask conference.
4. To agree to House amendment.

Mr. Reed of Pennsylvania. Mr. President, a parliamentary inquiry. Does the Chair hold that the motion of the Senator from Alabama to refer the amendments of the House to the Committee on Military Affairs is now the pending question?

The Vice President. That is correct. It is the pending question.

Mr. Reed of Pennsylvania. I have no objection to the adoption of that motion.

The motion to refer the amendments of the House to the Committee on Military Affairs was agreed to.

On the following day, December 20th, Senator Hiram Bingham, of Connecticut, asked unanimous consent that House Bill 12814 to increase the efficiency of the Air Corps (the Furlow Bill) be referred to the Committee on Military Affairs. He stated that the Furlow Bill granting a separate promotion list to the Air Corps had been referred to at various times in the conventions of the American Legion and in the meetings of the National Aeronautic Association; that in view of the fact that the provisions of the Furlow Bill came over from the house in the shape of an amendment to another bill and, instead of being sent to conference, was referred to the Committee on Military Affairs, it seemed only fair that the original bill, known as the Furlow Bill, should be sent back to that Committee also.

Senator McKellar objected on the ground that the junior Senator from Alabama (Mr. Black) ^{who} is greatly interested in the matter, was absent, and he therefore hoped that the matter might go over.

The Presiding Officer accordingly ordered the bill to go over.

NEWSPAPER COMMENT ON AIR CORPS PROMOTION BILL.

The "New York American," on December 26th, stated - "If there is a sound argument against the Furlow bill for a separate promotion list for the Army Air Corps, we have yet to hear it. When all the army world fliers, except one, have left the service because of the difficulty of winning promotion, when the morale

of the flying force is threatened, it is time for action. Aviation should not be considered the Government's step-child."

The "Washington Star", after quoting Colonel Lindbergh's statement regarding the promotion situation, which statement appeared in the previous issue of the News Letter, goes on to say:

"Colonel Lindbergh, who wrote these words, did not write them as an editorial for the Star. But because they more adequately express the fundamental necessity for the creation of a separate promotion list for the Army Air Corps - and it should here be said that the same logic applies with equal pertinence to the Navy - The Star reprints them, and says 'Amen.'"

There is no doubt that the morale of the Army Air Corps has suffered owing to the fact that, under the existing system of promotion with aviators on the same promotion list as those in the less hazardous branches of the service, there are many first lieutenants engaged in actual flying service who cannot look forward to anything but a captaincy or maybe a majority by the time he must retire. When this fact is weighed as against the current inducements of civil aviation it becomes apparent that from the standpoint of practicality something must be done if efficient officers are to be retained in the Air Corps. When it is further considered that with but one-twelfth of the total officer personnel upon its rosters the Army Air Corps furnishes approximately forty percent of the casualties among all Army officers in time of peace, and that in a vast majority of cases when an aviator is killed it is an officer in the less hazardous branches who is advanced to take the rank which he held, from the far more important standpoint of ordinary justice one must demand a change.

A bill purposed to effect this change has passed the House of Representatives. It will be brought up in the Senate military affairs committee shortly after the holidays. It should be reported from that body with favor and promptitude and swiftly enacted into law by the Senate and President."

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A NARROW "SQUEAK" FOR WRIGHT FIELD FLYERS

By the News Letter Correspondent

That we have not, for all our aviation ascendancy, completely left the age of structural failure behind us was demonstrated recently to Majors C.W. Howard, G. E. Brower and Lieut. E.W. Dichman during a test flight of a new type bomber at Wright Field. A pilot new to the Flight Test Branch had reported upon landing the bomber that something was wrong. When the rudder was moved, everything else in the ship started to move also, he said. Some of the more experienced pilots looked skeptical. It was possible that the new tester was unused to the vibration in certain experimental bombers which seemed much more shattering in character than it really was. The inspector had reported nothing serious. The three officers named above decided they'd check the report in the air.

The bomber climbed nicely to 2,000 feet, Major Brower piloting, Major Howard beside him to make observations in the fore part of the plane, and Lieut. Dichman in the rear cockpit where he could observe the action of the structural members more closely from the inside. At 2,000 feet, Major Brower "fishtailed" the rudder with true test vehemence. Immediately it was apparent that something was wrong, for the whole airplane distorted alarmingly. He repeated the performance five or six times to help the observers locate the fault.

Suddenly Lieut. Dichman drew attention and with violent motions indicated that he had found it. He pointed to the left and made twisting gestures with his hands. Major Brower started to fishtail again to enable Dichman to verify his findings, whereupon the latter, in the language of the small boy, threw a fit. Again sign language prohibiting further rough handling. Major Brower whipped the tail into a turn to bring the plane over the field, and Dichman, now thoroughly agitated, almost went wild. Signalling for a swan-like easy turn with hands that were learning eloquence and pointing again to the left longeron, he made a snapping movement, as if breaking a stick.

The truth dawned on the two in the front cockpit with sudden calming effect. Their first instinct was a glance over the side to observe altitude and a seeking of the rip cord ring. But the plane was responding nicely to the controls and Major Brower saw every chance of a safe landing which he proceeded to accomplish with all possible care.

On the ground, they looked upon an upper left longeron in the bomb bay which

had been fractured. All that had been holding that part of the plane together was the fabric and cowling strips. The fracture, it was decided, was due to the fatigue of the metal as a result of vibration. They felt the solid ground beneath their feet with vast relief.

The breakage had escaped detection on the ground because hidden by the bomb load which had remained in the plane throughout all the tests. The younger pilot, so far as we know, has refrained from saying "I told you so."

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ENDURANCE PLANE EQUIPPED AT MIDDLETOWN AIR DEPOT

Under the direction of Captain Estabrook, the installation of all the apparatus was accomplished on the C-1 and C-2 airplanes. The last-named plane broke all existing world's records for duration in an uninterrupted flight lasting 150 hours, 40 minutes and 15 seconds.

Lieut. Ray Harris was an able assistant and, due to the unusual amount of work entailed, spent quite a few hours burning the midnight oil before the planes were ready to be turned over to Major Spatz and Captain Eaker. General Fechet also showed great interest in the refueling endurance flight and visited the Middletown Air Depot to inspect the work being done on the planes.

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NEW INSTRUCTORS AT AIR CORPS FLYING SCHOOLS

Fourteen Air Corps officers are about to change their present jobs to one of instructing students how to fly. Those assigned by Special Orders of the War Department to duty as Instructors at the Air Corps Training Center at Duncan Field, San Antonio, Texas, are as follows:

1st Lieut. Lewis A. Dayton, upon completion of duty in Hawaiian Department

1st Lieut. Elmer D. Perrin, upon completion of duty in Philippines.

1st Lieut. Lawrence J. Carr from Selfridge Field, Mich.

1st Lieut. James A. Mollison from Fort Sam Houston, Texas.

1st Lieuts. John G. Williams and John F. McBlain from Fort Crockett, Texas.

1st Lieuts. John K. Cannon, 2nd Lieuts. John E. Bodle, William H. Doolittle and Demas T. Craw from Selfridge Field, Mich.

2nd Lieut. Dale D. Fisher from Langley Field, Va.

2nd Lieutenants Ward J. Davies, Langley Field; Harold F. Brown, Crissy Field, and Earl C. Robbins, Fort Crockett, Texas, have been ordered to proceed to the Air Corps Training Center, Duncan Field, Texas, on temporary duty for the purpose of taking the refresher course in flying training and then proceed to March Field, Calif., not later than March 1, 1929, for duty as Instructor at the Air Corps Primary Flying School.

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JAPANESE OFFICERS MAKE EMERGENCY JUMPS

If Japan, like the United States, boasted of an organization such as the Caterpillar Club, two natives of the Land of the Rising Sun would be eligible for membership thereto. A communication recently received from Major W.B. Duty, commanding the Philippine Air Depot, Camp Nichols, P.I., reads as follows:

"I noticed in one of the recent issues of the News Letter that you have been informed that two Japanese have joined the Caterpillar Club, but that the Irving Air Chute Company was unable to furnish you the names of those making the jumps. For your information I inform you herewith that I was on duty at the First Japanese Air Regiment at the time these jumps were made. Mr. S. Nakag, a test pilot of the Mitsubishi Airplane Company, while testing an experimental pursuit plane in June, 1928, was forced to jump and was saved. On the 26th of July, 1928, while testing a plane, Lieutenant Ishihara of the First Pursuit Regiment was forced to jump and was saved. Both of these pilots used parachutes made by the Irving Air Chute Company."

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During the month of November the 12th Photo Section, stationed at France Field, Panama Canal Zone, accomplished the following projects: Mosaic of Fort Sherman, Canal Zone; Mosaic of Fort Randolph, Canal Zone, and Tri Lens Camera mapping in the vicinity of Santiago and Laguna Lieaguada, Republic of Panama.

Retirement: 1st Lieut. Solomon L. Van Meter, Jr., December 13, 1928, for disability incident to the service - rank of Captain.

Promotions: 1st Lieuts. Frederic B. Wieners, Perry Wainer, William S. Gravely and Harlan W. Holden to Captain, to rank from Nov. 17th, Nov. 30th, Dec. 13th and Dec. 13th, respectively; and 2nd Lieuts. Richard H. Dean and Rowland Kieburtz to 1st Lieuts. with rank from Nov. 13th and Nov. 18th, respectively.

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THE FLIGHT OF THE "QUESTION MARK"

Young 1929 had barely seen the light of day when the Army Air Corps, with its usual penchant for "doing things" started on a project which culminated in an astounding endurance record. The crew of the "Question Mark" accomplished an uninterrupted cruise in a heavier-than-air craft lasting 6½ days. This was made possible by refueling the plane in the air. While refueling operations during flight had been accomplished by the Air Corps several years prior to this remarkable endurance flight of 150 hours, 40 minutes and 15 seconds, the record is new and one which at this stage of aeronautical progress seems to present an almost insurmountable barrier to those who may seek to eclipse it.

The Secretary of War, the Hon. Dwight F. Davis, made the following statement in connection with the Air Corps' new record:

"The flight is a great thing. It is going to have a very good effect on aviation in view of the general confidence it will inspire in equipment. Wonderful results have been accomplished in the reliability of motor, planes and accessories. Not only is the flight of great value in a military way but it is also of commercial value. We are very proud of the results obtained. The way the "Question Mark" and the attending planes have been handled, the skill of the crew, and the functioning of the equipment have all combined to make the flight a tremendous success. It is an interesting experiment with a good deal of practicable value to increasing the radius of flight. The flight should also be of value to the Navy in that it indicates the possibility of refueling from airplane carriers over water."

The Chief of the Air Corps, Major-General James E. Fechet, stated:

"I am highly elated to learn of the safe landing of the Army endurance plane "Question Mark", after breaking all records for sustained flight for all types of aircraft. I extend my heartiest congratulations to the personnel connected with this mission. In the preparation for the flight and throughout the more than six days that the "Question Mark" has been aloft, all concerned have devoted themselves to the matter in hand with a zeal which is characteristic of the Air Corps. I am proud of their accomplishment which I prophesy will have a far reaching effect in the advancement of aviation, both military and civil."

The Hon. F. Trubee Davison, Assistant Secretary of War, in sending his congratulations to the crew of the "Question Mark", remarked that they had performed a magnificent piece of work of real value to military and commercial aviation.

In his congratulatory message, the Chief of Staff, Major-General Charles P. Summerall, stated that the skill demonstrated in the frequent refueling of the ship brings great credit to the participants and to the personnel, training and equipment of the entire Air Corps.

No definite plans for the use of the knowledge gained in this flight have been made at present, and none can be made until Major Spatz and his crew return to Washington and render their report.

After new engines are installed in the plane which shattered all previous records for both heavier-than-air and lighter-than-air craft, the crew will fly it back to Washington, but no attempt will be made to perform any refueling en route.

The engines used in the endurance flight will be torn down and very carefully inspected to determine their actual condition following the severe test which this long grind imposed upon them. The aircraft industry, particularly those engaged in the manufacture of air-cooled engines, are extremely interested in ascertaining the condition of these engines with a view to remedying whatever material defects may have developed resulting in the final exhaustion of same.

The airplane used on this flight is one of the regular service type transports used in the Army Air Corps - the C-2, converted so that it could be

refuelled in the air. It is a type similar to the one which was used on the non-stop flight from California to Honolulu in the Spring of 1927 by Lieuts. Maitland and Hegenberger of the Air Corps.

As soon as a complete report on this refueling flight is rendered, a study will be made with a view to determining the type of aircraft construction, type of engine, crews and other requirements which would make possible flights of longer duration with less frequent refueling contacts.

It appears from the preliminary statement of the surgeons who ascertained the physical condition of the crew after landing that flights of much longer duration can be made without danger of exhausting the crew.

Although the type of plane used on the refueling flight is capable of traveling at a speed in excess of 100 miles an hour, no attempt was made to establish any speed or distance records. To have done so would have necessitated the crew of the "Question Mark" flying over a measured course both day and night. It is calculated that the "Question Mark" flew at an average speed of 75 miles an hour.

The Army pilots who encircled the globe by air in 1924 accomplished this feat in a flying time of slightly over 453 hours, covering a total of 27,553 miles. The crew of the "Question Mark" in exceeding a non-stop flight of 150 hours, covered an approximate distance of 11,300 miles, considerably more than a third of the distance around the world, or 90 miles less than the distance traversed by the World Flyers from Seattle, Washington, to Calcutta, India (11,390 miles). Another flight of such duration and at the same average speed, assuming, of course, that proper refueling contacts are made, would have taken the crew of the "Question Mark", following the same route as the World Flyers, from Calcutta, India, to the vicinity of Harrisburg, Pa.

The crew of the "Question Mark" were Major Carl Spatz, commander; Captain Ira C. Eaker, Lieuts. Harry A. Halverson, Elwood R. Quesada and Staff Sergeant Roy W. Hooe. Among the other personnel connected with this project were Captain Ross G. Hoyt, pilot of refueling plane No. 1; Lieut. Odas Moon, Pilot of refueling plane No. 2; Lieut. Ray G. Harris, engineering officer of the flight; and Lieut. Arthur I. Ennis, Radio and Communications Officer of the Flight. In the absence of the report on this flight, the names of all the personnel who participated in this epoch making achievement are not available at this time. It is hoped to publish a detailed report on this flight when same is made.

NOTES FROM AIR CORPS FIELDS

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Langley Field, Hampton, Va., Nov. 23, 1928.

Our thirteen new officers, five regulars and eight reserves from the last class at Kelly Field who graduated the 26th of last month, have been reporting in the past two weeks, much to the pleasure of the personnel of the Group. The following is a list of those who are now present for duty: 2nd Lieutenants Marion M. Burnside, Maurice F. Daly and Marion Huggins of the Regular Army, and 2nd Lieutenants Dean V. Johnson, Donald W. Buckman, Warren Higgins, Howard E. Hall, Emery J. Martin, Leland S. Stranathan, Walter R. Agee and Harry J. Osterman, Air Corps Reserve. 2nd Lieutenants Ernest G. Schmidt and David M. Hackman, Air Corps, Regular Army are still on leave. The old officers of the Group extend to these officers a warm and hearty welcome. It is expected to give a Group Dance at the Hampton Country Club in their honor.

A few days before the new officers started arriving, the Group was unfortunate in losing Lieut. John R. Drum, who was transferred to Kelly Field, Lieut. A.R. MacConnell transferred to the 58th Service Squadron and Lieut. James F. Walsh who transferred to the 58th Service Squadron, relieving Lieut. George R. Geer, hence their loss is more than merely sentimental. However, all must go some time, and we wish them the best of luck and happy landings always.

It was quite an unusual month for the Group with only one small trip to Greenville, S.C., of three bombers to participate in the dedication of a new airport.

Langley Field, Va., December 17, 1928.

With no planes of our own to fly except two O-11s, one DH-4 M2, one Fokker Transport, and one PT-1 all belonging to the 59th Service Squadron, the Air Corps Tactical School demonstrated its splendid cooperation by loaning the Group their planes all morning of each flying day. The A.C.T.S. has loaned the Group three O-11s and two AT-5As per squadron. In addition to these, several A-3s are made available three or four days a week. With these borrowed planes it has been practically possible to carry on with our regular training except for camera obscura and aerial bombing. Moreover, this period is giving our pilots excellent opportunity to keep their "hands in" on pursuit, attack and observation types of planes.

This month the Group has been unfortunate in losing three officers. Lieut. Willard R. Wolfenbarger was transferred to the 2nd Wing Headquarters, Lieut. James F. Walsh to the 58th Service Squadron and Lieut. Emile T. Kennedy on DOL to Sand Point Airdrome, Seattle Wash. The transfer of these three officers, all of whom have been with the Group for a considerable time, is considered a great loss.

The Group pictorial history is nearing completion. It is a book of great size, 2 feet by 3 feet, with the insignia of each squadron painted on its face. It will rest on a beautiful mahogany stand, the top supported by two sawed off DH club props, and will be permanently placed in the Group Operation Office.

Unlike the last training period, when the Second Bombardment Group had twenty-two bombardment planes and pilots well trained on big ships, many difficulties have been experienced during the first training period of this year, with only nine LB-5-A Keystone bombers available for the tactical training of thirty-six officers. The last and most heart breaking trouble occurred last Friday when all our planes were grounded until their vibrating tails can be reinforced. This will probably keep the ships on the ground until the middle of January.

San Antonio Air Depot, Duncan Field, San Antonio, Texas, December 14, 1928.

On November 22nd, the Depot was visited by a group of twelve student officers of the present class at the School of Aviation Medicine, Brooks Field, in charge of Capt. Robert K. Simpson, M.C. The party inspected the various phases of this Depot's activities in connection with their course of instruction.

The Annual Survey of War Department Activities and Installations at this Depot was made by Lieut.-Colonel Joseph F. Barnes, I.G.D., of Headquarters

Eighth Corps Area, who visited the Depot on December 11th and 12th for that purpose.

The Engineering Department of the Depot overhauled and repaired the following airplanes and engines during the month of November:-- Airplanes: 2 DH-4M-1, 4 DH-4M-2, 2 DH-4M-2T, 2 O2-C, 8 O2-H, 1 O2-K, 3 AT-4, 3 PT-1, 2 A-3, 1 COA-1, 2 C-1-C, Total, 30 airplanes; Engines: 6 Liberty, 31 Wright E, 1 Wright J-5, 10 Curtiss D-12, Total, 48 engines.

The many excellent hunting regions within reasonable reach of this vicinity combined with the good hunting weather this year, have attracted many of the Depot personnel from time to time this season, who report good bags of deer, turkey, quail and other game.

Maxwell Field, Montgomery, Ala., Dec. 18th.

During the month of November numerous visiting planes arrived and departed from this station.

On November 5th, Col. C.A. Bach, Corps Area Inspector General, arrived at Maxwell for the annual survey and inspection.

General Preston Brown, Commanding General of the 1st Corps Area, with Lieut. Donald Duke as pilot, stopped over night at Maxwell Field early in November.

November 9th three planes from Maxwell Field, piloted by Lieuts. Jas. G. Pratt, J.W. Persons and W.H. McArthur, departed from Jackson, Miss., to participate in the opening of an airport there. On the same day a flight of three planes, piloted by Lieuts. Frank Byerly, Murray C. Woodbury and Reuben Kyle, Jr., left for Greenville, S.C., to participate in similar exercises.

Assistant Secretary of War Robbins, with Capt. Galloway as pilot, landed at this station on November 11th, departing the following day for Hot Spring, Ark.

Assistant Secretary of War F. Trubee Davison, General James Fechet, Chief of the Air Corps, Major John Brooks and Lieut. Lester Maitland stopped over night at Maxwell Field, while en route to the new Attack Wing site. They went from here to Shreveport, La. They were traveling in tri-motored Fokker mono-planes.

Another distinguished visitor to Maxwell Field during November was Col. Singleton, of Presidio, Cal., who made a short stop here while en route to Columbus, Ga., where he had been called on account of the illness of a relative. He reached here by train and was ferried the rest of the way by a plane from Maxwell Field.

Major Frank M. Kennedy, from the Office of the Chief of the Air Corps, visited Maxwell Field, November 16th.

Capt. Ira C. Eaker, Pilot and Capt. Watson, passenger, arrived on the 17th in a tri-motored Fokker plane, departing the following day for New Orleans. Capts. Eaker and Watson visited Maxwell Field several days on their return trip to Washington and were the guests of the Commanding Officer.

Lieut. Byerly departed for Dayton, Ohio, in the Transport on Nov. 24th, for the purpose of ferrying metal propellers to Fairfield Air Depot for periodical etching. On the same day Lieut. Pratt ferried Col. Peter J. Brady in an O2-H to New Orleans, La.

During November, planes from this field participated in Infantry Contact Missions at Fort Benning, Ga., Maneuvers at Fort Barrancas, Fla. and Tow Target Missions at Fort Benning, Ga.

France Field, Panama Canal Zone, Dec. 15th

Recently instructions were received from the Chief of Materiel Division to return Liberty engines with four overhauls. In a period of eight days Mr. Sgt. Haney and a detail of nine men, prepared for shipment and shipped one hundred and forty-four engines. We think this is fast time in view of the amount of work required to get these engines ready for shipment.

1st Sgt. William Calvert, 63rd Service Squadron, left on the December 14th boat for his new station and 1st Sgt. Edward B. Fiedler arrived to take his place.

The Annual Target Practice for the 6th Composite Group is just about complete, the 7th Observation Squadron having two or three more officers to fire record practice. So far, Lieut. Canfield is high man with a score of 1002. Thirteen officers of the 24th Pursuit Squadron fired, and all of them qualified

as experts, the highest being Lieut. Douglass with a score of 1076.6. The 25th Bombardment Squadron, with ten officers firing, qualified three experts and five sharpshooters, two not qualifying. Capt. Simonin headed the pilots' course with a score of 722.8 and Lieut. Harmon headed the observers' course with a score of 472. This organization has not completed its bombing practice and, from all indications, will far exceed the scores made last year.

1st Lieuts. Ward F. Robinson, Donald F. Fritch and James M. FitzMaurice Air Corps, arrived at this station for a tour of foreign service and were assigned to the 25th Bombardment Squadron, 24th Pursuit Squadron and 7th Observation Squadron, respectively.

The latest news is that France Field will soon have the long waited for consignment of 12 O-2-H airplanes and a C-2 Transport.

March Field, Riverside, Cal., Jan. 1, 1929.

Fifty-fourth School Squadron: During the past month, two officers of this Station were transferred to Letterman General Hospital, Presidio of San Francisco, Cal., for observation and treatment. 1st Lieut. Kenneth Garrett was transferred to the Hospital on November 20th, and 1st Lieut. George E. Rice on Dec. 8th.

Headquarters, 13th School Group: Chaplain Charles F. Graeser, U.S. Army, rejoined from leave of absence, November 11th.

Capt. Idwal H. Edwards, Air Corps, has been on Detached Service, Crissy Field, San Francisco, Cal., since November 16, 1928.

The Squadron Basketball League is now in the final round and, as usual, is being led by the Fifty-third and Fifty-fourth Squadrons.

These two teams are in a tie for first place after having won the game from each other. As things stack up now it seems that neither will lose another game until they meet again, and then we will have the old irresistible force meeting the immovable object. At any rate, a battle royal is expected.

Headquarters and the Seventieth Squadrons are fighting it out for third place, with Headquarters having an edge on the Seventieth.

The Forty-seventh Squadron to date has lost all its games, being very unfortunate in not having basketball material. Their team has been more or less wrecked by the "flu".

Wright Field, Dayton, Ohio, Dec. 15, 1928.

Capt. E.E. Aldrin, who since 1919 has been associated with the Materiel Division, as organizer, secretary, and assistant commandant of the Air Corps Engineering School, and more recently as Assistant Executive of the Division, left on November 12th for New York City, where he is to be manager of the Aeronautical Department of the Standard Oil Company of New Jersey. His address, 26 Broadway, is fairly pivotal, and Captain Aldrin hopes to see many of his old Army associates, who find their way to the big city, from time to time.

Lieut. Donald L. Bruner, who was in charge of night flying equipment development when formerly at McCook Field, and Lieut. David Lingle, graduate of the Engineering School, are slated for return to the Division at the expiration of their foreign service periods. Both are expected to report by the new year. The new quarters of the Materiel Division will be strange to them, but they will find many familiar faces, which they last saw at the old stamping ground, to welcome them.

Lieuts. James C. Cluck, France Field, Panama Canal Zone, and Herbert W. Anderson, Fort Crockett, Texas will report for duty in the near future at the Materiel Division.

Among the many visitors to come to Wright Field during the latter part of November, was Major Georges Thenault, Air Attache of the French Embassy, Washington, D.C., and former commander of the Lafayette Escadrille of World War fame.

Middletown, Pa., Air Depot, January 5, 1929.

The Christmas season was a rather hectic one at this Depot, and all concerned are rather glad that it comes but once a year. Santa Claus, impersonated by Lieut. Wes Zellner, was located at the main gate under a huge electrically lighted tree. All children under seven years of age of military personnel

and employees were presented with a gift and some fruit. Altogether, 175 presents were dispensed by the jovial Saint, and upon completion of the ceremonies he reported his arms as being quite tired from passing out packages to the gleeful children. This joy was made possible this year by donations from the Officers of the Post, the Air Depot Golf Club and the Welfare Association of the Post.

During the month four airplanes (one Observation and three Cargo), also two Curtiss D-12 motors were given major overhaul in the Engineering Shops. However, the engine shops also dismantled thirty old Liberty engines which had been on survey, reclaiming the serviceable parts for stock.

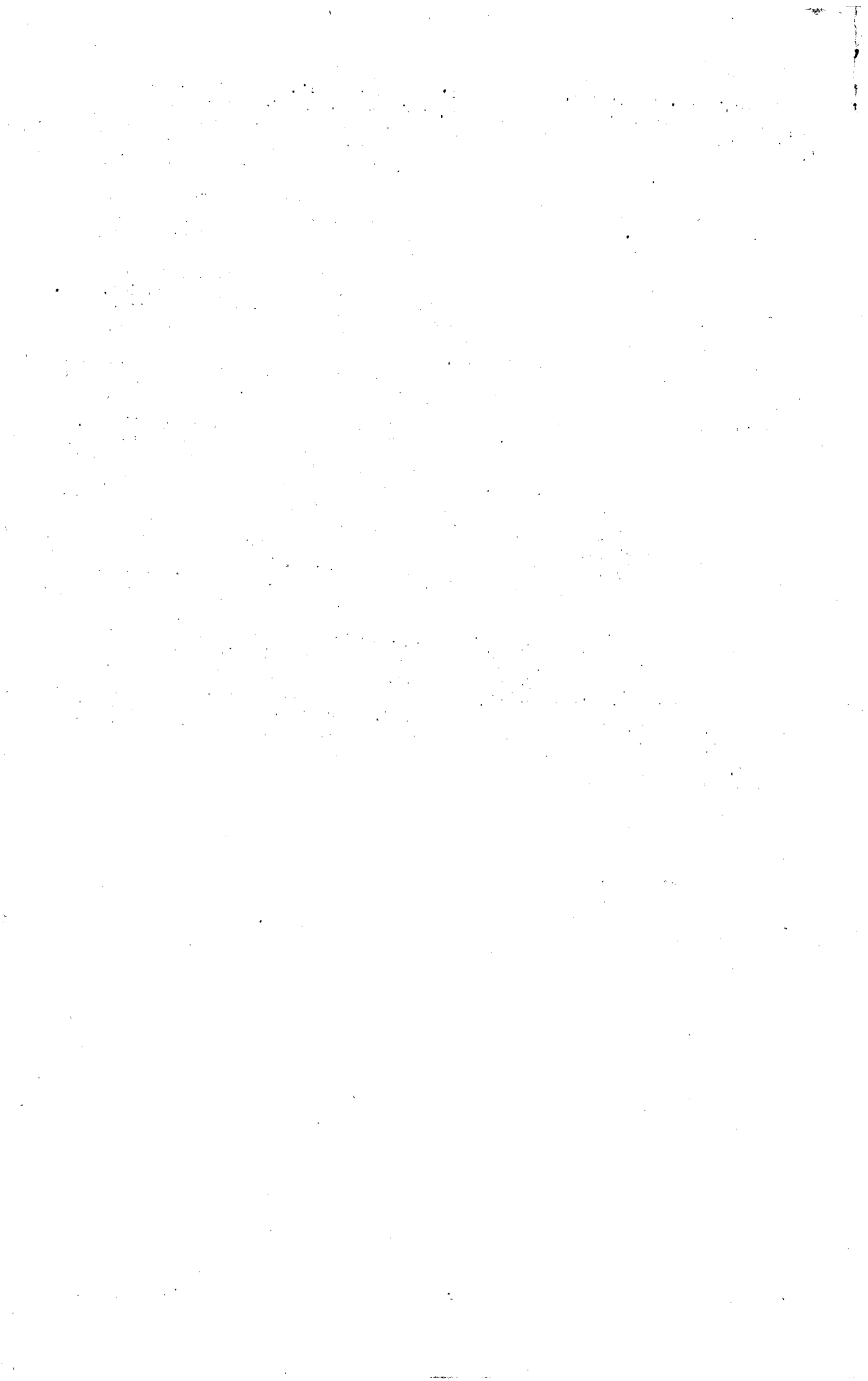
Lieut. Harry H. Mills journeyed to Chicago, Ill., on an approved cross-country flight, December 4th, returning to Middletown via Fairfield on Dec. 10th.

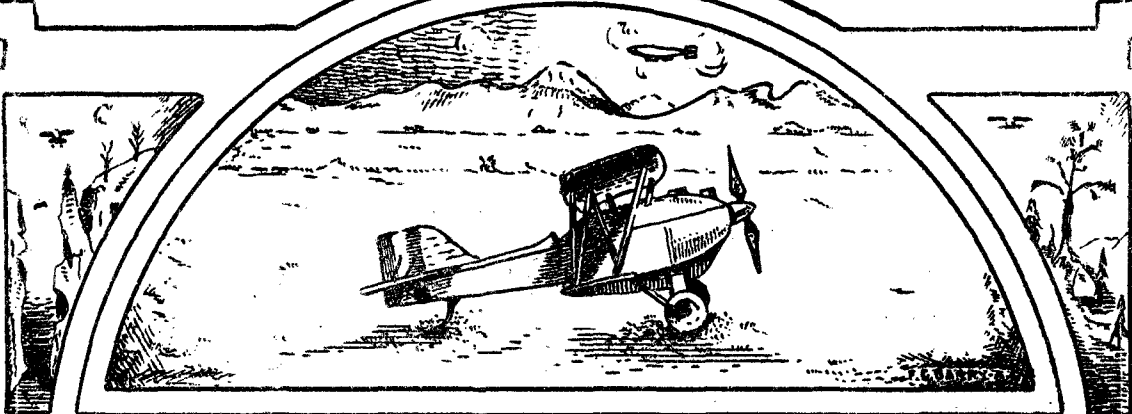
Col. Ira F. Fravel visited the home station over the Christmas holidays but was unable to stay for a very lengthy visit due to the fact that he had to hurry back to Kelly Field on Jan. 1st.

Six experimental type lights have been erected on the flying field for the purpose of a test to be made as to their lighting qualities. At the present time planes are being equipped for this test, and a report will be forwarded to the Chief, Materiel Division, as soon as night flying can be accomplished.

From December 20th to the end of the year things were exceptionally dull, due to the fact that the Commanding Officer had sent a notice to all fields in the control area stating that a skeleton force only would be on hand until the first of the year. Part of this skeleton force were busily engaged completing the annual physical inventory. The Engineering outfit were also busily engaged, not in making airplanes as they should be, but in going over machinery and equipment, and putting new life into worn out machinery, so that the New Year can be started with everything in tip top shape. Consequently, there was practically no flying in or out of the field over the holiday period, and no frenzied radios for parts for rush shipment.

The Middletown "Aviators" Basketball Team has been going strong. Under the able direction of Capt. Wallace the team has succeeded in winning five games out of six starts, defeating such strong teams in the vicinity as the Brownstown "Big Five" (two games), The York "White Roses", "St. Mary's" quintette of McSherrystown, and the Lancaster "Moose". Inquiries have been mailed out and it is expected that next month we will be able to play the leading service teams, including Mitchel Field, Carlisle Barracks, the Naval Air Station at Anacostia and possibly Langley Field.





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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GROUND OPERATIONS ON "QUESTION MARK" REFUELING FLIGHT

A report was received from Rockwell Field, Coronado, California, detailing the work done by personnel at that station in connection with the refueling endurance flight of the Army Transport "Question Mark".

The world at large knows what the crew of the "Question Mark" accomplished, but the establishment by them of this astounding record for heavier-than-air flight would not have been possible without the efficient aid of the men comprising the ground organization. It goes without saying that they accomplished their work well. The record flight offers the best possible proof of that fact. These men stood by at all hours of the night and day with a vigilance that rivalled active war operations on an enemy front line. Nothing was left undone to provide for the comfort, wants and safety of the men who were circling in the atmosphere above them.

During the preparatory stages, the flight itself, and after its completion the morale, discipline, efficiency and conduct of all personnel connected therewith was of the highest. The work of Captain Hoyt, Lieuts. Strickland and Woodring as the crew of one refueling plane, and of Lieuts. Moon, Hopkins and Solter of the second refueling plane cannot be too highly praised.

The work of Lieut. Ray G. Harris, Engineering Officer of the flight, which extended over the entire preparations for and during the period of the flight, was in a large measure responsible for the completeness and perfection of all integral parts of the plane and its ability to perform the mission assigned to it. Lieut. Harris exercised complete supervision over the preparation of the "Question Mark" for the flight, as well as the preparation of the two refueling planes.

The Middletown Air Depot performed praiseworthy work in preparing the planes, which necessitated extreme accuracy and involved long hours of unremitting toil, while the work of the Engineering Officer of Rockwell Field and his department left nothing to be desired.

Others who extended full cooperation and contributed materially to the success of the flight were Major A.L. Snaed, Commanding Officer of Rockwell Field; Major J.H. Houghton, Depot Engineering Officer; Captain H.M. Elmendorf, Airdrome Officer; Major W.S. Woolford and Captain J.M. Stanley, Medical Corps, Flight Surgeons at Rockwell Field, and the military and civilian personnel of Rockwell Field.

Before quoting the Rockwell Field report, it may be of interest to record here some statistical data bearing on the record flight, so as to present some idea of the work a flight of this character involved.

The "Question Mark" was refueled 34 times with gasoline and on eight occasions with oil. In these 34 contacts, a total of 5,760 gallons of gasoline coursed through the flexible hose which connected the fueling ship with the "Question Mark" at time of contact. The attempt to transfer the oil through the hose met with failure and, whenever needed, same was lowered from the refueling ships to the "Question Mark" in five-gallon cans. In 18 of the 34 refueling contacts for gasoline, 170 gallons were transferred and in four instances 270 gallons. Twice 270 gallons were transferred, twice 100 gallons, twice 110 gallons, twice 50 gallons, and once each 150, 160 and 250 gallons.

Food was lowered to the crew of the endurance plane during 13 of the contacts, also water, mail, weather reports, toilet articles, batteries, Very Pistol cartridges, etc. The duration of the contacts varied from five to 15 minutes, most of them involving seven to eight minutes.

Of the 42 refueling contacts, eight were performed during absolute darkness. Most of the contacts, 27 to be exact, were made while the "Question Mark" was flying over the Metropolitan Airport at Los Angeles; 9 were made over Rockwell Field, Coronado; five over El Centro in the Imperial Valley and one over Oceanside, Calif. The first contact was made over the Metropolitan

Airport at 8:15 A.M., January 1st, and the last one at the same place at 1:50 P.M., January 7th.

The report from Rockwell Field is hereinafter quoted as follows:

"An attempt is made here to record everything of importance that transpired on the ground in connection with the flight of the "Question Mark". The ground crews' objective and mission was to expeditiously fulfill all requests from the "Question Mark".

Practice Refuelings:

On December 29th, Refueling Crew No. 1, took off with 150 gals. gas; flow would not start due to hose being coiled above gas level.

Refueling Crew No. 1 took off with 30 gallons oil and battery in container. Very little oil transferred due to poor flow and level of hose. Battery could not be transferred as container offered too much area to slip stream. "Question Mark" dumped gas and landed.

Tests on Oil Flow:

On December 30th, three test runs were made, heating the oil - and it was found that due to the installation of the tank and line, even with oil heated at 115° C., the flow approximated one gallon per minute. A five gallon can of oil was lowered by the handles and found to ride steady.

"Question Mark" left for Van Nuys. March Field C-2 left for Van Nuys with newspaper men and enlisted men for station at the Metropolitan Airport.

December 31st, slings were made at Rockwell Air Depot for five gallon oil can and battery. Oil cans were obtained from the Depot Supply.

This same date "Ground Headquarters" were established at Rockwell Field, near the Post Garage.

Tests run from Refueling Crew No. 1 were made as follows:

Oil can with sling lowered O.K.

Battery with sling lowered O.K.

Rope with 16# lead weight O.K.

Refueling Crew No. 2, with Lieuts. Odas Moon, J.G. Hopkins, A.F. Solter and civilian mechanic, Wm. Duthie, took off from Rockwell Field for the Metropolitan Airport. They were forced down, however, at Oceanside, Long Beach and Rogers Airport. These forced landings were attributed to ignition trouble. Anticipating further trouble Lieut. Moon phoned for a new set of Liberty heads and these were rushed to the Metropolitan Airport and installed upon arrival. The ship was then flight tested, with motor functioning perfectly.

The same afternoon, December 31, 1928, Lieuts. H.W. Keefer and R.V. Williams, took off in two "Blackboard" PW-9 planes for the Metropolitan Airport.

January 1, 1929:

At 7:26:47 A.M., January 1, 1929, the "Question Mark" took off from Metropolitan Airport, Van Nuys, Calif. Refueling Crew No. 2 made contact with the "Question Mark" at 8:15 A.M. and transferred 100 gals. of gas, and the "Question Mark" departed for Rockwell Field.

At 10:10 A.M. Lieut. Moon loaded baggage and supplies into ship and immediately left for Imperial.

At 10:25 A.M. Refueling Crew No. 1 made contact with "Question Mark" and transferred 250 gals. gas. Upon return of Refueling Crew No. 2 a rope was rigged up about half way on the hose to assist in jockeying a returning to refueling plane.

12:05 P.M. Blackboard plane flew alongside of the "Question Mark" with the following message:

"Don't forget Rose Bowl and don't forget drop message."

2:00 P.M. "Blackboard" plane took the following message to "Question Mark"

"Water - 250 gals. gas coming up."

2:15 P.M. the "Question Mark" dropped the following message:

"We need oil - water - food - gas in order named.

"We will remain in vicinity of Rockwell until 5 PM.

"Total amount of gas needed 450 gals.

"Last load of gas to be as close to 5 PM as light conditions permit.

"Be prepared to refuel us on call tonight - we will give you one hour's warning. In case no fuel called for tonight gas will be required at break of day tomorrow. Give us gas in that case before anything else. Notify Moon we may need gas at dawn if foggy at Rockwell and consequently be prepared. Tell both Hoyt and Moon to slow down as load runs out."

Receipt of the above messages was acknowledged by panel signal.

2:20 P.M. the "Question Mark" dropped the following message:

"Just received message - water and 250 gals. gas coming up. Send oil immediately after transport lands and made 3rd trip near 5 P.M. for food and remainder of gas (200 gals.).

"We will remain vicinity Rockwell until 5 P.M. We need oil - water - food - gas in order named. Total gas requirements 450 gals. - includes what we take on front ship now in air - last refueling to be as close as 5 PM as safe.

"We may require fuel tonight - if so will give you Very pistol signal - if no fuel taken aboard tonight Moon and Hoyt should be ready at crack of dawn and give us gas then before food, water or oil."

Receipt of above messages acknowledged by panel signal.

At 2:30 PM Refueling Crew No. 1 made contact and transferred 150 gals. gas to "Question Mark". At 3 PM same crew made contact and transferred 35 gals oil in five gallon containers. The transfer was watched with great interest by the ground personnel, as it was the first time oil had actually been transferred in this manner.

3 PM the "Question Mark" dropped the following message:

"We only got 150 gals. and rear tank overflowed.

We need oil then - two more trips for gas of 200 gals. each.

Put out panel as soon as you understand."

Receipt of message acknowledged by panel signal.

Refueling Crew No. 1 returned and plane was loaded with 200 gals. gas - food - messages. Refueling Crew No. 2 made flight test at Imperial with 150 gals. gas in main tank and 70 gals. gas in wing tanks, performance. Refueling Crew No. 2 at 3:55 PM again made flight test at Imperial with 220 gals. gas in main tank and wing tanks full. Got off with good margin of safety.

At 4 PM Refueling Crew No. 1 made contact with the "Question Mark" transferring 200 gals. gas, dinner and the following message to the "Question Mark":

"Will be standing by all night - try to drop messages nearer line as they are hard to follow and find.

Received three messages OK. If you use flares don't use too far away from North Island. If you can, give us your approximate schedule for tomorrow."

4:40 PM the "Question Mark" dropped the following message:

"We will need 200 gals. at midnight tonight. Cannot take any more this afternoon - acknowledge by panel."

"We cannot maintain altitude with additional 200 gals. Will require refueling at midnight tonight - acknowledge by panel signals."

Receipt of above messages were acknowledged by panel signals, and the following message by "Blackboard" planes:

"Message received - ready at midnight."

The "Question Mark" rounded the pylon at Metropolitan Airport 7:20 PM and flood lights were turned on as soon as the ship was heard and kept on until it left for Rockwell Field. A strong north wind had been blowing all day but began to die out during the night, otherwise, the weather was good. Navy flood lights operated by Army personnel were turned on whenever "Question Mark" came over Rockwell Field. At 11:50 PM Refueling Crew No. 1 took off with 220 gals. gas for the first attempt at an actual night refueling.

January 2, 1929:

Shortly after midnight the "Question Mark" fired one green flare, followed by another flare. Refueling Crew No. 1 made contact almost immediately with the "Question Mark" and transferred 220 gals. of gas with difficulty. Refueling crew on landing stated that the transfer was easier than in the day time, due to the smooth air, but asked that the "Question Mark" be requested to play a flashlight on the hose to facilitate jockeying the same.

At 8:40 AM the "Question Mark" requested that Lieut. Moon and his crew and C-1 leave Imperial and go to Metropolitan Airport, as they doubted advisability of crossing the mountains at night, not being able to get enough altitude. Lieut. Moon was advised accordingly and Refueling Crew No. 2 cleared Imperial with all ground personnel, refueling ship and blackboard plane for Metropolitan.

At 5:25 PM the "Question Mark" dropped two red flares. Landing lights were turned on as it was dusk, ground crew could not determine whether "Question Mark" wanted landing lights (signal for which was one red flare at night) or whether the "Question Mark" was dropping a message (signal for which was one red flare in daytime). "Question Mark" departed for Metropolitan Airport im-

mediately thereafter.

At 9:25 PM Rockwell Field was entirely blanketed with fog. The Metropolitan Airport was notified by telephone and instructed to put out red ground flares as soon as the "Question Mark" arrived there. Several minutes later the "Question Mark" was heard over Rockwell Field above the fog; plane circled the field once and left in direction of Metropolitan Airport.

January 3, 1929:

Shortly after midnight Refueling Crew No. 2 took off and attempted to make contact but upon getting in position for contact "Question Mark" pulled away. Lieut. Hopkins reported that the "Question Mark" carried no lights at all, that the air was very rough, and that when he had the hose out its entire length he could not see the "Question Mark" at all, and Refueling Crew returned without transferring gas.

Captain Elmendorf who was then at Rockwell Field received a telephone call from the Metropolitan Airport to the effect that "Question Mark" was having difficulty getting gasoline. Inasmuch as the fog covering Rockwell Field had raised slightly, Captain Elmendorf took off in a PW-9 to reconnoiter the weather conditions to see if refueling at Rockwell Field was possible. It was found that the fog then extended only as far south as the southern edge of San Diego Bay and that refueling was possible above the fog. The "Question Mark" was advised accordingly, and white flares displayed at Metropolitan Airport showing Rockwell Field clear. However, "Question Mark" continued to circle San Fernando Valley and lights were kept at Metropolitan Airport for the remainder of the night. At about 9:30 AM a heavy fog covered the San Fernando Valley and remained throughout the day, so the "Question Mark" departed for Rockwell Field.

One of the important messages received from the "Question Mark" was to the effect that at 11:40 AM to get some gas up as quickly as possible, as they had less than an hour's supply, also requesting they be kept advised as to the weather at the Metropolitan Airport. A new battery for the plane, and for all flashlights, also package Very pistol cartridge of each color were desired.

Shortly after noon the same day the "Question Mark" advised that they were afraid of weather closing in at Rockwell and Metropolitan and requested a refuel operation be made over National City, and then decided to go on to Imperial.

Refueling Crew No. 1 took off for Imperial to accompany the "Question Mark" and shortly thereafter three O2s from the 11th Bombardment Squadron, a Government Dodge car and private cars of Mr. Sgt. Neiswander and Staff Sgt. Lester were pressed into service to transfer necessary personnel and supplies to Imperial to establish a base at that point. Captain Elmendorf and Lieut. Roth proceeded to Imperial in PW-9Ds. A high ground wind at the Imperial Airport made it difficult for the "Question Mark" crew to drop their messages accurately from the altitude at which they were flying.

January 4, 1929:

"Question Mark" advised at 6:46 AM they would return to the vicinity of Rockwell Field. However, after returning to Metropolitan Airport "Question Mark" stated the gas lines from the wing tanks were leaking inside the fuselage at the valves, and requested some red lead. Contact was made shortly thereafter with the "Question Mark" transferring red lead, soap and shellac for fixing gasoline tank. At 9:40 PM that evening stated they had some missing cylinders, could not tell how many, but can only take on 100 gals. at a time, every two hours 9-11-1-3-5, and further stated might be able to limp through until morning and replace plugs but unable to do anything tonight.

January 6, 1929:

On making contact with the "Question Mark" at 1:00 AM, after transferring 110 gals. gas, upon pulling in the hose a message was found tied to the end of the hose advising no more gas needed until daylight unless Very pistol signal given.

At 10:16 AM "Question Mark" advised motors laboring heavily. Last night a number of plugs fouled but by opening up throttle they cleared themselves. However, the strain on the motors must have been heavy. "Question Mark" further stated they may land today, tonight, tomorrow, etc., and at this writing it seems it is just a question of hours.

January 7, 1929:

10:00 AM contact was made with the "Question Mark" after being in contact for about six minutes, during which time about 100 gals. gas were transferred contact was broken due to rough air. Contact was again established but gasoline level was too low to start flow successfully. Contact was again made several

hours later but "Question Mark" broke contact after taking but 50 gals. gas and waved refueling plane away. Then request was made to send up 50 gals. gas hourly until forced to land as the left motor was acting badly. At 2 PM the "Question Mark" ~~seemed to be~~ closing altitude and was seen from the ground to be dumping gasoline. At this time, by the use of field glasses, it could be seen that the propeller of the left motor was dead. The "Question Mark" continued to lose altitude in the southern extremity of the field.

At 2:07:01 PM after a beautiful glide, the wheels of the "Question Mark" again touched the earth in a perfect landing after completing a total of 150 hours, 40 minutes, 14 seconds continuous sustained flight.

Attached is a table of contents showing the number of contacts in the order made, giving time, place, crew and other pertinent data. The time of contact, the duration of minutes, and the number of gallons of gasoline transferred are all approximate, but any variation is negligible. In each case of gasoline contact, 20 gallons extra were loaded for wastage and the amount of gas remaining in tanks at end of contact measured.

The following high points noted during the refueling flight are given as they appear to the ground personnel, and are recorded as difficulties which could be possibly avoided in future refueling flights.

Adaptability: The one thing which stood out above all others was the adaptability of the refueling scheme used, i.e., use of a large transport with a hole cut in the bottom as a mother ship and the ships to be refueled flying directly underneath this opening.

Transferring of practically any type of supplies from one plane to the other. This was especially evident after the failure of the oil system on the C-1s to properly deliver oil and the change at the last minute to lower oil in five gallon containers.

It appeared from reports of the refueling crew of each ship that a better system of lowering the hose for gasoline and oil could be devised. The hose used required a large amount of physical exertion and was very tiring to the personnel in the C-1s; the second place the flow of gasoline was not as fast as could be expected. It took considerable time to start the flow and did not start effectively unless there was a very good head in the tank. Some system of using a small hose with the gas under pressure appears feasible.

The transfer of oil could undoubtedly be made quickly through a hose of rather small diameter in case the oil in the tank is placed under slight pressure.

It also appears that the extra weight of a generator to be used in keeping storage battery charged and for radio communication would be of a logical step. In case batteries should be transferred it would appear better to use a two six volt batteries for the transfer instead of one twelve-volt.

It was apparent from the beginning that the success of the operation must necessarily depend, in a very large degree, upon the efficiency of ground organization. With this end in view, Captain H.M. Elmendorf, Air Corps, was placed in command of all Ground Operations.

Practically the entire personnel of Rockwell Field was made available for assignment to this Ground Organization. The accompanying list marked enclosure No. 2, sets out in detail the duties of each individual connected with this flight. Attached also copies of Refueling Operations Orders, Nos. 1 and 2, and newspaper clippings.

LIST SHOWING OFFICERS AND ENLISTED PERSONNEL CONNECTED
WITH GROUND OPERATIONS OF REFUELING PROJECT

Name and Rank	Duties
Capt. H.M. Elmendorff	Officer in Charge Ground Operations
1st Lt. Odas Moon	Pilot Refueling Crew No. 2
1st Lt. A.C. Strickland	Crew RC No. 1
2nd Lt. I.A. Woodring	" " " 1
2nd Lt. J.G. Hopkins	" " " 2
2nd Lt. A.F. Solter	" " " 2
1st Lt. C.P. Kane	Press Relations and Recording Officer
2nd Lt. F.W. Ott	Rep. N.A.A. - Recording Officer
2nd Lt. J.S. Stowell	Recording Officer Metro. Airport
2nd Lt. R.V. Williams	Pilot Blackboard Plane
2nd Lt. H.W. Keefer	" " "
1st Lt. A.F. Roth	" " "
2nd Lt. N.H. Ives	" " "

Name and Rank (Cont.)	Duties
Capt. E.C. Black	Night Airdrome Officer
2nd Lt. K.J. Gregg	" " "
1st Lt. R.H. Clark	" " "
1st Lt. B.R. Dallas	" " "
1st Lt. E.M. Robbins	Supply Officer
2nd Lt. W.C. Kingsbury	Ferry Pilot
2nd Lt. H.C. Lichtenberger	" "
2nd Lt. R.W. Stewart	" "
2nd Lt. H.R. Baxter	" "
Mr. Wm. H. Duthie	Crew Chief RC No. 2
Mr. Joseph Schott	Ground Crew RC No. 2
Mr. Sgt. Neiswander	Line Chief
" " Adams	Charge PW-9Ds - Rockwell
Stf. Sgt. Medcalf	Hose Detail "
" " Oliver	Crew Chief RF No. 1 - Rockwell
" " Lester	Charge Oil Heating - Rockwell
Sgt. Olson	Charge loading crew
" A.L. Hammer	Landing Crew
" F.W. Roy	" "
" Lee White	Asst. Crew Chief RC No. 1
" Peter Berg	Oil Detail
" Charbough	Charge food, water, batteries
" Fred Chance	Ground crew RC No. 2.
" M.E. Smith	Lookout, Metro. Airport Crew PW-9Ds.
" A.J. Dominick	Gas tank operator.
Cpl. Joe Beta	Loading Crew
" C.A. Davis	" "
" A.S. Bertenshaw	Lookout & crew PW-9Ds, Metro. Airport
" Edgar Moody	" " " " "
" E. Hilton	PW-9Ds crew - Rockwell
" Wade Ditmore	Hose Detail - Rockwell
" Lee Kreitz	Telephone orderly - Rockwell
Pvt. Wm. H. Palmer	Loading Crew
" J.R. Adams	Oil Crew
" Sterling White	Truck Driver
" John Bouzek	Lookout and Crew PW-9Ds Metro. Airport
" J.L. Neiwich	Dodge driver
" R.O. Peone	Gas truck operator
" J.H. Smith	Night crew PW-9D - Rockwell
" L.J. Jun	" " " "
" T.S. Adams	" " " "
" C.L. Hobbs	" " " "
" A.B. Congrove	Cleaning C-1 Detail
" C.A. Decker	Messenger at Rockwell
" Elmer Brown	" " and guard
" W.L. Freeman	Telephone orderly
" Ross Peck	Asst. to Mr. Adamson, Press Relations
" J.W. Hollowell	Guard and Orderly.
Sgt. Jos. Montanna	Ground Crew RC No. 2.

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COMMERCIAL AVIATION IN COSTA RICA

Lieut. Donald E. Duke, whose regular station is the Boston, Mass. Airport, recently arrived at France Field, Panama Canal Zone, with the Loening Amphibian cabin plane to be used in connection with the mail and passenger service conducted by the Pan American Airways in Costa Rica. Immediately upon his arrival, a crew was assigned the job of uncrating and assembling the plane. The plane was assembled and tested on December 27th, and Lieut. Duke took off for San Jose on the following day.

FRANCE FIELD AIRMEN PAY VISIT TO COSTA RICA

By the News Letter Correspondent

A flight from France Field, Panama Canal Zone, to San Jose, Costa Rica, was made by members of the field between the dates of December 29th and January 1st.

On December 29th a flight of 15 airplanes, consisting of three bombers, six observation type and six pursuit planes, left France Field enroute to San Jose, Costa Rica. The flight consisted of the following officers and enlisted men: Lieut.-Colonel A.G. Fisher, Major R.D. Prescott, Captains A.P. Sullivan, Armin F. Herold, Samuel C. Skemp, 1st Lieuts. Orin J. Bushey, Clarence H. Welch, Robert T. Cronau, Richard K. LeBrou, David R. Stinson, Rufus B. Davidson, Joseph P. Bailey, Harrison G. Crocker, Henry F. Sessions, Charles G. Howard, Don W. Mayhew, Robert D. Williams, James M. Fitzmaurice, Charles G. Percy, 2nd Lieuts. John N. Jones, Frank K. Park, Staff Sergeants John Chowaniec, Harrison Stack, Raymond Iutz, George W. Edwards, Oliver E. King, Sergeants Milton H. Hawkins and William B. Wright. It was planned to take Major Carlyle H. Wash, but just prior to the trip he was seized with a violent attack of rheumatism which prevented his going. This enabled Lieut. Donald F. Fritch to be a member of the flight.

The flight took off in the following order: Pursuit, Observation and Bombardment. The Bombardment, having sufficient gas capacity to make the entire trip to San Jose without stopping, was directed to pass over the flying field at David where the other planes were calling for gasoline, and unless we waved them down by reason of bad weather forecast, they were authorized to proceed on the trip. The Pursuit and Observation planes arrived at David at 8:35 a.m., after a flight of two hours and ten minutes. Weather reports from San Jose and Puntarenas were delivered on the field, and as these were favorable the bombardment planes were allowed to continue on their way when they passed over the field at 9:45. All planes were off again from David by 10:30 a.m. The Pursuit planes, cutting across the mountains, were the first in at San Jose, arriving there after a flight of one hour and 50 minutes from David. Immediately following them, the bombardment planes landed, and by the time they had taxied out of the way, our new observation ships, the O2-H's (of which we took a flight of three) were coming in to land. Following them, the DH's landed, all ships being on the ground by 1:00 p.m. The time consumed by the observation type was four hours and ten minutes actual flying time, and by the pursuit type three hours and thirty minutes actual flying time.

The altitude of the field and City of San Jose is about 4,000 feet. The field is surrounded by trees and high tension lines on three sides and wireless towers on the fourth side. The thin air and the many obstacles make it a rather tricky field in which to land. The planes came in safely, however, except the last DH, which struck a rough spot on the field and broke a tail skid. In going over this plane immediately after landing, we discovered that, in addition, there was a crack in the housing of its left cam shaft assembly, so a radiogram was immediately sent to the Commanding Officer, France Field, requesting that these two parts be sent up as soon as possible, suggesting the use of two PW's for that purpose. Early next morning we received a radiogram that these two PW's were on the way, piloted by Lieuts. Pardoe Martin and Hugh C. Downey. By one o'clock they were on the field, and by 4:00 p.m. the DH was as good as new.

The country between David and San Jose is wild, and apparently for the most part uninhabited. Part of the time we were passing over mountain ranges as high as 6,000 feet in altitude. At other times we skirted the edges of the Pacific Ocean. A great difference was noted between the Atlantic, which we had left early in the morning, and the Pacific. The Atlantic at this time of the year is very rough with heavy swells, while the Pacific was as peaceful and calm as any inland lake. Hardly a ripple could be noticed along the shore.

We were met at the field in Costa Rica by the U.S. Minister to Costa Rica, Mr. Roy T. Davis; President Cleto Gonzales Viquez of Costa Rica and his Cabinet; and practically the entire population of the city, which is said to be around 50,000. We were then taken in charge by different members of the President's official family and extended every courtesy that could be thought of. This continued throughout our entire stay.

A certain amount of courtesy mail was taken up by our flight - one bag to his Britannic Majesty's Minister to Costa Rica, and a bag to the United States Minister to Costa Rica, Mr. Davis.

On the morning of the 30th all officers were received by the United States

Minister and later by the President of Costa Rica and his Cabinet. That same evening a dinner was given by the President to all the members of the flight at the Union Club.

Immediately after the reception by the President on the morning of the 30th, the entire party proceeded to the flying field. In the meanwhile, Lieut. Duke had arrived with the Pan-American Airways Amphibian, and had made a successful landing on the field. Three pursuit ships were sent up under Pilots LeBrou, Williams and Percy, who did some formation flying and other maneuvers. The Costa Ricans had never seen anything like this before, and all were highly enthused. After about 15 minutes' flying, the pursuit ships landed and the President and six members of the Cabinet were given rides in LB-5's. This was the President's first trip, and he was flown over his birthplace and the surrounding towns, getting a flight of about one hour. While this flight was in the air, Lieut. Duke with the amphibian attempted to take off. He had loaded the ship with a full supply of gasoline, all the outgoing mail and three passengers. On his first attempt he was not able to get out of the field, so he returned to the starting point, unloaded one of the passengers and some of the mail and again took off. By reason of the heavy load he was unable to clear the royal palm trees at the far end of the field and was consequently compelled to cut his ignition and let the plane drop, this to save life. The plane was completely wrecked, although no one was hurt.

Following luncheon, we attended one of the bull-baiting affairs. This is very different from the ordinary bullfight of Spanish and Mexican custom. It is held in a large arena and the "fight" is somewhat as follows:

Several hundred of the natives, buoyed up by holiday spirits (and in numerous cases other spirits) enter the ring. They wear no uniforms of any sort and carry no weapons. When the crowd in the arena is sufficiently large, the "bull" (an ox with sawed-off horns and a belt of tacks around his middle to lend him pep) is admitted, after which a general scattering occurs. The point of the game is to see who can let the bull come closest to him and not get hurt. The bull gallops madly around the ring, knocking over an occasional unfortunate who has slightly misjudged his distance. As a rule, however, a path forms through the crowd as if by magic as the animal approaches.

Occasionally a particularly ambitious bull is admitted, after which a general fence climbing takes place. The fence being inadequate for everybody, the rest attempt to hide behind the few poles scattered around the arena. These, too, are insufficient, and the lines behind them are sometimes twelve to fifteen men in depth. These lines swing around the pole like the hands of a clock as the bull approaches. If the men on the end of the line are too slow, the bull occasionally nips a few of them off as he passes. In addition to the amusement furnished by this "bull-dodging," there are usually several little individual fights going on in different parts of the arena which are subject to immediate postponement if the "bull" comes too close. During the course of the afternoon about five or six bulls are admitted. When one tires out, he is retired and a fresh one brought on. The whole performance lasts about two-and-a-half hours, which pass very quickly.

On the morning of the 31st we again had some flying by the same three pursuit pilots. After this we were taken for an automobile ride to Cartago, about twelve miles away, where we called on a former President of Costa Rica. That night we were guests again of the Government at a grand ball given to see the old year out and the new year in.

All planes, except one O2-H, were off by 9:00 a.m. on the morning of Jan. 1st, and all except two pursuit planes were in David by 12:00 noon. Having sufficient gas, Lieuts. Williams and LeBrou did not stop but proceeded directly to France Field.

One O2-H, which had taken Lieut. Duke to Port Limon on the morning of his accident, landed on the beach at Port Limon and taxied over a soft spot, went over on its nose, bending its propeller tips. It was found impracticable to straighten them at this place, so the flight came home without this ship, of which Lieut. Frank K. Park was the pilot. Upon our arrival at France Field a propeller and a mechanic were taken to Port Limon by a United Fruit boat. The mechanic arrived on the morning of the third, changed the propeller at once, and Lieut. Park with his O2-H was at France Field again by four o'clock that afternoon.

It is believed that this trip has done a great deal of good in the way of

promoting friendly relations between Costa Rica and the United States. We were informed by a number of Americans up there that there had been a decided change in tone within the twenty-four hours following our arrival in Costa Rica. There had never been more than two or three ships in San Jose before at one time and it appeared indeed, as the President expressed it, "a great day in the history of Costa Rica."

From the point of cross-country training, the trip was a complete success. Seventeen planes made the round trip without serious difficulty. Only two officers of this command had flown farther north than David, R. de P., and, therefore, this trip afforded an excellent opportunity for almost half of the flying personnel stationed here to acquaint themselves with the air route between David and San Jose, as well as the possibilities of landing in this new country.

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LIEUT. ENT TO RECEIVE THE "CHENEY AWARD."

Performing an act of valor and self sacrifice which the Cheney Award Board stated to be worthy of the highest commendation, 2nd Lieut. Uzal G. Ent, Air Corps, was designated to receive the Cheney Award for the year 1928. As a result of this recommendation of the Board, which consisted of Brigadier-General Benjamin D. Foulois, Assistant Chief of the Air Corps; Major L.W. McIntosh, Executive, and Major Ira Longanecker, Chief of the Information Division, and the approval of Major-General James E. Fechet, Chief of the Air Corps, Lieut. Ent is to receive a cash award of \$500, a bronze plaque with his name engraved thereon, and an engraved Certificate of Award.

The conduct of Lieut. Ent, which the Board was unanimous in characterizing as the most outstanding and meritorious act performed by an individual eligible for consideration for the Cheney Award, was displayed by him during the National Elimination Balloon Race which started from Dettis Field, Pittsburgh, Pa., on May 30, 1928. As aide to Lieut. Paul Evert, Air Corps, pilot of the Air Corps entry in the Race, Lieut. Ent evidenced courage, daring and heroism which reflected great credit not only upon himself but upon the Army of the United States.

Shortly following the start of the Race, and while at an approximate altitude of 1200 feet over Youngwood, Pa., a severe electrical storm was encountered by the aeronauts. The balloon was either struck by lightning or received a heavy charge of electricity, as a result of which Lieut. Evert was instantly killed, the balloon set on fire and Lieut. Ent shocked to such an extent that his left leg and right arm were momentarily paralyzed. After he managed to struggle to his feet, he endeavored to revive his companion, but his efforts proved ineffective. He felt the pulse of the unconscious airman and thought at the time that he was alive. Meanwhile the burning balloon was descending at an alarming rate of speed with the likelihood of exploding at any moment.

Had he considered his personal safety alone, Lieut. Ent could have jumped from the balloon and landed safely with his parachute but, relieved of his weight, the balloon would have ascended and, after burning, would have had a dead fall of several thousand feet, destroying whatever spark of life might have remained in Lieut. Evert's body. Not being certain of Lieut. Evert's condition, however, Lieut. Ent risked death when he chose to remain with the balloon. By throwing out of the balloon basket all the available ballast, he succeeded in checking its rapid descent and landed on the bank of a stream with but little jar. When the balloon was about 15 feet off the ground, the gas bag had completely burned away from the basket. The body of Lieut. Evert was recovered and first aid treatment immediately rendered but, unfortunately, to no avail.

Lieut. Ent is the second member of the Air Corps to receive the Cheney Award, the first one being presented to Master Sergeant Harry Chapman last year for conspicuous bravery in the Airship ROMA disaster which occurred in February, 1921.

The Cheney Award was established in memory of 1st Lieutenant William H. Cheney, Air Corps, who was killed in an air collision at Foggia, Italy, January 20, 1918. The donors of this award are Mrs. Mary L.C. Schofield, Peterboro, N.H. and Mrs. Ruth Cheney Streeter, of Morristown, N.J., the mother and sister of the deceased officer. Jointly they have set aside a trust fund of \$15,000, the interest accruing therefrom to be used to make up the award, which is to be bestowed annually by the Chief of the Air Corps for an act of valor or of extreme fortitude or self sacrifice in a humanitarian interest, not necessarily of

a military nature, which shall have been performed in connection with aircraft. Those eligible to receive it are officers of the Air Corps and the Air Reserve as well as enlisted men of the Air Corps and Reserve, and the widow or next of kin in the event of a posthumous award.

A die of suitable design has been made, and each year the award is made a bronze plaque is struck off, the name of the recipient engraved thereon, and the memento presented to him together with an engraved Certificate of Award and a sum of money. Although the income from the trust fund exceeds \$500 annually, the donors decided to limit the cash award to that sum in the case of a single individual and to place the balance in a sinking fund to be used at such time as two or more individuals are recommended jointly for the award.

Lieut. Ent was born at North Underland, Pa., March 3, 1900. Attending the Susquehanna University, Selinsgrove, Pa., he left School to enlist in the Aviation Section, Signal Corps, during the war. He served as a Private, Corporal and Sergeant in the lighter-than-air branch of the Air Corps until he received appointment as a cadet at the United States Military Academy.

Graduating from the Military Academy in 1924, he expressed preference for service in the Air Corps. He graduated from the Balloon and Airship School, Scott Field, Ill., and was rated Balloon Observer and Airship Pilot on June 26, 1926. In 1925 he pursued the line and staff course at the Chemical Warfare School. He was on duty at Scott Field, Ill., as Personnel Adjutant until September, 1926, when he was transferred to Langley Field, Va. Lieut. Ent recently graduated as Special Observer from the Advanced Flying School, Kelly Field, Texas. He is still on duty at Langley Field, Va.

His heroic conduct in the Balloon Race resulted in his being recommended for the Distinguished Flying Cross, which was recently awarded to him.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

CHANGES OF STATION - Colonel Theodore Baldwin, Jr., from Hqrs. 2nd Corps Area, Governors Island, N.Y. to Hqrs. 4th Corps Area, Atlanta, Ga., June 30, '29

Capt. Aubrey I. Eagle relieved from detail with Organized Reserves, 9th Corps Area, and to duty with Air Corps Detachment, Fort Leavenworth, Kansas.

2nd Lieut. John P. Kirkendall, Scott Field, to Hawaii, sailing from New York about March 8, 1929.

Captain Floyd N. Shumaker, Crissy Field; 1st Lieuts. Thomas M. Lowe, Brooks Field; Walter T. Meyer, Kelly Field; Aubrey C. Strickland, Rockwell Field; 2nd Lieut. Richard H. Dean, Kelly Field, to Hawaiian Dept., sailing about April 25.

1st Lieut. Harold L. George, Office Chief of Air Corps, to duty in Hawaiian Department, sailing from New York about March 8, 1929.

Captain Wm. O. Butler, Scott Field; 2nd Lieut. George H. Steel, Phillips Field, Md., to duty in Philippines, sailing from New York about May 3, 1929.

1st Lieut. Leslie F. Young, Langley Field; 2nd Lieut. Rowland Kieburtz, Scott Field, to Hawaiian Department, sailing from New York about April 2, 1929.

Upon completion of tour of duty in Hawaiian Department, Captain Lotha A. Smith and 1st Lieut. Joseph T. Morris to proceed to Selfridge Field, Mich.; 1st Lieut. Robert J. Brown to Langley Field; 1st Lieut. Charles D. McAllister to Wright Field; 1st Lieut. George W. Polk, Jr. to Brooks Field; 1st Lieut. Leon E. Sharon and 2nd Lieut. Gilbert L. Tefft to March Field; 2nd Lieut. Lee Q. Wasser to Rockwell Field.

Upon completion of tour of duty in Panama 1st Lieut. Orin J. Bushey to proceed to Scott Field, Ill. for duty.

Upon completion of tour of duty in the Philippines, Captain George L. Usher to proceed to Langley Field, Va.; 1st Lieut. George W. Goddard to Wright Field, Dayton, O.; 1st Lieut. Charles B. deShields, 88th Observation Squadron, Post Field, Fort Sill, Okla. to Phillips Field, Aberdeen Proving Grounds, Md.

Major Martin F. Scanlon, upon completion present course of instruction at Command and General Staff School, Fort Leavenworth, to London, Eng., for duty as Assistant Military Attache for Air.

1st Lieut. Louis N. Eller, relieved from detail as instructor National Guard, Hartford, Conn., to Mitchel Field for duty until about June 6, 1929, when he will sail for Panama Canal Zone for duty.

1st Lieut. Wm. C. Farmum, 2nd Div., Fort Sam Houston, Texas, to Minneapolis, Minn., for duty with Organized Reserves, 7th Corps Area, about June 1, 1929.

Major Jenner Y. Chisum, Fairfield Air Depot, to Washington, D.C., for duty in Office Chief of Air Corps.

Upon completion of present course of instruction at Ecole de Guerre, Paris, France, Major Earl L. Maiden to proceed to Washington, D.C., for duty as Instructor at Army War College.

1st Lieut. Lyman P. Whitten to March Field, Calif., upon completion of tour of duty in Hawaii.

1st Lieut. Harrison G. Crocker to Wright Field, Dayton, O., upon completion of tour of duty in Panama.

1st Lieut. James A. Woodruff to Wright Field, O., upon completion of tour of duty in Philippines.

1st Lieut. Harold D. Smith, Fort Leavenworth, Kansas, to Panama Canal Department, sailing from San Francisco about May 18.

1st Lieut. Charles Douglas, 12th Obs. Squadron, Fort Sam Houston, Texas, to Philippines, sailing from San Francisco about May 25, 1929.

1st Lieut. Carl W. Pyle, March Field, Calif., to Hawaiian Department, sailing from San Francisco about May 24, 1929.

RELIEVED FROM DETAIL TO AIR CORPS - 2nd Lieut. Merrow E. Sorley, Fort Sam Houston, Texas, to 29th Engineers at that station.

2nd Lieut. Lewis S. Kirkpatrick to 25th Infantry, Fort Huachuca, Ariz.

2nd Lieut. Thomas J. Moran, Ft. Sam Houston, Tex. to 29th Infantry, Fort Benning, Ga.

2nd Lieut. Robert W. Stika, Fort Sam Houston, Texas, to 34th Infantry at Fort Eustis, Va.

DETAILED TO THE AIR CORPS - 2nd Lieut. David S. Loughborough, Infantry, to Brooks Field, Texas, March 1, 1929, for training.

PROMOTIONS - Major Archie W. Barry to Lieut.-Colonel, to rank from 1-7-29.

1st Lieut. Joseph L. Stromme to Captain, to rank from December 21, 1928.

1st Lieut. Rudolph W. Propst to Captain, to rank from January 9, 1929.

2nd Lieut. Albert F. Glenn to 1st Lieut., rank from December 13, 1928.

2nd Lieut. Earle E. Partridge to 1st Lieut., rank from December 15, 1928.

TRANSFERS - 2nd Lieut. Walter S. Lee, Infantry, to Air Corps, December 26, 1928, with rank from June 30, 1926.

ASSIGNMENTS - 1st Lieut. Reuben C. Moffat, in addition to other duties, to duty with Department of Commerce for one year in connection with work of promoting civil aviation.

2nd Lieut. James V. Thompson, Infantry, detailed to Air Corps, and to proceed to Brooks Field, Texas, for duty as student, Primary Flying School, 3-1-29.

RESIGNATION - 1st Lieut. Floyd Albert Lundell, January 14, 1929.

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HAZY FLYING CONDITIONS IN VICINITY OF MITCHEL FIELD

Pilots contemplating flights to Mitchel Field, L.I., New York, during the winter months should remember that when the weather is universally excellent throughout these parts, there usually settles down over Long Island a dense haze toward early evening. This haze is often thickest around Rockaway, where it merges with the smoke from industrial plants in Brooklyn; but once past that place the haze affords fair vertical visibility, even through the horizontal visibility is less than a half mile.

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NEWSPAPER COMMENT ON THE FURLOW BILL ✓

The Washington POST on Sunday, January 27th, published the following editorial:

"According to the magazine Aviation, Capt. Lowell Smith, United States Army Air Corps, plans to obtain a year's leave of absence during which he will manage an interisland airline in Hawaii. If the project is successful, it is intimated that Capt. Smith may resign to devote his entire attention to commercial aviation.

Capt. Smith is one of the famous service aviators. In 1924 he led the round-the-world flight and he is the only member of its personnel still in the service. One by one the round-the-world fliers resigned their commissions to accept employment with commercial aviation companies, in each case because of

dissatisfaction with the opportunities for advancement under the present Army promotion system.

The Furlow bill, designed to improve the promotion situation in the Air Corps by placing flying officers on a separate promotion list, and authorizing promotion in each instance after specified years of service, has passed the House. The Senate may see in Capt. Smith's reported plan to resign the reasons underlying the drafting of the bill. Army aviators should not be restricted to the general promotion list. Unlike other branches of the service, the Air Corps, so far as fatalities are concerned, stands in the position of being continually at war, and its officers should be accorded special treatment.

Other measures having to do with the difficult subject of Army promotions are before Congress, but the Furlow bill is the only one to bear general endorsement."

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THE FLIGHT TUTOR

By A.M. Jacobs

It is not an easy thing for most of us to recall the days when we were learning to spell "dog" and "cat," but the memory of the primer which seemed then the acme of all learning often remains strangely familiar. No doubt the "primer plane," now nearing completion in the Materiel Division Laboratories, will some day hold the same associations in the minds of fliers of the future. Need for a further aid than now exists in the preliminary training of flight, a step between the ground tests and the first handling of the controls in the air, has long been felt in training centers, and the primer plane has been designed to fill this need.

This plane consists of a small fuselage body with rudder, elevator, and aileron control surfaces. These surfaces are fully movable under the operation of standard airplane controls installed in the fuselage body, and the plane itself is sent "flying" in the slipstream of a tractor propeller driven by a 15 horsepower electric motor, mounted forward in the fuselage of the primer plane as is the engine in the actual airplane.

The plane itself is mounted in a double tripod frame twenty feet high. The height of the car gives a sense of disassociation with the ground and a certain horizon perspective. While the student becomes familiar with the features of flying that at first are apt to be confusing - the blast of air, the racket of the propeller, the rocking, tipping motions of flight - he is also becoming used to the response of actual flying controls. Feet on the rudder bar, control stick in hand, the student can cause the primer plane to assume any position an airplane could take in flight and can get the "feel" of the controls and the different movements of the plane with the assurance of safety while he is learning. An instrument board equipped with compass, clock, tachometer, air speed indicator, inclinometer, bank and turn indicator, in short, the standard flight instruments, enables him to form the habit of automatic reference to the board in all attitudes of flight.

From the instructor's point of view also, the primer plane will be extremely helpful. He will be able to observe closely the student's reactions, his natural adaptability to flying. If he notes some fault in manipulation, or wishes to demonstrate a point, he may stop the plane at any time for directions or explanations.

By placing a hood over the student's head, shutting off the horizon, sky and ground, blind flying may be taught by having the student recover from various attitudes back to normal by instrument reference only.

A final advantage of the primer plane will be its low cost of construction in comparison with other forms of equilibrator. This will make it possible for National Guard, Air Corps Reserve, and other such organizations to obtain them, no doubt, and to give their fliers the benefit of this preliminary instruction.

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An informal dinner was tendered Major Carl W. Spatz and other members of the crew of the Army plane Question Mark upon its arrival Jan. 22nd at Shreveport, La., from Midland, Texas. The Chamber of Commerce was host at the dinner, to which the public generally was invited as a special courtesy to the airplane crew.

LANGLEY FIELD LOSES TWO YOUNG OFFICERS

By the News Letter Correspondent

The tragedy that cost the lives of two of our new officers and threw gloom over the entire 2nd Bombardment Group occurred on the morning of January 5th. Second Lieutenant Harry James Osterman, as pilot, and Second Lieutenant Dean Vance Johnston, as observer, both reserve officers, took off in a DH-4M-2 (Supercharger) at 9:30 a.m. for Bolling Field. The weather was quite foggy. Two hours later a radio message was received from Bolling Field requesting information on these two officers. Shortly after this message a telegram came in from Heathsville, Va., stating that a plane had crashed and burned and both occupants were dead. The field was very apprehensive and immediately sent officers to investigate. Shortly thereafter they sent back the sad information that Lieuts. Osterman and Johnson were the ones who had crashed and that their bodies were burned beyond recognition.

It seems that Lieuts. Osterman and Johnson were off their course and temporarily lost, and so decided to find a field, land, and ascertain their whereabouts. They circled low over one field and waved to a farmer, then proceeded to another and were circling it at about 150 feet, when evidently they stalled and fell off into a start of a spin. They crashed nose first and burst into flames instantly. When found, both were in their cockpits.

These two officers were high type high type young men and had gained the respect and admiration of the whole Group in the short period they were here. A toast to them - "They died with their chutes on in line of their devoted duty." Words cannot express the deep regret felt by the whole Group, for the loss of two such fine young officers as Lieuts. Osterman and Johnston.

Lieut. Dean Vance Johnston, Air Reserve, was born December 13, 1902. He graduated from the University of Nebraska in 1925 with the degree of Bachelor of Science. Enlisting as a Flying Cadet on October 18, 1927, he entered the Primary Flying School at Brooks Field with a spirit and determination such as not many men possess. His classmates say that the harder the job, the more energy and determination Lieut. Johnston exerted to make it a success. His dauntless courage and cheerfulness won him the respect and sincere friendship of all his classmates and instructors. Graduating from Brooks Field in June, 1928, he continued his training at the Advanced Flying School, Kelly Field, where he made many more close friends. He intended making the Army his career, so upon graduation from Kelly Field he entered upon a tour of active duty, expecting to take the examination for a commission in the Regular Army at the first opportunity. The day he graduated he was married to a San Antonio girl, and after a honeymoon of two weeks he reported at Langley Field, Va., with his young bride. Assigned to the 49th Bombardment Squadron, Lieut. Johnston immediately took great interest in his work. The young couple were very happy and made many new friends in a short time. Mrs. Johnston, broken-hearted, left for San Antonio two days after her husband's death, taking his remains back to her home where he was buried. Lieut. Walter R. Agee, a classmate of Lieut. Johnston's, escorted the body to San Antonio.

Lieut. Harry James Osterman, Air Reserve, was born on November 29, 1903, at McKeesport, Pa. Leaving the University of Pittsburgh after his second year, he went to Florida and was actively engaged in the real estate business in St. Petersburg. Later he was manager of the North and South Carolina territory of the Kalamazoo Looseleaf Binder Corp., with offices in Charlotte, N.C. While he was working in this capacity he took the examination for appointment as a flying cadet, passed, and entered the Primary Flying School at Brooks Field in October, 1927. A year later he graduated from the Advanced Flying School at Kelly Field. He was very popular and well liked by all his classmates, being cheerful and optimistic during those hard months of training. Upon graduating, he had intended entering commercial aviation, but changed his plans at the last moment and accepted active duty as a Reserve Officer because of the valuable training and experience to be gained with a tactical organization. He joined the Group on November 14th and was assigned to the 49th Bombardment Squadron. Despite the short time he was with us, he made many friends and was well liked and respected by all who came in contact with him. A clean living man and a friend to all mankind was Lieut. Osterman. The whole Service as well as the 2nd Bombardment Group regret the loss of such a man, and his many friends mourn his passing from this world. Lieut. Osterman was unmarried. His remains

were taken to the home of his mother at McKeesport, Pa., by Lieut. Cassius H. Thomas.

A very impressive memorial service was held at the Post Chapel for Lieuts. Osterman and Johnston, Lieut.-Colonel W.K. Boyd, the Chaplain, officiating.

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DEPARTMENT COMMANDER PLEASED WITH INSPECTION OF FRANCE FIELD

Major-General Malin Craig recently made his annual tactical inspection of France Field, Panama Canal Zone, and from all indications he seemed to be very well pleased with the personnel and equipment thereat. The following letter of commendation was received by the Commanding Officer concerning this inspection:

"Subject: Commendation as a result of Annual Inspection.

To: Lt. Col. A.G. Fisher, A.C., Commanding Officer, France Field, C.Z.

1. I desire to communicate to you, and through you to the members of your command, an expression of my commendation of the high standards of discipline, morale and training that prevail in your Post, as disclosed by my inspection of December 6, 1928.

2. The general police and sanitation of the post are most creditable; the condition of your storerooms, in the orderly arrangements of property, cleanliness, and efficient methods employed for the care and protection of supplies, compares most favorably with that of any which has come under my observation, and the condition of the barracks and messes, including the preparation of food, reflects great credit upon your organization commanders. This could only have been accomplished by wise planning and energy on your part, and intelligent and efficient execution by your subordinates.

3. I find it is difficult to select particular individuals for special mention, but without in any way detracting from the credit due to others, I desire to call particular attention to the superior accomplishment of Captain Arthur F. Simonin, as regards his organization barracks and mess, and of 1st Lieut. Don L. Hutchins on his administration of the Assembly and Repair Section of the Panama Air Depot.

4. A copy of this letter will be filed by these headquarters with your next efficiency report. An extract copy of this letter should be furnished by you to Captain Arthur E. Simonin and 1st Lieut. Don L. Hutchins, for enclosure with their next Efficiency Reports.

MALIN CRAIG,
Major General, U.S. Army,
Commanding."

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C-2 TRANSPORT PLANE FERRIED TO PANAMA



The tri-motored Fokker Transport successfully completed its long journey from Wright Field, Dayton, Ohio, by arrival at France Field, Panama, at 3:55 p.m. January 16th. The big plane, which was piloted by Major Paul T. Bock, 1st Lts. George C. McDonald and Dwight J. Canfield, Air Corps, left Wright Field on the morning of January 9th. A heavy fog and rain necessitated a forced landing at Louisville, and a continuation of this weather compelled the airmen to remain at that place for several days before they were able to resume their journey. The flight from Louisville to Panama was accomplished without incident, stops being made at Miami, Florida; Havana, Cuba, and Managua, Nicaragua.

This long flight marked the first attempt of the Army Air Corps to ferry an airplane from the United States to a foreign possession. The three pilots are on duty at France Field. The two junior officers proceeded from their home station to Dayton via boat and rail, secured the transport plane assigned to France Field, and were joined on their aerial voyage by Major Bock, who was north on leave of absence. The flight involved a distance of approximately 2900 miles. No report has yet been received of the actual flying time. The successful termination of this unusual ferrying mission by the Air Corps may pave the way for similar projects in the future. The transport plane is the same type as that which was used in the non-stop flight from Oakland, Calif., to Honolulu, Hawaii, in May, 1927, by Lieuts. Maitland and Hegenberger, and in the recent successful refueling flight of over 150 hours.

STATE OF OKLAHOMA HONORS "QUESTION MARK" PILOT

The War Department has been informed that the Chamber of Commerce of the State of Oklahoma memorialized the House of Representatives and the Senate of the State of Oklahoma to pass a joint resolution "honoring and commending Capt. Ira C. Eaker, Air Corps, United States Army, and his intrepidity and ability evidenced as chief pilot of the United States Army Endurance Flight 'QUESTION MARK'. The resolution continues "Now, therefore, be it resolved by the Joint Assembly of the Legislature of Oklahoma, the House of Representatives concurring therein, that the State of Oklahoma extend to and does hereby transmit its heartfelt congratulations, appreciation and best wishes to Captain Ira C. Eaker for the distinguished service he has rendered to the Army and to aviation, and the honors he has brought to himself, his Alma Mater and the State of Oklahoma."

In addition to this resolution, the Chamber of Commerce of the State of Oklahoma has entrusted into its hands the designing of and awarding to Captain Eaker of the Spartan Distinguished Service Medal which is an annual award for the Oklahoman or Oklahomans who distinguish themselves from a national standpoint in aviation. Captain Eaker has been informed that the Senate and the House are preparing to receive him jointly at Oklahoma City at such time as he conveniently can visit the city.

Captain Eaker was appointed in the Army from Oklahoma, is a citizen of Durant, Oklahoma, and an alumnus of the Southeastern State Teachers' College of that State.

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LIEUT. DOOLITTLE FLIES THROUGH SNOWSTORM

Lieut. "Jimmy" Doolittle made his appearance in the Guggenheim Fund Vought Corsair the other afternoon at Mitchel Field, New York, in a blinding snowstorm, having come in from Buffalo through snowstorms most of the way. The News' Letter Correspondence states that James hit his destination right on the head, as is usual with this sterling pilot.

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NEW CADETS APPOINTED FOR MARCH CLASS

Two new classes of flying cadets will start training on March 1st next at the Primary Flying Schools of the Army Air Corps at Brooks Field, San Antonio, Texas, and March Field, Riverside, Calif.

Of the 195 designated for the course, 90 are scheduled for assignment at Brooks Field and 105 at March Field. Of the selected men, 16 are noncommissioned officers and privates of the Regular Army, 74 are officers or enlisted men of the National Guard, and the remaining 105 come from civil life. Two noncommissioned officers and 11 privates of the men designated from the Regular Army are now members of the Air Corps while two privates belong to the Field Artillery and one to the Signal Corps. Approximately 20% of the 74 Cadets appointed from the National Guard are college graduates, while all of the 105 men designated from civil life are college graduates.

Due to the limited accommodations now available at the two Primary Flying Schools, it was necessary for the Air Corps to adopt a policy with respect to the appointment of Flying Cadets, whereby preference is given, first, to enlisted men of the Air Corps, Regular Army; second, to other enlisted men of the Regular Army; third, to officers and enlisted men of the National Guard assigned to Air Corps units; fourth, to other officers and enlisted men of the National Guard; fifth, to graduates of Air Corps Reserve Officers' Training Camps; sixth, to college graduates of Reserve Officers' Training Corps Units of other branches of the Army; seventh, to students of Air Corps Reserve Officers' Training Corps units who have completed their junior year; eighth, to graduates of recognized colleges and universities; ninth, to students in good standing of recognized universities who have completed their sophomore year; tenth, all others.

In the matter of the number of Flying Cadets appointed from the various States, California leads with 17, the States of Texas and Washington following with 15 and 12, respectively. Seattle, Washington, and Washington, D.C., are each sending five Cadets from civil life to the Primary Schools, those from the western State going to March Field and those from the Capital City to Brook

Field.

Air Corps enlisted men ordered to proceed to Brooks Field and report to the Commandant of the Primary Flying School not later than February 28th next are:-

Staff Sergeant Roy F. Hamblin, 52d School Squadron, Brooks Field, Texas.
Staff Sergeant James E. Hinton, 21st Airship Group, Scott Field, Ill.
Private Emory D. Campbell, 99th Observation Squadron, Mitchel Field, N.Y.
Private Garrett A. Hayes, Air Corps Detachment, Bolling Field, D.C.
Private John T. Foster, Air Corps Tactical School Det., Langley Field, Va.
Private Harold S. Showalter, 19th Airship Company, Langley Field, Va.
Private Curtis E. Smith, Jr., 22nd Observation Sqdn., Maxwell Field, Ala.
Private Albert L. Dillon, Air Corps Technical School Det., Chamute Field.
Private George V. Frieburger, 57th Service Squadron, Selfridge Field, Mich.
Private Clyde R. Craver, 11th School Group, Brooks Field, Texas.
Private George P. Hammond, 62nd Service Squadron, Brooks Field, Texas.

Private George L. Houle, 46th School Squadron, Brooks Field, Texas.

The only enlisted man outside of the Air Corps to go to Brooks Field is Private Pannill Rucker, Jr., Battery B, 16th Field Artillery, Fort Myer, Va.

Enlisted men who will attend as students at the Primary Flying School at March Field, commencing March 1st next, are

Private Corbitt Bishop, 7th Bombardment Group Hqrs., Rockwell Field, Calif.
Private Tracy H. Dorsett, 27th Signal Service Company, Seattle, Wash.
Private Alfred C. Stiles, 10th Field Artillery, Fort Lewis, Washington.

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NEW TYPES OF AIRPLANES TO BE TESTED AT WRIGHT FIELD ✓

The Fokker Super Universal Monoplane, powered by a Pratt-Whitney "Wasp" engine, was recently flown to Wright Field for examination and performance tests to determine its suitability for photographic purposes. The airplane is now being inspected by the various engineering branches under the Experimental Engineering Section preparatory to performance tests.

A new Consolidated "Courier" airplane, equipped with a Wright "Whirlwind" engine and new type venturi cowling, recently arrived at the Materiel Division for examination and tests. The airplane is now undergoing divisional inspection, upon completion of which performance tests will be conducted.

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RESERVE OFFICERS REQUIRED TO PRESENT IDENTIFICATION PAPERS ✓

It appears that Air Corps Reserve officers have visited Army flying fields for the purpose of making flights and were denied permission to do so because they did not possess the necessary identification papers. Paragraph 51, Army Regulations 95-15, provides:

"51. IDENTIFICATION OF OFFICERS APPLYING FOR FLIGHTS.- Reserve officers on an inactive status who make application for participation in aerial flights in Army aircraft will be required to establish their identity with the following documentary evidence:

- a. Official identification card.
- b. Certificate showing that the applicant is a member of the Air Corps Reserve in good standing.
- c. Statement showing his aeronautical rating.
- d. Pilot book properly posted and attested to date showing the amount of flying done by the officer for at least the preceding three months.
- e. Application for the documents mentioned in a, b, c, and d above will be made by officers to their corps area commander, who will supply the documents if available, or will take the necessary action to have them furnished to the applicant.

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STATUS OF THE 99th OBSERVATION SQUADRON ✓

The new arrival among the Air Corps units at Mitchel Field, N.Y., the 99th Observation Squadron, is now going full blast under the leadership of Captain Francis M. Brady. Several officers have already been assigned to the new organization, among them being 1st Lieut. Paul H. Prentiss, and several of the newly arrived 2nd Lieutenants from Kelly Field. The organization is quartered in the old barracks of the 61st Service Squadron, vacated by the latter outfit when they moved into their new brick quarters.

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NEWSPAPER EDITORIAL COMMENT ON ENDURANCE FLIGHT

The recent achievement of the Army Air Corps in smashing all endurance records for both heavier-than-air and lighter-than-air craft through the refueling flight of the tri-motored Fokker Transport "Question Mark", has occasioned considerable editorial comment by the Press of the country. Most of these editorials vision the rapid rise of commercial aviation in the near future and touch on the possibility of a non-stop world flight through the refueling process.

The New York TIMES states that:

"The new year has begun with an achievement in aviation that tempts one to predict a year of prodigies in 1929. The "Question Mark" has been answered with a chorus of plaudits and forecasts by experts. When the name of that airplane is mentioned, everybody will recall the exploit of the five Army officers who stayed up in the air for six and a quarter days and traveled more than 11,000 miles. The United States has once more shown the way. Our Army men have often made records in the air for skill and endurance. What does not aviation owe to them?"

Pointing out that America now has achieved the greatest air victory in the history of aviation, the Cincinnati ENQUIRER asserts that:

"The wonderful performance of the Army monoplane Question Mark has won the interest not only of the man in the street but that of the world of science in an unusual degree. New aerial problems have been demonstrated and solved; every world record has been shattered; the endurance of men and mechanism takes on extended limitations. The flight and feats of the Question Mark open up strange vistas of imaginative speculation. It now becomes a 'question mark' as to what possibilities in heavier-than-air navigation remain to defy the genius, courage and skill of men."

The New York EVENING POST states that a new chapter in the history of aviation has been made by the endurance flight and that no more convincing proof of the reliability of airplane engines could be offered than the spectacle of this plane flying on hour after hour. It sees no justification, however, for comparing the record of the Question Mark with those of heavier-than-air or lighter-than-air machines which have not been refueled and remarks that when airplanes regularly cross the ocean or circle the globe they will have to do so under their own power and on the fuel with which they set out. In conclusion, it says:

"We believe that this day will arrive. The flight of the Question Mark has brought that day nearer, not because it has stayed in the air longer than has any other plane but because it has demonstrated that airplane motors may be made so thoroughly reliable that planes can fly for an almost indefinite time once they are built to carry the fuel necessary to sustain such flights."

Asserting that the flight developed into a comparative test of the endurance of the men and the endurance of the machine, with the men coming down with the laurels of victory, the Cleveland PLAIN DEALER states that the five men of the Question Mark merit all the congratulations they are receiving.

"Their achievement was more important than a mere stunt. It has been a great benefit to commercial aviation, a greater practical benefit than the picturesque and risky adventures of the ocean flyers."

"The flight was a wonderful achievement for the human organism", says the Chicago NEWS, and after speculating on the future possibilities for transcontinental and transoceanic flights, concludes with the statement:

"But no new triumph for man or machine in the art of aviation causes much astonishment among the experts who realize how great are the yet undiscovered possibilities of mechanical flying."

According to the Buffalo EXPRESS:

"When airplane motors run continuously for nearly seven days under all conditions of flight one is forced to realize that inventors and engineers have given the airplane an amazing degree of airworthiness. Before long the airman's dream of a non-stop flight around the world may become a reality."

The Washington STAR considers the flight of the Question Mark as an impetus to a project for a non-stop trip around the world.

The Omaha BEE, after pointing out that a remarkable feature of the performance is that it was the machine that cracked and not the men goes on to say that several things have been determined by the experiment. One is the

practical success of refueling airplanes while in flight. This had been done before but never on the scale here proposed. What further and greater flights this makes possible is beyond conjecture. For immediate application it will make non-stop transcontinental flights comparatively simple. If food and fuel can be taken on while flying, mail and freight may be loaded and discharged also. The possibilities in this way may be greatly extended.

Predicting that the brilliant exploit will have the sure effect of deepening popular confidence in the element of safety in air travel, and particularly in the constantly increasing efficiency and reliability of airplane mechanism, the Syracuse HERALD states that:

"This record breaking trial of the Army airplane must be viewed as a tremendous advertisement of the utility of air transportation, not alone for the service of passengers who are ready to take the risk, but in a much larger measure for the rapid carriage of light and valuable merchandise."

The OHIO STATE JOURNAL states that:

"The demonstrated ability of a crew of five men to keep a plane in the air for that long period of time is valuable, and the time test of the motors is of the highest mechanical importance. * * As the test affected man and machine, the endurance trial brought rich results, providing valuable information in a field where only a few tests had been made and where additional knowledge was needed for the future. It is to the credit of the Army flyers that they planned the endurance test and carried it to a successful conclusion: They had the vision to see, the ability to plan, the courage to undertake and the skill to accomplish. They have served the nation well and have won world credit for their branch of the service. * * * This far man has constructed fire motors, but they have their limitations, and the results at Los Angeles have indicated about where that limit is to be found. But the limit of the flyers' courage and skill remains to be determined."

In the opinion of the Albany EVENING NEWS, while the flight may have no marked immediate benefit, it does show the further possibilities of aviation and it gives more and more confidence in flying.

"The feat of Major Spatz and his four companions was not a 'stunt'," says the Detroit FREE PRESS, and it goes on to say:

"The engines with which their plane was equipped were the same make as those which took Colonel Lindbergh and other American flyers across the Atlantic; and one of the purposes of this test was to discover just how long they would function. Other purposes concerned the practicability of refueling planes in the air and the reaction of the personnel to prolonged exposure among the clouds. Valuable facts have been learned from the flight which can be put to good use in both military and civil aviation."

The Indianapolis STAR observes that:

"The readiness with which the human mechanism adapts itself to conditions has been demonstrated by the crew of the Question Mark. The motors had roared steadily more than six days and the flyers had taken their rest to the accompaniment of that terrific din."

The comment of the Richmond NEWS-LEADER is along the same line, agreeing that:

"A man who has to listen for days to the unbroken roar of airplane motors is entitled to all the distinction he gets by breaking a record."

Declaring that the Army and its Fokker monoplane have registered a performance that five years ago would have seemed a miracle, the Kansas City STAR asserts that the -

"Question Mark has demonstrated two things - the uncanny mechanical perfection of the modern aviation engine and the accuracy of control of planes in the air that made the repeated refuelings possible. Consider the ingenuity and precision embodied in motors that can run at high speed for a week without stopping. Consider, too, the skill of the pilots and the reliability of controls that permit one plane to fly for minutes at a time immediately over another plane with speed so delicately adjusted that a gasoline flowline is not disturbed. Now we may look forward to the day when an airplane may circle the globe without stopping - although such a performance would be rather in the nature of a stunt than of practical value. The real importance of the voyage of the Question Mark, for the present at least, must be in demonstrating in spectacular fashion the advance toward absolute reliability of the modern airplane and the possibility of speeding up long distance flights under heavy loads through refueling while in the air."

"What seems to interest aeronautical men especially", observes the Kalamazoo GAZETTE,

"Is the fact that the Question Mark was refueled 37 times during the long grind. Not only gasoline, but oil, food and all manner of supplies were carried up to the roaring monoplane and transferred without the slightest mishap."

Believing that the 150-hour flight of the Question Mark, viewed from any angle, ranks as one of the greatest achievements in aviation history, the Philadelphia PUBLIC LEDGER points out that:

"The outstanding feature of this achievement is, of course, its demonstration that refueling and the transfer of supplies to an airplane from another craft are practicable while both are flying under virtually every condition that aviation encounters. Scarcely less significant is its proof that human endurance is greater than that of motors. The results of its flight and of subsequent examinations of equipment should lead to the elimination of motor weaknesses which forced the Question Mark down, and thus made still greater records possible. Aviation in America is greatly indebted to the Army flyers, whose other notable achievements, including the Round-the-World Flight, the Hawaiian, South American and Dawn to Dusk Flights and the Model Airway from which the Air Mail developed. The addition to this list of the remarkable performance of the Question Mark and its crew of five marks another great contribution which not only promises to benefit aviation as an industry but should increase public interest and confidence in aeronautics."

The Lexington LEADER contends that one of the spectacular features of the flight, aside from the refueling, was the work of the mechanics who made all repairs in flight, who changed spark plugs, stopped the propeller of one of the motors and repaired it, and have gone about their tasks in a routine manner and with as much indifference as though under the roof of a garage.

The CHRISTIAN SCIENCE MONITOR recalls the records made by the early airplane less than 25 years ago, cites several present day records and winds up by saying:

"Just think and marvel."

"Aviation today is making its debut in the world as an arm of commerce, as a new and faster means of transportation. The successful accomplishment of record undertakings such as that of the Question Mark serves the valuable purpose of bringing forcefully to public attention the remarkable state of perfection of the modern airplane and its engine; for who would not be willing to travel in a vehicle of the proved reliability of the three engined Army Air Transport? * * * Henry Ford recently said that what aviation needs most today is motors. Thus, remarkable as was the performance of the Question Mark, before we can look for great reductions in the cost of flying and the fares charged for air transportation, there will have to be better motors still. Then will aviation compete more closely with the railroad and the steamship."

The Montgomery ADVERTISER believes that:

"In time it is not unlikely that it will be a common practice to refuel planes in flight on commercial lines."

Recognizing the superiority of the human element, the Chattanooga TIMES asserts that:

"Machinery has been driven to its limits. Friction, strain, vibration and the heat of exploding gas had done their work. The flight was over, with man still the master of the thing he had created. But what a record has been achieved! And what vistas of imaginative speculation the achievement opens up!"

The Indianapolis NEWS states that the Air Corps completed an experiment which adds much to its reputation as a pioneer in extending the field of airplane usefulness and that it has brought new possibilities to military and commercial aviation.

"The aerial tanker soon may become a familiar sight", says the San Antonio EXPRESS,

"And other devices also may be employed to supply planes with fuel while in flight."

"The achievement of the Question Mark", according to the Charlotte OBSERVER,

"Was a distinct and valuable contribution to the cause of aviation and not in the same class with some suicidal attempts that have been made in the last year to do impossible stunts that would have been of little or no value to

mankind even if they had been successful."

Making the observation that no human being had ever before remained aloft so long, whether in an airplane or a dirigible or, so far as known, in a free balloon, the St. Louis **GLOBE DEMOCRAT** says that the possibilities this demonstration opened are accurately outlined.

"With aerial 'filling stations' at convenient distances, flight can be almost indefinitely extended on ocean as well as on land, for refueling planes can rise from plane carrying ships. Descents for gas can be minimized, which relatively are often more costly than stops by railroad trains. Planes can fly with a minimum supply of gas, to be replenished later, and so carry greater revenue loads."

"It was not so much than a plane, the work of man, stayed in the air more than seven days without ever touching wheels to earth or even approaching the ground," remarks the Harrisburg **TELEGRAPH**,

"But the human skill and ingenuity could so contrive and operate a machine that would perform with the perfection of the Question Mark."

The Youngstown **VINDICATOR** says:

"It was a flight every American can be proud of. Several days ago the Germans, whose record Major Spatz and his men set out to beat, spoke of the achievement as 'stupendous', and there is no question that the courage and endurance required for such a feat sets a new standard for all the flyers' countrymen."

"These American pilots and American motors have achieved results which rebound to the advantage of aeronautics in an inspirational way", is how the Trenton **EVENING TIMES** puts it.

According to the Cincinnati **TIMES-STAR**,

"What this epoch making test seems to demonstrate is the possibility of sustained non-stop flights clear about the earth provided subsidiary, gasoline freighted machines are in readiness at proper intervals. It would take long planning and elaborate equipment to assure such a venture. Yet it may be attempted."

In the opinion of the Birmingham **NEWS**,

"If there were fuel ships scattered through the Atlantic and Pacific carrying tons of gas to supply planes, these convenient deep sea filling stations would cause transoceanic air touring to increase by leaps and bounds."

The Providence **JOURNAL** points out -

"That the successful test has stimulated at least two announcements of proposed non-stop around-the-world flights with the refueling of the planes in the air. The flight is considered fair proof of the possibilities of the airplane for long distance overland flights."

The Flint **DAILY JOURNAL** sees in the flight of the Question Mark several future possibilities, viz:

"In military use planes can go aloft with large cargoes of bombs and small gasoline supply, the pilots depending on refueling in the air. In commercial flying greater cargoes can be carried and stops can be eliminated."

"The flight of the Question Mark proved conclusively that it is practicable and comparatively easy to refuel airplanes in flight", says the Washington **POST**.

"It will not be long before the crude refueling system by which it was kept aloft will have been refined, and then such projects as a non-stop flight around the world will be practicable. It is not likely, of course, that there will ever be need for such a flight, but refueling and transfer of supplies in flight will make possible the carrying of greater pay loads, cut the time of long distance flights and lengthen the life of planes by decreasing the wear imposed by frequent take-offs. It is in connection with saving time and increasing pay loads that refueling will be of importance."

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CONGRATULATIONS TO CAPTAIN L.D. SEYMOUR

The News Letter notes with pleasure that Captain Lester D. Seymour, formerly Chief Engineer and Assistant General Manager of the National Air Transport, Chicago, has been advanced to fill the position of General Manager vacated by Colonel Paul Henderson, who continues with the Company as active Vice President.

Captain Seymour, Air Corps Reserve, a graduate of Syracuse University, enlisted in the Air Corps during the war and served as aircraft maintenance offi-

cer overseas. Upon his return to the United States he was honorably discharged from the service, upon his own request, but remained with the Air Corps in the capacity of civilian aeronautical engineer in the Information Division until he accepted a position as Chief Engineer of the National Air Transport. Capt. Seymour's pet hobby was that of devising new radio circuits, in the days before the advent of the electric set and the screen grid tube, and several of them were particularly good. We suppose he has no time now for winding coils and soldering buss bar joints.

Our best wishes are extended to Capt. Seymour in his new position and we hope the National Air Transport under his management will enjoy an uninterrupted era of prosperity.

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COLOMBIAN GOVERNMENT THANKS THE AIR CORPS

Lieut. Benjamin Mendez, of the Colombian Air Force, left France Field, Panama Canal Zone, for his home field on December 27th last, after having been delayed at this field for three weeks, during which time his plane, a Falcon single pontoon seaplane, was given a complete overhaul. The damaged fuselage, wings and pontoon were repaired, the motor completely overhauled and the plane assembled and tested. When Lieut. Mendez left France Field the plane was in excellent condition. The following telegram was received from the Colombian Government upon Lieut. Mendez' arrival at his home station:

"Minister of War sincerely appreciates information of accident suffered by Lieutenant Mendez in that port and thanks you for your generous assistance and reception also privilege of France Field."

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FRANCE FIELD PISTOL TEAM WINS FIRST HONORS

The France Field Pistol Team, consisting of 1st Lieut. H.G. Crocker, A.C., Master Sergeants S.L. Sorenson, F.D. Haney, W.D. Lucy, Staff Sergeant L. Leoquatra and Private S. Sislock, competed in the Panama Canal Department Small Arms Competition at Fort Clayton, C.Z., during the period December 17th to 21st, inclusive, and returned to their station with the honors, having taken first place in the team match and two gold medals for individuals. The team average was 461.6.

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NEW BOMBING PLANE FOR AIR CORPS

The Air Corps accepted delivery of the first of a new series of 35 bombing planes manufactured by the Keystone Aircraft Corporation of Bristol, Pa. This huge craft is powered with twin Pratt & Whitney "Hornet" engines of 525 h.p. each. The "Panther," as it is called, has a wing spread of 75 feet and carries a load of 2200 lbs. It is equipped with five machine guns for protection against enemy planes and is manned by a crew of five men. The most recent development in armament equipment is one of the outstanding features of this new plane. It is also equipped with radio receiving and sending sets, navigating and landing lights, parachute flares and the latest type of navigating instruments. The craft weighs 6½ tons and has a high speed of about 125 m.p.h. It can remain aloft for more than six hours at a speed of more than 100 miles an hour.

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CALIFORNIA EXECUTIVE COMMENDS AIR CORPS FLYERS

Governor C.C. Young, of California, recently addressed a communication to the Commanding Officer of Crissy Field, Presidio of San Francisco, Calif., commending the services of Lieut. Jos. R. Hargrove, Air Reserve, who flew over the mountains north of Clear Lake to discover the whereabouts of four students from the University of California who were lost in the snow. The letter is as follows:

"Please accept my sincere thanks and appreciation for the splendid cooperation rendered in locating the two missing couples in the mountains of Lake County. I have just learned this morning that they have been found, a little

hungry, but otherwise none the worse for wear from their experience.

I also learned that it was due chiefly to the efforts of Lieut. Hargrove, who piloted one of the two Army planes yesterday, that their trail was discovered which speedily led to their being found.

The promptness with which you responded to my request for help very probably saved the lives of these young people, and I bespeak the gratitude of their many friends and relatives for the invaluable service rendered by your pilots."

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ROCKWELL FIELD'S PART IN THE FLIGHT OF THE "QUESTION MARK".

By the News Letter Correspondent

Once again Rockwell Field comes into its own, and on New Year's Day, 1929; in fact, a few days prior to it, were the busiest the field has known since the cessation of war activities. The holiday season - Christmas and New Year - was observed by the officers, enlisted personnel and civilian personnel of the Rockwell Air Depot in carrying out many duties incident to the endurance-refueling flight of the Question Mark. Working day and night, the mechanics of the Rockwell Air Depot put the finishing touches to the plane and motors. The take-off was on New Year's day at the Metropolitan Airport, Van Nuys, Calif.

For the purpose of minor repairs to the motors during the flight, "cat-walks" were built to the two wing motors, and on these "cat-walks" Sergeant Hooe was scheduled to go in the event of motor trouble. In case of a stop, it was planned to nose up the plane to slow down the propeller of the engine which was mis-performing and throw a heavy rubber shod hook around the propeller to hold it still. Sergeant Hooe was to wear a parachute and lineman's safety belt, go out to the motor, hook on to it with his belt so that he could use both hands to work with, and replace spark plugs, valve springs, or anything else which might be necessary. A special tool kit was also carried in the Question Mark for mid-air repairs only. In addition to the above, many other repairs and changes were made to the plane, as well as to the refueling planes, to insure the project being carried out successfully.

A hot New Year's day dinner was transferred to Major Spatz and his crew of the Fokker Transport. Ground-crews and refueling teams stood by at the three stations.

A more fitting way to observe the beginning of a New Year could not be devised. The success of the Question Mark means another undisputed honor for the Air Corps of the United States Army.

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AIR TRAINING FOR WEST POINT CADETS

Tentative plans of the Air Corps contemplate the use of five primary training planes with ten instructors from the Air Corps Training Center, Duncan Field, Texas, for the purpose of giving 250 Cadets of the United States Military Academy training at Langley Field, Va., from June 17 to July 3, 1929, inclusive. Other airplanes from nearby stations will be available to assist in this work.

The class will be divided into three sections of approximately 80 Cadets per section. It is proposed to give each cadet three hours of aerial instruction.

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CIVIL AVIATION IN ENGLAND

Sir Phillip Sassoon, British Under Secretary for Air, recently reported that the number of passenger airplanes which have current certificates of airworthiness, are owned by British companies and are operated in or from Great Britain on air transport work, taxi work or pleasure flights, is 52. He further stated that 109,569 passengers were reported as carried by these companies in England or between England and the continent in 1927, the average for three years being 95,316. There are in England 85 licensed civil airdromes and, in addition, 43 Royal Air Force airdromes available in an emergency.

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NOTES FROM AIR CORPS FIELDS

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Camp Nichols, Rizal, P.I., Dec. 6, 1928:

Flight "B", 2nd Observation Squadron: Practice bombing was the main issue for the past month with reference to the Tactical Training Schedule of 1928-29. Staff Sgts. Wedeman and King claim to be the most accurate aerial score keepers in the Air Corps. From past experience, they should be.

DH No. 32093 just went through the mill and came out looking like a new limousine. She was remodeled to enter the field of tow target ferrying.

Hess, the golfer, is right on the job. He made the circuit last week in 120 strokes. Think it was the fault of his "Shorts". They exposed too much freckled knee.

Headquarters, 4th Composite Group: Capt. Charles A. Pursley made his first cross-country flight to neighboring islands since his arrival in the Philippines. He flew a Martin Bomber to the Mindoro Sugar Plantation, San Jose. He reports a very interesting flight and week end visit. During this trip, Capt. Pursley used four modes of transportation, namely: Airplane, motor car, railroad and horseback. On the next trip he expects to ride a carabao.

The purchase of a new Columbia Vivi-tonal phonograph and sixteen wicker chairs tends to liven up our day room and will be another reason "Why Boys Stay Home".

Pvt. A.F. Long, popularly known as "Pop" was discharged last week. Of course, he re-enlisted the next day, for the outfit could not afford to lose their most popular cook.

Sgt. Richard Gleason arrived this week on the "Meigs" as replacement for Sgt. Worth.

The Headquarters Mess had a very successful Thanksgiving dinner with several officers, non-coms. and their families attending.

Pvt. Kerr was relieved from his duties in the Camp Nichols Post Exchange. He will take the examination soon for a commission in the Regular Army.

Pvt. Ursin Leche, recently discharged from the Medical Corps at Sternberg General Hospital, re-enlisted in the Air Corps.

66th Service Squadron: Staff Sgt. Jasper E. Lindsey was on furlough the past month viewing the sights of China and Japan.

Staff Sgt. George S. Lane has been detailed to Camp John Hay as Mess Sergeant for the next six months.

Clark Field, Camp Stotsenburg, P.I., Dec. 6, 1928:

2nd Observation Squadron: Communications practice with Fort McKinley, continued throughout the month of November, varied with Army-Navy Communication problems, cross-country flights and special missions.

Brig.-General Hatch, commanding the Harbor Defenses, made his first airplane flight from this station during the month. The General expressed his enjoyment and gives promise of becoming an enthusiast.

The Navy planes attached to the "Jason", with station at Olongopo, threw a party for officers from this station early in November. We went by air and can make no criticism of the welcome afforded - barbecued pig and what goes with it. Oh Boy! Bailerinas and everything!

The fun of the month was concentrated in the 2nd Annual Kindley Kids Carnival, held Thanksgiving eve at the Corregidor Club. All the lads, lassies and infants in arms (with their nursing bottles) attended. We had the Ambassador Orchestra from one of the President boats, and those boys could play.

Our Thanksgiving celebration was combined with Organization Day. Every one attended the noonday feast and no one left hungry. In the afternoon the squadron gathered at the patio, where an orchestra and San Miguel combined to furnish entertainment.

This squadron claims the honor of being the first to meet Capt. Cave-Brown-Cave and the rest of the British Far Eastern Flight when they arrived from Hong Kong. Manila was thrown wide open to them and their week with us in the Islands was filled with activities. The officers of the 4th Composite Group, Air Corps, gave a luncheon for the British Flyers at the Army & Navy Club, November 10th.

Our fleet, until now consisting of the "Marjorie" and the "Osprey", has been augmented. Lieut. Davidson purchased a banca. It has everything in it but the squadron stove. We are still awaiting the launching.

We lost Sgt. Major Krogstad during the month by transfer to the 28th Bombardment Squadron. Cpl. Gibbs has stepped into his shoes.

Athletics have come so far to the front that they are going to warrant lots of space in the next News Letter.

Oh, Yes - the typhoon. We had a real one in November and portions of roofing, chimneys, screening, etc., sailed out over the China Sea. But it was a lot of fun.

2nd Bombardment Group, Langley Field, Va., January 14th.

This month the Group has suffered severe losses in its officer personnel, both by deaths and transfers, - a most unlucky beginning for the new year.

Lieut. Ward J. Davies, of the 20th Bombardment Squadron, departed with his family for Kelly Field, last week. He will take the instructors' course and then proceed to March Field, Cal., reporting on the 5th of March. "Good-bye, Skipper, and good luck".

Lieut. Dale D. Fisher, 96th Bombardment Squadron, also left us last week for Kelly Field, but he, too, departed with a "family". However, his family consisted of only one, his young bride, formerly Miss Frances Major, of Washington. The young couple were married in Washington during the Christmas Holidays. Best wishes to the bride and groom from the entire Group. "Happy landings, Dale, and remember Dodd Hall Days!"

Lieut. Oscar P. Hebert, A.C., 96th Bombardment Squadron, was discharged from the service on December 26, 1928.

Orders came in the other day for the transfer of Capt. Ernest Clark, A.C., commanding officer of the 59th Service Squadron to Bolling Field, effective March 5th. Five officers gone in two weeks' time! At this rate the non-coms of the Group will have to be prepared to take command.

Seven of our LB-5As are still out of commission awaiting their new tails, so the Group is still flying O-11s, A-3s and AT-5s borrowed from the A.C.T.S. However, two LB-5As have been returned and are being flown to the limit.

San Antonio Air Depot, Duncan Field, San Antonio, Texas, Jan. 4, 1929.

The annual Christmas Entertainment at the San Antonio Air Depot, for the children under ten years old of the Duncan Field Personnel, was held in the Post Recreational Hall, under the auspices of the Duncan Field Civilian Club, on Saturday afternoon, December 22nd. True to his regular custom, Santa Claus paid us a special visit by airplane for this occasion, and this Christmas he added another modern touch by floating down from the skies in a parachute. Furthermore, as this was the first parachute jump made by Lieut. Norman D. Brophy (we mean Santa Claus), a memorable thrill was given to the festivities. Santa came down neatly, with the nonchalance of an old hand at the game and found 400 children breathlessly awaiting him. Capt. Otto G. Trunk made a very jolly and efficient double for Santa at the Christmas tree, with snow white whiskers and hair, topped by helmet and goggles (although to the children, of course, it was the same Santa); and there were delightful presents and candy for all the little ones.

The New Year's Holiday passed quietly at this Post. On New Year's Day Lieut.-Colonel and Mrs. Mars were at home to the officers and ladies of the Depot from 11:00 o'clock to 12:00 noon.

Notification was received of the promotion of 1st Lieut. Frederic B. Wieners, A.C., of this Depot, to the grade of Captain, A.C., with rank from November 17, 1928. The congratulations of the personnel of this Depot are extended to him.

On January 1st, Capt. Lewis B. Massie, Quartermaster Corps, who has been at his home awaiting retirement since Sept. 1st, was retired from active service, at San Antonio, upon his own application, after more than thirty years' service. Capt. Massie is residing at the present time in San Antonio, and has the sincere wishes of his many friends in this vicinity in his well earned retirement.

Rockwell Field, Coronado, Cal., Jan. 3rd.

The 95th Pursuit Squadron, 11th Bombardment Squadron and Headquarters, 7th Bombardment Group, observed their first Christmas at Rockwell Field. Elaborate turkey dinners, with all the trimmings, were served in the squadron mess halls, at which the officers and their families were guests. Following the feasts varied forms of entertainment were presented.

To a great many of the men, Christmas without snow, was a distinct novelty. However, that mythical bewhiskered gentleman "Santa Claus" must have swapped his reindeer and sleigh for more "California" methods of transportation, because no one on Rockwell Field was forgotten when the gifts were distributed. The enlisted men were not dismayed by the lack of fire places - "G.I." socks by the dozens decorated the gas heaters in the tents, and the owners were not disappointed when they rolled out long before reveille on Christmas morning.

Six applicants appeared at Rockwell Field, December 17-22, 1928, and were examined by the Board authorized to conduct examinations for appointment in the Regular Army, Air Corps. The applicants who took the examination were second Lieutenants, Air Corps Reserve, on a year's active duty at Rockwell Field.

Eleven applicants appeared at Rockwell Field, Dec. 11, 1928, for examination as appointment as Flying Cadet.

Mr. Victor J. Myers, of the San Antonio Air Depot, reported at Rockwell Air Depot, during December, for purpose of instructing personnel at the Depot in methods used at San Antonio Depot in overhauling Wright Type "E" engine cylinders.

Lieut. Francis B. Valentine, Air Corps, Post Athletic Officer, left this station, December 22, 1928, for four months' temporary duty at Wright Field, Ohio, for purpose of pursuing course in aerial navigation.

War Department orders were received assigning 1st Lieut. Charles E. Stafford, Quartermaster Corps, to Rockwell Field, as Assistant to the Post Quartermaster, Capt. Hunker.

Lieut. and Mrs. John K. Nissley, announce the arrival of a daughter, Beverly, on December 29, 1928, at Coronado, Cal.

Kelly Field, San Antonio, Texas, January 16th.

General Italo Balbo, the Under Secretary of State for Air of the Italian Government, with his staff, visited Kelly Field on December 28th. All available airplanes were on the line for inspection. The General was very much interested in the training system of the Air Corps Advanced Flying School.

The elusive wild game about these parts is being rapidly thinned out, due to the expert marksmanship of the Kelly officers. Deer have been brought in by Major and Mrs. Tinker (one buck, but there is still some argument as to which shot proved fatal), Captain McDaniel, Captain Jervey, Lieuts. Weyland, Smith and Thompson. Turkeys and wild ducks have been brought in in great numbers by others.

The Air Corps Women's Club gave a cabaret at the Aviation Club on the evening of December 7th. The entertainment started at 8:00 P.M. and consisted of many numbers of well performed local talent. The Club was beautifully decorated with Spanish moss, streamers and balloons. A stage was constructed at one end of the room and was decorated with flowers and greens. A black curtain, painted in blue to resemble a sky scene, added to the color of the setting. Tables were arranged about the hall where many dinner parties were gathered. The club resembled the interior of a New York night club. Dancing was enjoyed between the acts.

Lieut. Westside T. Larson, A.C., left December 23rd for the east to ferry a new Fokker transport to Kelly Field.

Lieut. Harold A. Wheaton, A.C., reported for duty at Kelly Field from Langley Field on January 3d.

Lieuts. Thomas W. Blackburn and John M. McDonnell received orders for transfer to the Philippine Department, to sail from San Francisco on or about March 9, 1929.

Although Kelly Field did not win the Army League football championship, it placed four men on the All-Army Football League Team. The men from Kelly Field selected for this team were: Biginski, left guard, Hollowell, center; Mulynzak, quarterback; and McKinney, left back. The Kelly team made a wonder-

ful showing this year, losing but two games - one to Brooks Field and the other to the champion 23rd Infantry, holding the latter to a 7-6 score. A great deal of credit is due Lieut. Pat Booker, team coach. With nothing but new material to work on, he whipped the team into such shape that it was at all times a dangerous opponent. This year it proved a strong contender for the championship, but with the same team next year, it is believed that the championship of the Army League will come to Kelly Field.

Lieut. Harold S. George, A.C., spent a few days at Kelly Field recently as the guest of Lieut. B.S. Thompson, A.C.

Lieut. William S. Gravely, A.C., for the past two weeks enjoyed the distinction of being the ranking first lieutenant on the promotion list of the Army. However, he has lost this distinction and is now the "goat" Captain.

Maxwell Field, Montgomery, Ala., January 15th.

The 22nd Observation Squadron, Fourth Photo Section, with Medical Detachment, less necessary guard and details, departed on December 3rd in trucks with full equipment on the annual field maneuvers. Camp was pitched on the banks of the Coosa River, seven miles east of Verbena, Ala. The troops returned from the maneuvers on the 8th.

Lieuts. N.L. Cote and Reuben Kyle, Jr., departed on December 13th in two O2-Hs for New Orleans, La., for the purpose of ferrying Col. Williams and Maj. B. Molter, of the Reserves, over the State of Louisiana, in connection with Reserve Officers' Association activities.

On Dec. 19th, Major Carl Spatz, A.C., and Capt. Ira Eaker, A.C., landed in the "QUESTION MARK" Army airplane, which started its famous endurance test on the Pacific Coast on the first of the year. Capt. Hoyt and Lieut. Quesada, who were in the refueling plane accompanying the "QUESTION MARK" on this trip, also stopped en route.

Lieut. Leonard Flo, of the Reserves, landed at Maxwell Field on Dec. 19th from Jacksonville, Fla., en route to Little Rock, Ark. He was on his return trip from southern Florida to his home in Ann Arbor, Mich. He was forced to land in Florida on his attempted non-stop flight from Canada, to Cuba.

Lieuts. Byron A. Glover and Lindsay M. Baswell, Air Reserve, on a year's active duty at Maxwell Field, spent Christmas in their home at Atlanta, Ga.

Lieuts. N.L. Cote and Reuben Kyle, Jr., spent the Christmas holidays with friends and relatives in Columbus, Ga.

On the afternoon of Christmas Eve all children of the officers, enlisted men and civilian employees were entertained at the Officers' Club with a Christmas tree, Santa Claus distributing presents to all the kiddies. In the evening the officers and their wives had Christmas Eve Dinner at the Officers' Club. After dinner those present were entertained by a minstrel, composed of Capt. Donald P. Muse, Capt. R.J. Platt, Lieuts. R.C. Wriston, M.C. Woodbury and W.H. McArthur, with musical accompaniments by Mrs. W.R. Weaver and Mrs. D.P. Muse. After the show, everybody gathered around the Christmas tree and presents were distributed by Capt. Platt. Christmas afternoon, Major and Mrs. W.R. Weaver had open house and served tea to the officers and their wives calling during the afternoon.

San Antonio Air Depot, Duncan Field, San Antonio, Texas, January 16, 1929.

Lieut. Alfred J. Lyon, A.C., of the Air Corps Materiel Division, Wright Field, was a visitor at this Depot from January 5th to 15th, on temporary duty supervising the initial operation of the new electrical heat treating furnace recently installed at this Depot. He left here for the Rockwell Air Depot on the same mission.

Lieut. Harry Weddington, A.C., on duty with the Organized Reserves at Love Field, Dallas, Texas, paid a visit to this Depot on January 7th, accompanied by Lieut. Arthur J. Reinhart, Air Reserve, on active duty at Love Field. In civilian life, Lieut. Reinhart is Street Commissioner of the Dallas Municipal Government, and is an enthusiastic worker in the cause of aviation.

Among the recent visitors to this Depot were Lieut. Myron R. Wood, A.C., of the Office of the Chief of the Air Corps, and Lieuts. Bushrod Hoppin and Louis M. Merrick, of Bolling Field, accompanied by Captain Malcolm G. Grow, M.C., of the Fairfield Air Depot, and Sgt. Paul Payne, of Bolling Field, delivering

one of the new Fokker G-2-A three engined jobs on a Coast-to-Coast flight from the factory in New Jersey to Rockwell Field, Cal. The plane was piloted by Lieut. Merrick, and they arrived here January 10th, continuing their flight on the 12th. Lieut. Wood was greeted by a host of old friends here, he having been our former Depot Supply Officer.

Lieut. Charles E. Branshaw, A.C., was assigned to this Depot, by transfer from Brooks Field, on January 13th. Lieut. Branshaw is welcomed back into our midst. He was formerly on duty at this Depot (from July, 1921 to June, 1924), and was placed on duty in his old position, that of Chief Engineer Officer. Conversely, the Depot regrets losing Lieut. Arthur W. Vanaman, A.C., our preceding Chief Engineer Officer who was transferred to Brooks Field on January 13th. Lieut. Vanaman was a member of this command from January, 1925, and carries with him to his new post the best wishes of the personnel of the Depot.

During the month of December, 1928, the Engineering Department of the Depot turned out the following production in overhaul and repair of airplanes and engines:- Airplanes: 1 DH-4M-1, 6 DH-4M-2, 1 DH-4M-2P, 3 DH-4M-2T, 1 PT-1, 1 AT-4, 1 A-3, 2 O2-H, 1 O2-K, 1 O2-M4, Total, 18 airplanes; Engines: 1 Liberty, 10 Wright E, 6 Wright J-5, 6 Curtiss D-12, Total, 23 engines.

Langley Field, Hampton, Va., January 23rd.

Air Corps Tactical School: The period embracing January 2 to January 15, both dates inclusive, was devoted to Attack Flying Training under the direction of Capt. George C. Kenney, Air Corps. During this course the new type machine guns, which are installed in the lower wings of the Curtiss A-3 type airplanes, are being used for the first time by students in the school. Student Observers are also receiving instructions and training on the flexible machine guns used in conjunction with the attack training.

The Second Bombardment Group has been using the Curtiss AT-5 and O-11 airplanes of this organization in the forenoon of each day during the above period to carry on their regular training schedule as a substitution for the LB-5 Bombers which are being reconditioned at this time.

Inclement weather retarded flying operations to a certain extent during the above period.

20th Bombardment Squadron: Between the first and middle of January, the 20th Squadron performed its usual operations. There was some deviation from the usual routine after the taking over of command by Captain George M. Palmer.

Captain Palmer served in the Group once before. He is one of the best known of the "old timers". He commanded the Second Day Bombardment Group at Kelly Field back in the days when this Group and the First Pursuit Group were just about the whole Air Service. He is one of the most popular commanders in the Air Corps, because of his thorough knowledge of practical flying and the necessary airdrome organization connected with it. He is one of the few war time instructors who has not resigned.

Capt. Palmer, or "Jack", as he is universally known, recently reported to Langley Field upon completion of a long detail with the Minnesota National Guard.

The Chemical Warfare School at Edgewood Arsenal claims another officer from the organization. Lieut. A.H. Johnson received orders to report to this school for a ten week period, starting February 11th.

During this period the Squadron lost another pilot, Lieut. Ward J. Davies, who was transferred to March Field, Calif. He will stop at Kelly Field, Texas, en route to attend the instructors' course now required before a pilot is entrusted with discretionary power of determining "inherent flying ability" in students of the primary schools.

All men of the Squadron desire it to be recorded that Lieut. Davies was one of the most popular officers serving in the 20th Squadron at Langley Field. Lieut. Davies acted in the capacity of Operations Officer, Adjutant and Supply Officer, and he demonstrated his great ability as a pilot.

Lieut. Martin is assigned to the Squadron for flying only, having been transferred to the 59th Squadron for duty.

The following cross-country trips were performed by pilots of this Squadron; Lieut. Burnside to Pope Field and return; Lieut. Martin to Bolling Field; Captain Palmer, Lieut. Hammond and Lieut. Blaufuss (as pilot) had a rather eventful trip to New York in the G-2 Transport, bad weather preventing their expected return for several days.

Sgt. Sprakle was discharged and returned to his home at Punksatawney, Pa. The Squadron gave him a rousing send-off at the Old Point dock, where he boarded the boat for Baltimore.

59th Service Squadron: Capt. Ernest Clark has been sick in quarters since January 9, 1929 and 2nd Lieut. George R. Geer assumed command.

2nd Lieut. Emery J. Martin, Air Reserve, was transferred to this organization on January 11th, from the 20th Bombardment Squadron.

Ninety-Sixth Bombardment Squadron: Lieut. Hackman flew an AT-5 to Pinehurst, N.C., on January 5th, returning on the 7th.

Lieut. Schmidt went to Norfolk to purchase equipment for the Squadron Basketball Team.

Lieut. Agee accompanied Mrs. Dean V. Johnston to San Antonio. He returned on January 13th.

Lieut. Beaton holds record for Tow Target Gunnery, and Lieut. Schmidt high score in the preliminaries.

The Squadron purchased three large clocks for use in the Barracks, Recreation Room and Operations Office, respectively. Mr. Sgt. Randle re-enlisted on the 4th. The Squadron School for Armament and Radio seems to be a huge success. This is due to Mr. Sgt. Budoff and Cpl. Mishmash. From December 20th to January 12th, the 96th Squadron had the only LB-5A in commission in the entire Group. The Squadron Progress Chart is rapidly nearing completion.

Nineteenth Airship Company: Our schedule of training for the year 1929 began January 4th, when several test and training flights were made. An intensive program for the year has been drawn up, covering all phases of Lighter-than-Air work and which will have an important bearing on the future of Lighter-than-Air in the Army.

On the 8th of January, two demonstration flights were made for Coast Artillery Officers in connection with future maneuvers of Airships with the Coast Artillery.

On the same day two photographic missions were made over Hampton Roads for the purpose of taking pictures of the Battle Fleet. Pictures were obtained of the Fleet lying at anchor and also of the Destroyer Fleet moving out to sea in formation.

On the 11th two reconnaissance missions over Western Shore of the Chesapeake were carried out, these flights being also in the nature of training flights for aircraft crews.

On the 14th two flights for training of pilots and aircraft crews were made. Lieut.-Col. Jacob W.S. Wuest, Commanding Officer of Langley Field, piloted the "TC-5-251" on one of these flights.

During the next week it is contemplated making an extended reconnaissance flight to Washington, D.C., and a coast patrol and training communication flight to Naval Air Station, Lakehurst, N.J.; also a flight to Aberdeen Proving Ground, former station of the 18th Airship Company, is being considered. If this flight is made, the ship will be housed over night in the airship hangar at Aberdeen and will possibly take part in maneuvers with the Ordnance Department.

The Company Soccer Team, State Champions last year, are again out in front and are showing the Peninsula Soccer fans just how the game should be played. The Team has lost only one game this year, this due in part to absence of several of the mainstays of the team. The schedule for the Post Basketball League was postponed, due to the prevalence of "Flu" on the Post, it being necessary to take over the "Gym" as an annex to the Hospital. However, the "Flu" is on the wane now and the League will possibly start the first of February. The 19th, 20th, 49th and A.C.T.S. all have very strong teams.

France Field, Panama Canal Zone, January 10th.

During the month of December, 1st Lieuts. Ward F. Robinson, Donald F. Fritch and James M. Fitzmaurice arrived at this station for tours of foreign service.

Staff Sgt. Nels Swanson arrived at this station from Bolling Field as replacement for Staff Sgt. Prince and, due to the fact that it was understood that he is an exceptionally good baseball player, he was welcomed with open arms, as France Field is now engaged in the annual baseball games of the Army and Navy Baseball League, and every good player is welcomed in the team.

Last but not least, the Post welcomed the arrival of the assignment of

twelve O2-H Observation planes. Work was immediately started assembling these planes, due to the shortage of observation planes at this station and it is necessary to get the observation Squadron fully equipped before the beginning of the combined Army and Navy Maneuvers.

Mitchel Field, Long Island, N.Y., January 11th.

The second fire within the month made its appearance during the night, as usual. The damage was confined to the boiler room of the newly occupied Quartermaster barracks, and from the volume of steam and smoke seemed to have done more damage than was later found to have actually occurred.

Heated hangers being at a premium at Mitchel Field, it may be Spring before the 99th Observation Squadron gets its full quota of planes and is assigned a hangar. Meantime, O-11s on the post have been set aside for their use, these planes being maintained by mechanics from the new outfit.



Serial No. 278. LIST OF NEW MATERIAL ADDED TO INFORMATION DIVISION FILES
January 5 to January 30, 1929.

DOCUMENTS

- A 00.51/20 Temporary Regulations Granting Special Authorization to Foreign Aviators to Fly across Chinese Territory. Sept. 29, 1928. M.I.D.
- A 00.51/21 Unification of Private Air Law, by Edmond Sudre.
- A 00.51/22 International Traffic, by R.W. Hoyt. (Especially between U.S. and Canada.)
- A 00.51/23 Note of September 28th, with its Enclosure from the Nationalist Ministry of Foreign Affairs Regarding Regulations Promulgated by the Military Council of the Nationalist Government Covering Flights of Foreign Planes over Chinese Territory. Nov. 2, 1928 (Dept. of State.)
- A 00.7/US/6 Airway Guide and Official Program, International Aeronautical Exposition, Chicago, December 1 to 9, 1928.
- A 00.7/US/7 Miami on the Trade Lanes of Land, Water and Air. Miami All-American Air Meet, January 7-8, 1929.
- A 08/US/5 The Early Birds, Bulletin.
- A 10/192 No. 493 Aerodynamic Characteristics of Thin Empirical Profiles and their Application to the Tail Surfaces and Ailerons of Airplanes, by A. Toussaint, and E. Carafoli, Dec. 1928. (N.A.C.A. Tech. Memo. #493.)
- A 10/192 No. 494 "Safety" Fuels for Aircraft Engines, by A. Grebel. Jan. 1929. (N.A.C.A. Tech. Memo. No. 494.)
- A 10/192 No. 495 Devices for the Automatic Control of Airplanes, by A. Gradewitz. Jan., 1929. (N.A.C.A. Tech. Memo. #495.)
- A 10/192 No. 496 Photogrammetric Take-off and Landing Measurements, by B. Spiweck. Jan. 1929. (N.A.C.A. Tech. Memo. #496.)
- A 10/192 No. 497 Effect of Oxygen on the Ignition of Liquid Fuels, by H. Pahl. Jan. 1929. (N.A.C.A. Tech. Memo. #497.)
- A 10/220 Bulletin of Information, International Commission for Air Navigation, Nos. 330, 331, 333, 334. Dec. 19, 26, 1928, Jan. 3, 10, 1929.
- A 10/220 No. 334 Organization of Meteorological Service for Air Navigation, France. Jan. 10, 1929.
- A 10/US/100 No. 20 Supplement No. 2 to Directory of Licensed Pilots. Nov. 1, 1928. (Dept. of Commerce Aeronautics Branch, Aero. Bulletin No. 20.)
- A 10/US/100 No. 18 State Aeronautical Legislation and Abstract of State Laws. Rev. Aug. 1, 1928. (Dept. of Commerce. Aeronautics Br. Aero. Bulletin #18.)
- A 20.1/7 Aviation Goes on the Air, by Richard Webster. Jan. 5, 1929. (reprinted from "Sales Management". Jan. 5, 1929.)
- A 30.2/15 The First Kauai-Niihau Photo Mission, by Lt. R.C. Wriston, 11th Photo Section. July, 1924.
- C 34.9/25 Report of Proceedings of Third Annual Aircraft Engineering Research Conference under Auspices of the National Advisory Committee for Aeronautics, Langley Field, May 15, 1928.
- C 71.6/118 Cycloidal Propulsion Applied to Aircraft, by F.K. Kirsten. June, 1928.
- C 71.6/119 Inverted Flight, by Lt. Alford J. Williams, U.S.N. (From "Aero Digest" Sept., Oct. and Nov., 1928.)
- D 00.12/105 No. 233 The Screening Effect on the Air Resistance of Struts in Tandem, by P.V. Mathes, Jan. 16, 1929. (Air Corps Materiel Div. Trans. #233.)
- D 00.12/105 No. 231 The Bosch GF-12 Type Ignition. Dec. 11, 1928. (Air Corps Materiel Div. Trans. #231.)

- D 00.12/122 No. 2980 Second Fifty Hour Endurance Test of Wright "Whirlwind" Model R-790-B, (A.C.No. 27-21, Mfg.# 7620) by S.P. Mills, 1st Lt. (Air Corps Materiel Div. Tech.Report #2980, Sept. 30, 1928.)
- D 00.12/122 No. 2983 Laundering Shrinkage of Mechanics Coveralls, by C.J. Cleary. (Air Corps Materiel Div. Tech.Report #2983, Sept. 26, 1928.)
- D 00.12/122 No. 2984 Effect of Difference Airfoils on Characteristics of the Messenger Airplane by Theo. de Port. (Air Corps Materiel Div. Tech.Report #2984, Oct. 2, 1928.)
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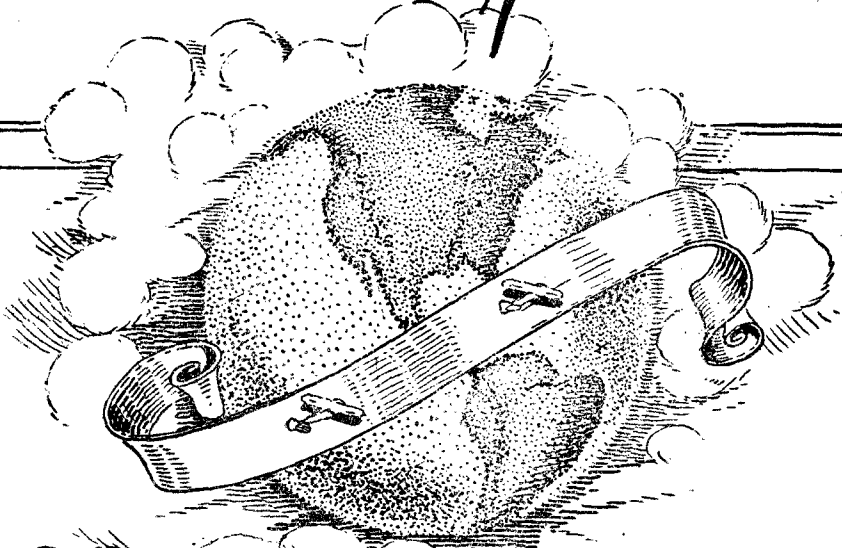
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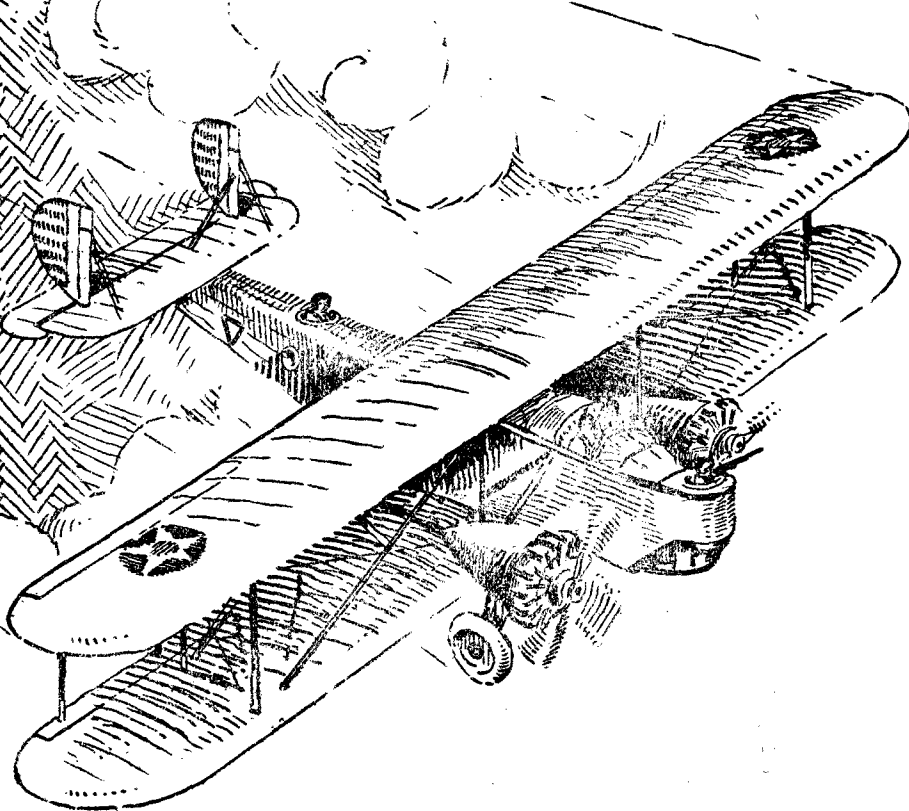
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Opponents during the War, 1914-1918.

LIEUT. J.D. BARKER

Handwritten initials



AIR CORPS NEWS LETTER



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

1929
Feb 23
R.C. Baker

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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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SENATE PASSES ARMY PROMOTION BILL

The Senate, on February 16th, passed the Bill S. 3269, providing for the promotion of officers of the Army. In bringing up the bill, Senator Reed stated: that the Senate was aware of the state of dissatisfaction existing because of the creation of the single promotion list which resulted in 6,000 officers being taken in at once with substantially the same amount of commissioned experience.

Asserting that there had been on the calendar of the Senate for more than a year two bills (one sponsored by Mr. Black), each representing a different method of dealing with the promotion situation, both of which had been reported out of the Military Committee by a scant majority, Senator Reed stated: "It was perfectly evident that our opposition to one another's ideas was going to prevent relief to that great throng of officers who, when they came into the Army, were rightfully encouraged to look for reasonable promotion during their service. Matters reached such an impasse that finally the Secretary of War came before us to appeal to us to drop all of our smaller differences and try to agree upon some proper measure of promotion based upon length of service, and not upon waiting for one's predecessor on the promotion list to die or resign or retire.

I want to say on behalf of the Senator from Alabama (Mr. Black) and those Senators who agreed with him that they have met us most fairly, and I am happy now to be able to report unanimously to the Senate from the Committee on Military Affairs amendments to the amendment of the House to the bill (S.3269) providing for the advancement on the retired list of the Army of Hunter Liggett and Robert L. Bullard, major generals, United States Army, retired."

The amendments reported by the Committee on Military Affairs to the amendments of the House of Representatives to Senate Bill 3269 were read, as follows:

That the aggregate number of commissioned officers of the Regular Army and Philippine Scouts on the active list shall not exceed the number now or hereafter expressly authorized by law, and all such officers, except officers of the Medical Department, chaplains, and professors, shall be designated as promotion-list officers. The number of promotion-list officers in each of the grades below brigadier general shall be such as results from the operation of the promotion system prescribed in this act, and shall not be otherwise limited: Provided, That except as otherwise in this act prescribed, the aggregate number of promotion-list colonels and lieutenant-colonels shall not exceed 15 percent and the number of promotion-list field officers shall not be less than 26 per cent, of the maximum aggregate number of promotion-list officers authorized by law.

Sec. 2. That all promotions under this act shall be subject to such examination as shall have been required by authority of law. Promotion-list officers in the grades of second lieutenant, first lieutenant, captain, major, and lieutenant colonel shall, except as otherwise prescribed in this act, be promoted to the respective next higher grade when their names appear first in their grade upon the promotion list, and when, under the provisions of this act, they are credited with 3, 10, 15, 20, and 25 years of service, respectively. The promotion of majors credited with 20 years of service shall be deferred so long as necessary to prevent the limitation of 15 per cent hereinbefore prescribed for the combined grades of colonel and lieutenant colonel being exceeded, and no officer shall be promoted to the grade of colonel until he shall have served at least two years in the grade of lieutenant colonel; Provided, That promotion-list officers not promoted from the grade of major under the foregoing provisions shall be promoted to the grade of lieutenant colonel when, under provisions of this act, they are credited for promotion purposes with not less than 20 years of service and are also not less than 52 years of age, and officers so promoted under this proviso shall be promoted to the grade of colonel when credited with 26 years of service, or as soon thereafter as they shall have served not less than two years in the grade of lieutenant colonel and shall be additional numbers in the grades of lieutenant colonel and colonel and shall not be counted in computing the maximum percentage hereinbefore prescribed for such grades: Provided further, That in the application of the foregoing proviso

each United States Military Academy class shall be treated as a unit as of the average age of the members of the class. In so far as necessary to maintain the prescribed minimum of field officers, captains credited with less than 15 years of service shall be promoted in the order of their standing upon the promotion list.

Sec. 3. That flying officers commissioned in the Air Corps in the grades of first lieutenant and Captain shall be promoted to the respective next higher grades when credited for promotion under provisions of this act with 7 and 12 years of service, respectively. When promotion as hereinbefore prescribed in this and preceding sections of this act fails to provide the Air Corps with the per cent of colonels, lieutenant colonels, and majors hereinafter specified, flying officers commissioned in the Air Corps shall be promoted in the order of their relative standing on the promotion list so that the number of Air Corps officers in the grade of colonel shall be 3 per cent, in the grade of lieutenant colonel 4 percent, and in the grade of major 18 per cent, respectively, of the total number of officers commissioned in the Air Corps, fractions being disregarded in computing said numbers. Flying officers of the Air Corps promoted to the grades of lieutenant colonel and colonel under provisions of this section shall be additional numbers therein and shall not be counted in computing the maximum percentage for such grades hereinbefore prescribed in this act. Any flying officer of the Air Corps promoted under provisions of this section who may become surplus in the grade of major, lieutenant colonel or colonel by reason of a subsequent decrease in the total number of officers commissioned in the Air Corps shall be an additional number in his grade in the Air Corps until absorbed. The term "flying officer" as used in this act shall be construed to mean a flying officer as defined by section 13a of the national defense act as amended.

Sec. 4. Length of service for promotion under this act shall be computed as follows:

First, each promotion-list officer originally commissioned in the Regular Army prior to July 2, 1920, without prior Federal commissioned service, whose active commissioned service shall have been continuous since acceptance of original commission, shall be credited with the full period from the date of such original commission;

Second, each promotion-list officer commissioned in the Regular Army or Philippine Scouts prior to July 2, 1920, who is not included in the category defined in the preceding subparagraph shall be credited with a length of service equal to that accredited to the officer of said category whose name appears nearest above his on the promotion list;

Third, each promotion-list officer originally commissioned in the grade of second lieutenant in the Regular Army or Philippine Scouts after July 1, 1920, shall be credited only with the period of service from the date of such original commission: Provided, That each promotion list officer not included in any of the foregoing categories and each officer of said categories whose original relative position on the promotion list shall have been changed or affected by sentence of court-martial, by special enactment, by discontinuity of his active service, or by suspension from promotion, shall be credited with such length of service for promotion as the Secretary of War shall determine to be appropriate to his relative position on the promotion list.

Sec. 5. That all prior statutory provisions governing the termination of active service of officers shall, except as otherwise specifically prescribed in this act, continue in full force and effect and be administered as now provided by law: Provided, That, excepting section 190, Revised Statutes of the United States, all laws or parts of laws restricting the freedom of persons on the retired lists of the Regular Army, who are otherwise eligible to accept any civil office or employment, or affecting their retired status or retired pay on account of holding any civil office or employment and receiving the compensation thereof, are hereby repealed in so far as they apply to said persons; and any such person who may be employed in any civil office or position under authority of the United States shall be entitled to receive the full compensation allotted to such office or position without regard to such person's retired pay: Provided further, That when any officer of the Regular Army or Philippine Scouts shall have served 35 years or more, including all service counted toward eligibility for voluntary retirement under existing laws, including this act, he shall, if he makes application therefor to the President, be retired from active service and placed upon the unlimited retired list: Provided further, That when any officer of the Regular Army or Philippine Scouts shall have served 40 years as a commis-

missioned officer in active service in the Army of the United States, or is 60 years old, he may, without action of a retiring board, be retired from active service at the discretion of the President, and placed upon the unlimited retired list: Provided further, That in computing eligibility for voluntary retirement of officers of the Army each officer shall, in addition to all service now credited under existing laws, be credited with additional constructive credit equal to one-half the time, if any, that he shall have been actually detailed to duty involving flying, except in time of war: Provided further, That flying officers of the Air Corps who become physically disqualified for all flying duty shall be eligible for retirement for physical disability.

Sec. 6. That during each fiscal year promotion-list officers who were originally appointed in the Regular Army or Philippine Scouts prior to July 1, 1920, or as of that date, may file application to be transferred from the active list in the manner hereinafter provided and the President is hereby authorized, on or before June 30 of each fiscal year, to designate for transfer from the active list from among such applicants who shall have been recommended for such transfer by a board of general officers such number as shall not exceed 1 per cent of the maximum authorized number of promotion-list officers of all grades.

Officers designated for transfer from the active list under provisions of this section shall be ordered to their homes as soon as practicable after such designation and, upon expiration of such leave of absence with full pay as may be granted under existing law, shall be transferred to the unlimited retired list with retired pay at the rate of $2\frac{1}{2}$ per cent of active pay, multiplied by the number of complete years of service, but not exceeding 30 years, with which credit for pay purposes, excepting non-Federal service: Provided, That each computation of service and pay of an officer designated for transfer from the active list under this section shall be as of the date of such designation: Provided further, That any officer originally appointed in the Regular Army as of July 1, 1920, at an age greater than 45 years, may if he so elects, in lieu of retired pay at the rate hereinbefore provided, receive retired pay at the rate of 4 per cent of active pay for each complete year of commissioned service in the United States Army, not exceeding 75 per cent of active pay.

Officers designated in any fiscal year for transfer from the active list shall, for purposes of computations under provisions of this act, be deemed to have been transferred from the active list during the fiscal year in which designated, notwithstanding the deferment of separation as herein authorized.

Section 7 provides that Major-Generals Hunter Liggett and Robert L. Bullard, retired, shall have the rank of Lieut.-General on the retired list of the Army.

Section 8 authorizes the President, by and with the advice and consent of the Senate, to appoint any commissioned officer of the Army who served creditably in the U.S. Army during the World War, to a rank on the retired list as of the highest grade held by him during the war, not above the rank of major-general, no increase of retired pay and allowances to result from the provisions of this section.

In explanation, Senator Reed stated that the bill meets the full approval of the War Department; that a proviso was worked out so that majors who had the requisite 20 years of service should, upon reaching the age of 52, be promoted to lieutenant-colonel and carried as extra numbers, and, similarly, after 26 years of service and after a minimum of two years as lieutenant-colonel, they should get their colonelcy and be carried as extra colonels. Asserting that this will affect approximately 800 officers, Senator Reed added that while that proviso took care of the officers in the general branches of the Army it still left unsolved a serious problem in the Air Corps, because that branch, according to its tables of organization, needs a considerable number of colonels and lieutenant-colonels, and yet almost all Air Corps officers are youngsters who came into the Army during the war and in the natural course of events would not get to be field officers for a good many years.

"In the first place," Senator Reed stated, "it was somewhat of an injustice to the Air Corps officers, although they are young, and, in the next place, it was a very serious injustice to the Air Corps as a unit because it deprived it of the higher commands that were necessary, and we should see such spectacles as majors in the Air Corps exercising commands that were appropriate for colonels, and in charge of millions of dollars of Government property, and very large bodies of men. It was right that some method be devised to take care of them. So we did it in two ways;

First, by accelerating their promotion from captain to major, and allowing that to occur at the end of 12 years' service instead of 15 years; and next allowing promotion from first lieutenant to captain at the end of 7 years instead of 10 years, as for the remainder of the Army. Then, further, we provided that for the Air Corps there should be 3 per cent of its officers in the grade of colonel, and if they did not reach that grade naturally, as a part of the whole promotion list, then they should be promoted to it and be carried as extra numbers, but their appointment would be permanent and not temporary; and, similarly, that 4 per cent of the Air Corps officers should be lieutenant colonels and 18 per cent should be majors.

Then, having reached that point, we allowed in the computation of service for retirement, and other purposes in the field, time and a half for such time as flying officers were actually engaged in flying duty. That was an effort by the committee to recognize the increased hazard of flying in peace times over the hazard that confronts the other branches of the service."

Senator Bingham proposed an amendment providing that section 1 of the House amendment be included in the bill at the proper place, which would have the effect of providing a separate promotion list for the Air Corps. "For many years the Air Corps has been earnestly striving to secure a separate promotion list," Senator Bingham stated. "Casualties in the Air Corps from accidents are ten times greater than those in any other branch of the Army. It is true that the other portion of the amendment as reported by the committee will correct the situation in regard to the securing of promotion after a certain length of years and without regard to the number of senior officers ahead of a particular officer, and it also provides a certain amount of benefit for the Air Corps; but it does not recognize the fact that the Air Corps in peace time labors under an entirely different kind of hazard from that under which the other branches of the Army labor. To grant them a separate promotion list would have this advantage, I believe, so far as the general psychology of the whole Army is concerned: Under the amendment as recommended by the committee, where the Air Corps is left in with the rest of the service, a captain in the Air Corps would continue alongside of a captain in the Regular Army for a period of 12 years, and then the captain in the Regular Army would continue as a captain for three years more until he became a major, whereas the man who had been alongside of him on the promotion list all these years would be suddenly promoted to the grade of major.

In other words, every time an Air Corps officer gets the advantage of this bill in the shortened length of service and the counting of flying time, it disrupts the promotion list, it makes hard feelings, it shows the rest of the Army that this man is being promoted over their heads, because the man who is interested in his own promotion studies the list and sees upon it that he, Mr. C, is between Mr. B and Mr. D; and that goes on for a certain number of years until suddenly the man below him disappears and goes up to a higher grade.

I believe that that will have a bad effect on the Army and will cause hard feeling between the branches, whereas if we make a separate promotion list, retaining the other features of the bill, then Mr. C will not know that Mr. D has been promoted ahead of him unless he happens to be familiar with that particular case, because the lists will be separate, and when he looks for his own place in the list he will find as he goes up with the other officers that he retains exactly that place during all the years. For that reason, Mr. President, it seems to me that it is for the benefit of the entire Army, and it is also in line with what the Air Service has been seeking for a great many years, and which I believe it is entitled to.

I may say, for the benefit of the Senate, that this section of the bill has been approved repeatedly by the meetings of the National Aeronautic Association and by the convention of the American Legion."

Senator Reed interposed objection to the amendment, stating that the Army previously had separate promotion lists and that they worked out most unjustly. The regimental promotion system resulted in West Point classmates finding themselves two grades apart simply because there were more resignations and deaths in one regiment than in another. When separate promotion lists in each branch of the service were instituted after the Spanish-American War, it was found that as the types of war changed one branch came to be very greatly increased, like the Field Artillery, and another one did not increase, like the Cavalry, and classmates of West Point found themselves with just as much disparity as before, through no fault of one or merit of the other; and when the national defense act was passed it was decided to consolidate into one promotion list all the officers

of the Army in combatant or staff service.

"It is dangerous, of course, to fly an airplane in peace time," Senator Reed continued, "but it is not exactly safe to go on with a battery of Field Artillery at a gallop. I have done both, and I think I felt in greater danger with the galloping battery than with the smoothly flying airplane. I think I was more scared at one time than the other, although I was properly scared at both times, and always will be. But you can not make separate lists just because of some differences in degree of danger; and, furthermore, they do not need it in the Air Corps in view of the provisions we have put in this bill that allow them this promotion as extra numbers. That was the recommendation of the Secretary of War, so as to provide that within their own branch they should always have a supply of officers going forward to keep up their full percentage of field grades.

In substance, it is nothing more than a sentimental gesture to give them this separate promotion list. The practical benefits of it are all included in the committee amendment intentionally, purposely, so that they should have those practical benefits, but whatever we might do sentimentally to please the Air Corps by creating a separate list would do far greater damage to the rest of the Army by giving the impression that the Air Corps had been picked out for favoritism."

Senator Bingham then stated: "Mr. President, I should just like to call attention to the fact that the rest of the bill certainly does pick out the Air Corps for favoritism, in that it permits promotion to go faster in the Air Corps than in the rest of the Army; and the argument which the Senator has used about two classmates at West Point will apply in his amendment more bitterly than it will apply in the amendment which I have proposed, because those two classmates will be in separate lists, and will not know it when they get separated."

Senator Bingham's amendment was then put to a vote and rejected.

The amendment reported by the Senate Military Affairs Committee to the House amendment was then put to a vote and agreed to.

Senator Reed then moved that the Senate insist upon its amendments and request a conference with the House, and that the Chair appoint the conferees on the part of the Senate.

The motion being agreed to, the Presiding Officer appointed Mr. Reed of Pennsylvania, Mr. Greene and Mr. Fletcher conferees on the part of the Senate.

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REMAKING GOGGLES ✓

According to the News Letter Correspondent from Langley Field, Va., the 20th Squadron personnel have found at last a way to make the 5A Issue Flying Goggles fit fairly well. It is well known that these goggles do not fit human heads, either in theory or practice. The stiff nose piece not only prevents fit, but this part has a habit of slipping so that in flight an aviator may find one eye-piece back over his ear any time. This can be remedied by getting the right adjustment and then wire it in place.

Advocating the use of haywire, safety wire, hickory or banana withes, the Correspondent states: "But this is only a secondary matter to the chief trouble, which is leakage of air beneath the rubber cushion. It has been found that by tearing these goggles up and making them over in a different way they will fit better. The chief change that helps is to remove the rubber cushion by ripping out the threads, and putting these cushions on backwards. This goes far toward eliminating the air leakage. This leakage has been serious during cold weather, for pilots have come down from missions with these goggles and cried the rest of the day with inflamed eyes.

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An example of the versatility of Air Corps officers was recently demonstrated in the case of Lieut. Corley P. McDarment, Air Corps, who upon reporting for duty at Langley Field, Va., upon completion of his tour of service in the Philippines, was made Assistant to the Post Surgeon and detailed in charge of the "pest house" for convalescent "Flu" patients. Lieut. McDarment's regular assignment is the 58th Service Squadron.

EQUIPMENT FOR HIGH ALTITUDE FLYING

The Aerial Photograph Unit of the Materiel Division at Wright Field, Dayton, Ohio, has completed certain equipment for high altitude flying. Much trouble has been experienced in the past by goggles completely frosting over at a temperature between 60° and 80° below zero. To prevent this, goggles have been constructed having double glasses for each eye piece. These glasses are separated nearly an inch and an electrical heater warms the air space between.

The amount of energy required to heat the goggles is 24 watts, which is tapped off the 12 volt airplane generator circuit. Electrically heated gloves have been constructed, using a different type of resistance than was heretofore used. The resistance units are semi-flexible and constructed of resistance wire that is not brittle and has approximately four times the tensile strength of copper. Four small units are used in each glove and all are connected in parallel so that the failure of one unit will not affect the operation of the others.

A small double throw switch is provided so that in one position the two gloves are in series using ten watts, and in the other position the gloves are in multiple, using 40 watts. An electrical oxygen heater has been constructed for warming the oxygen gas just before it passes to the face mask of the user. This consumes 22 watts. It will be noted that the amounts of energy required are small, being less than that consumed by the average incandescent lamp.

It has been found by experience that only a comparatively small amount of energy is required to supply the additional warmth needed, particularly for gloves.

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HIGH ALTITUDE PHOTOGRAPHY

The Materiel Division of the Air Corps, Wright Field, Dayton, Ohio, recently received from the Bureau of Standards two barographs and two recording thermometers used on the altitude flight of Lieut. Harry A. Johnson and Captain Albert W. Stevens on December 11th last.

The recording thermometers in the barographs showed -47° C as the temperature of the barograph elements. A recording thermometer in the same compartment in the tail of the plane as the barographs showed -52° C. The difference of five degrees shows that the barographs did not cool down even after almost an hour and three-quarters of flying at high altitude, to exactly the temperature of the surrounding air. This recording thermometer in the tail compartment also showed that the temperature of the fuselage is 5° warmer than the air striking the wings of the airplane, because a similar thermometer on the outer strut of the airplane showed -57° C.

This is the first time that recording thermometers of this type have been used. These thermometers recorded only the minimum temperature. They consist of bi-metallic spirals, actuating arms, at the end of which a stylus made a mark on a smoked metal plate.

These instruments were devised by Mr. Henrickson of the Bureau of Standards and constructed, in part, by the Materiel Division. The altitude of this flight, as computed from tables of the F.A.I., was 36,903 feet. The photographs secured on this flight came out successfully. Due to the priority of other work and the great amount of work involved in computing altitude by the camera, computations for true altitude have not, so far, been made. It is probable that the true altitude will be in the neighborhood of 38,000 feet, from a comparison of results obtained on other flights in which F.A.I. figures were compared with figures obtained by measurements of the lens, camera image and ground survey.

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GUATEMALAN AIRMAN TO ATTEMPT ONE-STOP FLIGHT TO HIS NATIVE COUNTRY

Lieut.-Colonel Oscar Morales, of the Guatemalan Air Corps, who has been with the 3rd Attack Group at Fort Crockett, Texas, for the past six months, is, according to the News Letter Correspondent, daily expecting the arrival of his new Waco Speedwing, in which he will attempt a one-stop flight to his native country. He intends to take off from the Fort Crockett Airdrome, if the bumps can be smoothed out and the field proves to be large enough to enable him to lift the heavy load of gasoline.

AIRSHIP LANDING ON MUNITIONS BUILDING ROOF

The first landing of an airship on a building in Washington occurred shortly after one o'clock on the afternoon of February 5th. The landing was made on the roof of the 7th wing of the Munitions Building. The airship, the TC-5-251, was piloted on its trip to Washington and return to Langley Field by Captain William J. Flood and Lieut. Uzal G. Ent, Air Corps. Other personnel aboard the airship were Major Rush B. Lincoln, Lieut. Leslie F. Young, Technical Sergeant Johnson, Staff Sergeant Blackie and Private E.J. Collins. Lieut. Otto Weinecke, Air Corps, assisted by Sergeants H. D. Harper and A. Weiders, all of the 19th Airship Company, was the maneuvering officer on the roof of the building.

Due to a rather brisk cross-wind and the desire of the pilot to obtain the lay of the land, as it were, the airship circled the landing spot several times before it was so maneuvered as to place the landing ropes within reach of the landing party of Bolling Field enlisted men who were on the roof. After the enlisted men grasped the ropes the big airship was hauled down to the roof without difficulty.

This demonstration was staged for the purpose of indicating the practicability of the airship for delivery of messages in the military service. Captain Flood delivered to Major-General James E. Fechet, Chief of the Air Corps, at the latter's office in the Munitions Building, the following message:

"Headquarters Langley Field
Second Wing Air Corps
Office of the Commanding Officer
Langley Field, Virginia

February 5, 1929.

Subject: Delivery of Official Correspondence by a
Dirigible Airship.

To: Chief of Air Corps, Washington, D.C.

1. With a view to demonstrating the practicability of using dirigible airships for delivery of mail and other articles as a routine matter in the military service, I desire to take this opportunity to deliver this letter to you personally by airship which will land on the roof of your office building this date.

2. To my knowledge, this is the first instance in which mail has been carried from an Army post in any aircraft directly to the Office of the Chief of Air Corps and I believe it should mark a new epoch in the future use of airships.

(Signed) Jacob W. S. Wuest,

Lieutenant-Colonel, Air Corps,
Commanding."

The blimp rested on its unusual roost for about 20 minutes, when its two motors were started up and it rose gracefully and headed for its home station at Langley Field.

The TC-5-251 is assigned to the 19th Airship Company at Langley Field, Va. It is the same airship which made a landing on the deck of the steamer "American Trader" about three miles off Ambrose Light, New York, on May 10th last, when it landed, transferred some cargo, and took off again without halting the surface vessel. This feat was characterized at the time by the Chairman of the Shipping Board as a new step in the coordination of air and water transportation.

On the afternoon of February 4th, this airship flew over the Pennsylvania Line Steamship "Virginia Lee," between Norfolk, Va., and Cape Charles, picked up a bag of mail off the deck by means of a grappling hook, dropped a sack of mail on the deck, and then proceeded back to its home hangar, neither the surface vessel nor the airship halting during this exchange of mail. The pilots on this flight were Captain William J. Flood and Lieut. Otto Wienecke.

About a month ago this airship picked up a sack of mail from the roof of the Newport News High School without difficulty.

The TC-5 is the largest non-rigid type of airship in the Air Corps, measuring 200 feet in length. It is inflated with Helium, and its capacity is 220,000 cubic feet.

MAJOR SPATZ MAKES OFFICIAL REPORT ON DURATION FLIGHT

That refueling airplanes in mid air is not alone safe and practicable but also of distinct advantage in military and commercial air operations is pointed out in the report submitted to Major-General James E. Fechet, Chief of the Air Corps, by Major Carl Spatz, commanding officer of the Air Corps endurance plane QUESTION MARK which made history early in January by remaining in the air for almost seven days.

Major Spatz declares that the QUESTION MARK tests, aside from their enormous military value, undoubtedly presage trans-oceanic and transcontinental flights without landing; that refueling may make transoceanic flying not alone practicable but also profitable; that the transcontinental air mail may be speeded up by at least six hours and that refueling while in flight makes for greater safety in unfavorable weather.

"The flight of the QUESTION MARK," says Major Spatz's report in part, "demonstrates conclusively that one transport plane can safely refuel another transport plane in the air. These refuelings were done under practically every meteorological condition. Many contacts were made at night without any difficulty whatever.

"Refueling has a distinct advantage in military operations. Refueling in flight allows bombardment aircraft to take off with heavier bomb loads and lighter gas loads. At present, bombardment aircraft has to split its possible load almost evenly between fuel and explosives. In view of the lessons learned in this flight, it is now known that it is possible to take off with the same degree of safety with almost twice the bomb load, with a very light gasoline load and refuel in flight. Refueling also increases the radius of bombardment aircraft. With existing fuel arrangements, bombardment planes have a radius of action of not more than 1500 miles under the most favorable conditions. By refueling in flight, this radius of action can certainly be doubled and, in fact, it has scarcely any limit at all. Refueling also makes for greater safety for bombardment aircraft. The greatest hazard in flying bombardment planes, loaded with high explosives, comes in the take-off. The take-off is made much safer since a lighter load can be carried, by taking off with lighter fuel loads and taking on fuel in the air after reaching a safe altitude.

"In view of the experience of this flight, all the personnel connected with this project are convinced that refueling can be applied successfully to pursuit, attack and observation aircraft. This will likewise increase the safety and radius of operation of flying planes of these types in military operations.

"Refueling has a distinct application to commercial flying. The greatest hazard in the operation of commercial aircraft comes from taking off heavily loaded transport planes from small or soft airdromes. Obviously, these planes have to carry enough gasoline to reach their destination or are required to land frequently for fuel. The take-off from small fields can be obviated or at least made much safer by carrying on the take-off very light gas loads and refueling in flight.

"The experiments in connection with the QUESTION MARK undoubtedly presage transcontinental and transoceanic flights without landing. It is also well to point out that refueling in flight makes for greater speed in commercial operation. Under present conditions, at least one-half hour is lost in landing, taking on fuel, and take-off. By refueling in flight this half hour for each stop can be entirely eliminated since the commercial plane can proceed on its route as it is refueled. The transfer of mails across the continent can now be speeded up at least six hours by refueling in flight. At the present time such planes as we are acquainted with cannot fly across the ocean with enough gas load to reach their destination and at the same time carry any pay load whatever. By refueling en route the heavy gas load can be replaced by a pay load. Trans-oceanic flights will then be profitable.

"Refueling makes for greater safety in flying in unfavorable weather. In both military and commercial flying pilots are quite frequently required to attempt flights in unfavorable weather due to lack of sufficient gasoline to go around or over local storms. When refueling has been developed to a point where refueling planes are located at frequent intervals throughout the country and when radio is carried by transport planes, it will be possible to fly around bad weather conditions and ask for fuel in flight."

The official data with respect to the famous flight shows that a total of 43 contacts were made covering a period of 5 hours and 32 minutes. Nine of these contacts were made at night. They covered that transfer of 5660 gallons of gasoline; 245 gallons of oil; 17 meals, water, batteries and other supplies representing an aggregate weight of about 40 tons.

LANGLEY FIELD PERSONNEL INDULGE IN COON HUNT

A regular old-fashioned coon hunt took place a few miles from Langley Field, Va., one night recently. The Langley Field personnel engaged in this frontier sport were Captain and Mrs. George M. Palmer, Captain and Mrs. Eliot, Lieut. and Mrs. James E. Adams, Lieuts. L. S. Young and Corley P. McDarment. The courageous hunters met at the home of Mr. Collier, not far from the field. After walking into a big woods, the dogs were released. A coon was soon started, and after a long and exciting trail, it was treed and captured. It was a regular old-fashioned ring-tailed coon.

After the hunt, which was participated in by several civilians as well as the Langley Field people, all the hunters returned to Mr. Collier's house and gorged themselves with oysters on the half shell and hot dogs.

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ROCKWELL FIELD PURSUITERS FLY TO PHOENIX, ARIZONA.

Nine pilots of the 95th Pursuit Squadron, led by Captain H.M. Elmendorf, hopped over the desert in FW-9D's to Phoenix, Arizona, on January 26th. The annual midwinter rodeo was in progress when the squadron arrived over Phoenix and, needless to say, the "brons" and "bull-dodgers" were shoved right off the stages until the nine "bugs" landed. The flight was a surprise to the thousands of people assembled at the Fair grounds and came as a distinct treat.

The officers were introduced to the stands as they entered special boxes, and Captain Elmendorf was prevailed upon to give a short speech over the radio and megaphone announcing system. The squadron arrived too late to witness the main events, so special broncho re-rides were made and bull-dodging and calf-tying exhibitions staged.

The return flight was made the following day, January 27th, via Yuma and Calexico. No forced landings, motor trouble or other difficulties marred the flying visit to the last frontier of the "Western Cowboys."

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AIR CORPS REINFORCEMENTS ARRIVE By the Wright Field Correspondent

Lieut. Franklin O. Carroll is receiving congratulations upon the birth of a son, Patrick Colin, who arrived on January 10th. Raking our memories, it is believed the last son in the Materiel Division family made his appearance almost a year ago. The important young man was William Clement McMullen, and he arrived on the stage of operations on February 10, 1928. In the meantime, a bevy of young ladies - as they will no doubt be dubbed in future society columns - have appeared to enhance the drama of existence, among them -

<u>Young Lady</u>	<u>Daddy</u>	<u>Date</u>
Shirley Parker	Lieutenant James E. Parker	April, 1928.
Patricia Corkille	" John D. Corkille	April, 1928.
Mary Fae Finter	Captain C. V. Finter	August, 1928.
Jean Mills	Lieutenant Sam Mills	August, 1928.
Jeane Wolfe	" Leroy Wolfe	November, 1928
Jane Oliver Caldwell	" Charles H. Caldwell	November, 1928.
Mary Caroline Carr	" Harold H. Carr	December, 1928.

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THIRD ATTACK GROUP ACTIVITIES

A formation of nine A-3's, commanded by Captain Wooten, Operations Officer, left Fort Crockett, Texas, January 25th, for San Angelo, Texas, where the personnel attended the opening of the new airport at that place.

The total number of flying hours for the 3rd Attack Group in 1928 was 10,020 hours and 27 minutes. The present strength is 28 officer pilots and 3 enlisted pilots. The Group now has 33 A-3 airplanes, two O-6 and two DH4-MK (Tow Target). Lieut. Rose had a total of five hundred and ten hours and ten minutes flying time for the calendar year 1928.

V-5865, A.C.

CAPTAIN COOK LEAVES THE ARMY ✓

Captain Harvey Weir Cook, Air Corps, who rendered conspicuous service overseas during the World War, tendered his resignation as an officer of the Army on January 11th to enter the employment of the Curtiss-Indiana Company.

Captain Cook was one of the first members of the 94th Squadron, the first American pursuit organization at the front, and rendered gallant and meritorious service during the entire period of the operations of the Air Service, having served actively at Chateau Thierry, San Mihiel and the Argonne. His seven confirmed victories included three balloons, and he was decorated with the Distinguished Service Cross with oak leaf cluster.

Enlisting in the Aviation Section, Signal Corps, in France on September 13, 1917, he took training under flying cadet status at the 2nd Aviation Instruction Center until December 10th. He was commissioned a 1st Lieutenant in January, 1918, and received further flying training as a student officer until May, 1918. Serving as ferry pilot at Orly, France, from May to July, 1918, he was, on July 12th, assigned to the 94th Aero Squadron and sent to the front. He served with that organization until its demobilization. In March, 1919, he was promoted to the grade of Captain.

Upon return from duty overseas, Captain Cook served at Selfridge Field, Mich., and Kelly Field, Texas. He was honorably discharged from the service on December 24, 1919.

Captain Cook re-entered the Army the following year, being appointed a Captain in the Air Corps, Regular Army, on July 1, 1920. At the time of his appointment he had flown approximately 800 hours as pilot in such types of planes as the Spad, DH-4, Sopwith Camel, Nieuport (all types), Fokker, Caudron, Curtiss JN4A, D and H, Standard, etc.

Following his appointment in the Regular Army, Captain Cook served for several years at McCook Field, Dayton, Ohio, where he graduated from the Air Corps Engineering School, and then at Langley Field, Va., where he was on duty as instructor in pursuit tactics at the Air Corps Tactical School.

His last assignment was with the Indiana National Guard Air Service as Instructor.

Captain Cook was born on June 30, 1892, at Wilkinson, Indiana. He attended the DePauw University for two years, and Washington and Jefferson one year.

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DEATH OF LIEUT.-COLONEL SETH W. COOK

In the death of Lieut.-Colonel Seth W. Cook on February 10th last at Chamute Field, Ill., the Air Corps lost another distinguished officer bearing that name within the space of a month, the first one being Captain H. Weir Cook who, we are glad to say, is still in the land of the living.

Funeral services for Colonel Cook were held at the receiving vault at Arlington National Cemetery on Friday, February 15th. During the ceremony a formation of O2-H observation planes from Bolling Field hovered overhead. The participating pilots in this formation were Captains Harold M. McClelland, Ross G. Hoyt, Lieuts. Newton Longfellow and Louis M. Merrick. The pallbearers were Cols. Leon B. Kromer, Cavalry; Walter T. Bates, General Staff Corps; James M. Graham, Inspector General's Department; Lieut.-Colonels Roy T. Kirtland, Harry Graham and Henry C. Pratt of the Air Corps.

Colonel Cook was a veteran of the Spanish-American War, enlisting in the Cavalry June 1, 1898. Appointed from the ranks, he was commissioned a 2nd Lieut. of Cavalry on February 2, 1901; promoted to 1st Lieut. April 18, 1909, and to Captain July 1, 1916. After seeing service with the Punitive Expedition in Mexico under General Pershing, he was detailed to the Aviation Section, Sig. Corps; took flying training at the Aviation School at San Diego, Calif., and was rated a Junior Military Aviator on June 15, 1917.

While with the Air Corps, Colonel Cook served successively at Columbus, N.M. with the 1st Aero Sqdn.; at Kelly Field, Texas; Gerstner Field, Lake Charles, La.; Scott Field, Ill.; Ellington Field, Houston, Texas; and Taylor Field, Alabama.

Relieved from detail with the Air Corps and serving for a brief period with the 1st Cavalry at Douglas, Arizona, he was shortly afterwards permanently commissioned in the Air Corps and served at Kelly Field, Texas, and as Air Officer of the 5th Corps Area at Columbus, Ohio, prior to his being assigned on June 30, 1928, as Commanding Officer of Chamute Field, Ill., his last station.

V-5863, A.C.

AIR RESERVE ACTIVITIES IN WESTERN PENNSYLVANIA

By the News Letter Correspondent

In order to discover and learn all about the activities of other Air Corps Reserve activities and organizations thruout the United States, it was thought that a brief resume of the work being accomplished in Western Pennsylvania by the 99th Division Organized Reserve Air Corps Units would not be remiss and would lead to some expressions from other Air Corps Reserve Airdromes.

The Air Corps Reserve Units of the 99th Division comprise the 324th Observation Squadron, 324th Photo Section, and the Headquarters Detachment, 99th Division Air Corps, all composed of reserve officers and enlisted reservists residing in the Western Pennsylvania district. When first organized, there was no flying field from which the reserve officers could fly, but thru the efforts of the Aero Club of Pittsburgh, an organization composed of practically all aviators who flew during the last war in all armies, both Allied and German, a tract of land, now called Rodgers Field, was made available. This tract was leased by the Club, which in turn leased same to the Government as a Reserve Airdrome. Finding the terms of the lease too burdensome, the Aero Club successfully persuaded the City of Pittsburgh to purchase the land and lease it to the Government for a period of ten years.

The War Department erected two standard size hangars and a gasoline and oil storage system, placed 1st Lieut. Royal B. Lew, Air Corps, now Personnel Adjutant at Kelly Field, Texas, in charge thereof, with three Civil Service mechanics, and furnished six airplanes of the JNS type together with the necessary supplies.

The past summer saw approximately 35 reserve officers fly about 400 aircraft hours. This can be considered as remarkable when it is taken into account that there were but two airplanes stationed here for a greater part of the time. All of the JN type airplanes had been eliminated in September, and there were but two PT-1 airplanes stationed here until late in the year, when two more were added to our equipment. A Douglas O-2 airplane was also added for the use of Captain Thomas S. Voss, Air Corps, the present Unit Instructor. With the coming of good weather, an interesting and intensive training program will be put into effect, with flying practically every day and the carrying out of a practical mission.

In competition with several other Air Reserve squadrons which were at Langley Field, Va., last summer for two weeks of active duty training, the organization was awarded a cup for being the best all-around Reserve squadron in the Third Corps Area.

The present training program calls for the carrying on by the squadron officers exclusively, with only an occasional bit of assistance from the Unit Instructor. They will make the necessary plans, carry them out, etc.; in fact, run the organization as though they were in complete charge. This will prepare them for their coming summer training camp at Langley Field in July, when it is hoped that they will be permitted to take over the affairs of one of the Regular Army units stationed there.

A number of the pilots of this organization are engaged in commercial aviation. Out of a total of 35 flying officers, 15 hold a Department of Commerce transport license; three a limited commercial license and three private licenses. Eight pilots also hold a mechanic's license issued them by the Department of Commerce. Three of the transport pilots are engaged by the local Air Mail line as air mail pilots flying between Cleveland and Pittsburgh.

The organization also boasts of the largest group of enlisted reservists (68) assigned to any one reserve unit. Practically all of them are engaged in some phase of aviation which will fit them for active duty in case of a national emergency. We find 11 pilots among them, one of whom has a transport license, 3 hold limited commercial licenses and the remainder private pilot's licenses. Nineteen of the reservists hold a mechanic's license issued by the Department of Commerce - both airplane and airplane engine. Amongst the personnel we find all occupations necessary to carry on a Regular Army unit, such as clerks, automobile mechanics and chauffeurs, several electricians, a chemist, several lawyers, policemen, draftsmen, oil refiner, tailors, cooks, radio electrician and operator, welders, cabinetmakers, telephone linesman and operator, a photographer, a journalist, and so on.

These enlisted reservists are so enthusiastic over their work that they even attend drill once a week given them by a Regular Army noncommissioned officer. They attend all the prescribed Unit meetings, hold their own in the Correspondent

ence Course School lessons and come out to the field to receive practical instruction from the Chief Mechanic.

We are setting a pace for other Reserve squadrons to shoot at. This coming year we hope to take many of the enlisted men to camp for the two weeks' training period and give them some actual experience. Last year ten of them paid their own way and attended camp without entailing any expense to the government. They spoke so highly of their experience that everyone is anxious to attend this year's camp.

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AVIATION IN EUROPE DESCRIBED BY MR. IDE.

By A. M. Jacobs

Mr. J.J. Ide, American representative of the National Advisory Committee for Aeronautics, who has been in the United States since early in December when he came to attend the International Conference and the Chicago Air Exhibition, was a recent visitor at Wright Field, Dayton, Ohio.

Mr. Ide's address to the Wright Field personnel was, as always, stimulating, his intimate knowledge of technical developments in the foreign fields being like the opening of a door to eyes eager for broader visions. He spoke of the German Aero Show held at Berlin and of the giant aircraft on display there, also of the huge seaplanes being built by the Rohrbach and Dornier companies. One of these Rohrbachs, not quite completed, he described as being powered with 12 Jupiter engines arranged in six tandem groups above the wing. He spoke of the continued interest in and development of the water-cooled engine in Germany and England.

"The Germans," Mr. Ide said, "make their passenger cabins comfortable by having long exhaust pipes carried back to a point behind the cabin, which makes it perfectly possible to converse with the windows open. While the Germans lead the world in passenger aviation, all passenger planes in Europe have become exceedingly comfortable. These airplanes have plenty of leg and head room. Each passenger has his own window and usually a collapsible table for his use. They have, in fact, all the comforts of a first class railroad car. These services also have an elaborate radio communication system. They know the weather conditions within one hour of take-off."

A resume of the military situation was given. He spoke of the light training planes in use in Italy and France, where they consider it wasteful to use expensive pursuit types to keep pilots in training; of the French multiplace de combat, a 3-seater fighter, the outstanding example of which is the Bleriot 127, with two 500 horsepower Hispano Suiza engines. Three-seater Fokkers have also been ordered by the Dutch Government for long distance reconnaissance purposes. The idea of this Fokker is to protect the observer from rear attacks. The French Technical Service has undergone considerable expansion under the present Air Minister, M. Eynac, who has increased the appropriations for the scientific and technical work of the Government to the total of \$10,000,000, an increase from four to fifteen percent of the total budget of the French Air Force.

Mr. Ide plans to remain in the United States about a month longer to complete his technical observations, when he will return to his work in Paris. It is hoped that Mr. Ide's visits to the Materiel Division may be an annual event.

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PAN AMERICAN AIRWAYS PILOT VISITS LANGLEY FIELD

Mr. Robert H. Fatt, Jr., crack pilot of the new Pan-American Airways, dropped into Langley Field Jan. 27th with a Fokker F-10 on his way to Miami, Havana, Colon, and other points south. Bad weather in the form of dense fog held him up for two days at this field. He stated that he would not ordinarily stop because of fog or other bad weather, but since there was no great rush to get away he would wait until clear weather. While here he was the guest of Lieut. W.R. Wolfenbarger, an old mail pilot pal of Fatt's.

Mr. Fatt was enthusiastic over the Pan-American prospects. From the general tone of his talk, it appears that the big aerial companies being formed are desirous of "chiseling" out the best of the Army pilots, especially those with wide experience. And with remedial legislation for the Air Corps at a standstill, the News Letter Correspondent from Langley Field opines that this should not be hard to do.

LARGE GRADUATING CLASS FROM THE ADVANCED FLYING SCHOOL

The largest graduating class in the history of the Advanced Flying School at Kelly Field, Texas, since the termination of the war, numbering 82 Flying Cadets and four officers from other branches of the Regular Army, will receive their wings on February 28th next. At that time these students will have finished their four months' course of advanced flying training at Kelly Field which, combined with the eight months' work performed at one of the two Primary Flying Schools of the Air Corps, will constitute a full year of intensive flying training now required before the rating of "airplane pilot" can be bestowed.

Seventy-one of these students will be commissioned as second lieutenants in the Air Corps Reserve, and ten students, who hold Reserve commissions in other branches of the military establishment, will be transferred to the Air Corps. Those students who are slated for transfer to the Air Corps Reserve are Cadets Kenneth C. Brown, Edwin A. Dietel, Haywood S. Hansell, Hans T.E. Hertzberg, John P. Kenny, William Lecel Lee, James W. McCauley, Harry A. Saunders, Walworth D. Slingerland and Reginald F.C. Vance. One member of the class, Cadet Edward Harrison Alexander, of Hobart, Indiana, already holds a commission as Second Lieutenant in the Air Corps Reserve.

The four commissioned officers of the Regular Army who are scheduled to graduate have been assigned to Air Corps stations for duty as follows:

Second Lieutenant Cecil E. Henry, Selfridge Field, Michigan.

Second Lieutenant James A. Willis, Langley Field, Virginia.

Second Lieutenant Samuel J. Simonton, Fort Crockett, Texas.

Second Lieutenant Kenneth P. McNaughton, Post Field, Fort Sill, Oklahoma.

The only foreign representative in the graduating class is Cadet Ramon Arias, a native of Panama, who is a graduate of the United States Military Academy, West Point, New York, and the son of Panchot Arias, former Panamanian Minister to Germany.

Two students of the Class, Cadets Richard I. Dugan and Raymond L. Winn, are members of the famous Caterpillar Club. Both of these students, while undergoing primary flying training, were forced to resort to the parachute in order to reach the ground safely. Each one, while practicing aerial acrobatics, was unable to regain control of his plane in time after it went into a tail spin. The performance of the Army parachute enabled them to continue their training with the rest of their comrades.

The State of California once more takes the lead in the matter of student representation with 13 prospective graduates, Kansas being next in order with six. Among the cities represented, Washington leads with four students.

Of the 82 graduating Cadets, 68 have signified their desire for a tour of extended active duty under their Reserve commission. They will be assigned to Air Corps flying fields, as follows: 27 to Langley Field, Va.; 1 to Mitchel Field; 11 to Selfridge Field, Mich.; 2 to Maxwell Field, Ala.; 3 to Marshall Field, Fort Riley, Kansas; 10 to Fort Crockett, Galveston, Texas; 2 to Fort Sam Houston, Texas; 2 to Post Field, Fort Sill, Okla.; 8 to Rockwell Field, Coronado, Calif., and 2 to Crissy Field, Presidio of San Francisco, Calif.

It is possible that a fair percentage of these new Reserve officers will take the examination for permanent appointment in the Air Corps, Regular Army, as has been the case with students graduating in previous classes.

The prospective graduates of the Advanced Flying School are listed below, as follows:

ARIZONA	Harry A. Saunders	Tucson	CALIFORNIA	Noble G. Hueter	San Francisco
ALABAMA	Thomas L. Mosley	Ensley		J. Arthur Ronin	Santa Ana
ARKANSAS	James W. McCauley	El Dorado		J. Harold Bundy	San Jose
CALIFORNIA	Sam W. Cheney	Berkeley		David R. Graves	Los Angeles
	M.H. Anderson	Berkeley	COLORADO	George F. Kinzie	Greeley
	H. S. Hansell, Jr.	Berkeley	DIST. COL.	R. F. C. Vance	Washington
	Allen J. Mickle	Alameda		James H. Wallace	Washington
	Trenholm J. Meyer	Antioch		Chas. W. Alverson	Washington
	Lewis R. Parker	Beaumont		Edwin M. Day	Washington
	Richard B. Stith	Hollywood	FLORIDA	Wm. C. Davis	Saratosa
	Clarence K. Roath	Pasadena	GEORGIA	Spencer Callaway	Atlanta
	Kenneth C. Brown	Sacramento		William P. Sloan	Atlanta

IDAHO	Leonard F. Harman	Boise	N. CAROLINA	Edwin L. Tucker	Laurinbur
INDIANA	Otis F. Bryan	Bloomington		Albert Boyd	Ashville
	Harley R. Grater	Lebanon	OHIO	Robt. H. Clarke	Dayton
	Edw. H. Alexander	Hobart		Samuel R. Spiker	Piqua
IOWA	Herry E. Campbell	Des Moines		Robert M. Wilson	Toledo
	Morley F. Slaght	Mt. Vernon		H. F. Zimmerman	Clyde
KANSAS	Chas. F. Scott	Iola	OKLAHOMA	Dudley D. Hale	Solon
	Floris W. Shade	Hays		Jack H. Neale	Shawnee
	Raymond L. Winn	Kanorado		Chester Gilger	Enid
	Jack W. Wood	Kansas City	OREGON	Byron S. Warner	Pendleton
	Wm. M. Campbell	Marion		W. F. Phillippi	Portland
	L. R. Brownfield	Independence		Ivan D. Houston	Eugene
KENTUCKY	Glenn F. Fields	Whitesburg		John P. Kenny	Portland
LOUISIANA	Richard V. Conover	Lake Charles		George H. Pfeuffer	Portland
	Al Nugier Booth	Abbeville	NORTH DAKOTA	Wm. A. Matheny	Carrington
MASS.	M. S. Hollidge	East Milton	TENNESSEE	Harry H. Jones	Nashville
MICHIGAN	Durward O. Lowry	Ann Arbor		H. L. Grills	Somerville
	John S. B. Harvey	Traverse City		John W. Thomas	Chattanooga
MINNESOTA	W. D. Slingerland	Kasson	TEXAS	H. T. E. Hertzberg	San Antonio
MISSOURI	Flint Garrison, Jr.	St. Louis		Wm. H. Maverick	San Antonio
	N. A. Laurenzana	Kansas City		Edwin A. Dietel	New Braunfels
	M. F. Tindall	Excelsior Spgs		Wm. Leceel Lee	Weatherford
	Murl Estes	Springfield	WEST VA.	G. M. Lasater	Falfurrias
	Ralph A. Murphy	Kansas City	VIRGINIA	H. G. Nicholson, Jr.	Charleston
MONTANA	Richard I. Dugan	Whitefish		Frank Armstrong, Jr.	Richmond
NEBRASKA	Horace J. Reid	Pilger		C. Weston Goode	Salem
N. H.	T. Robt. Starratt	Manchester	WISCONSIN	Paul M. Jacobs	Wauwautosa
NEW YORK	William T. Colman	Dunkirk	PANAMA	Frank W. Raymond	Rhineland
	Thomas S. Power	Great Neck, LI		Ramon Arias	Panama City

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PICTORIAL HISTORY OF AVIATION SHOWN AT WRIGHT FIELD

A new moving picture screen, 16 by 12 feet, has been painted on the stage wall of the auditorium of the Materiel Division at Wright Field, Dayton, Ohio. The window drapes have been adjusted to properly exclude light, and other improvements have been made to better the facilities for satisfactory moving picture projection, changes which have been contemplated ever since the removal to the (still) new Wright Field.

The first film to be shown under the improved conditions was one assembled by the National Cash Register Company for the entertainment of the International delegates called for conference by President Coolidge, and also to celebrate the twenty-fifth anniversary of flight. This film was entitled "Twenty-Five Years of Flight." Since much of it had been made by the Materiel Division, it was shown for the Division personnel on January 22nd, and as a very detailed pictorial history of aviation since the first flight it was greatly enjoyed.

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ATTACK GROUP PILOTS PARTICIPATE IN AIR MEET AT MIAMI, FLA.

A flight of nine A-3's, piloted by Major John H. Jouett, Lieuts. McHenry, McGinley, Gross, Zeigler, Flock, George, MacNair and Kelley, carrying as passengers Captain Charles E. Bremm, M.C., Flight Surgeon, and crew chiefs, departed from Fort Crockett, Texas, for Miami, Fla. Due to inclement weather, the departure was made in the afternoon, landing being made at Pensacola, Fla., where the personnel enjoyed the hospitality of the Navy for the night.

With the combined efforts of many sailors, the D-12's were started on an exceptionally cold morning, and the flight arrived in Miami that evening. Due to the bad weather, several of the civilian entries for the air meet did not arrive, and Major Jouett was asked to take charge of military and naval entries in order that a satisfactory meet could be arranged. Several cups were won by service pilots who, it is believed, contributed in a large measure to the success of the meet. It was intended to make the return flight to Galveston in one day, but a balky engine caused a delay in starting, and it was necessary to land at New Orleans. The field at Fort Crockett is not equipped with landing lights and Maj. Jouett did not deem it advisable to come in after dark with the nine airplanes.

WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

CHANGES OF STATION: 1st Lieut. Walter K. Burgess relieved from detail with Organized Reserves, 9th Corps Area, Santa Monica, Calif., and detailed to duty at University of Illinois, Urbana, Ill.

1st Lieut. Harold Brand, 12th Obs. Squadron, Fort Sam Houston, Texas, to duty in Office Chief of Air Corps, Washington.

Upon completion of tour of duty in Panama 1st Lieut. Burton F. Lewis to proceed to Crissy Field, Presidio of San Francisco, Calif., for duty.

Major Percy E. Van Nostrand to duty as instructor at Air Corps Tactical School, Langley Field, Va., upon completion of tour of duty in Hawaii.

Major Herbert A. Dargue relieved as student at Army War College, Washington D.C., and to Newport, R.I. not later than July 1, 1929, for duty as student, 1929-1930 course, at Naval War College.

Major Hubert R. Harmon relieved from duty as Assistant Military Attache for Air, London, England, and to United States Military Academy, West Point, N.Y., for duty May 1, 1929.

Major B.Q. Jones relieved from further assignment and duty as student at Army War College and detailed as member of War Department General Staff, effective July 1, 1929.

Upon completion present course of instruction at Air Corps Tactical School, Langley Field, Va., Capt. Douglas Johnston to serve as instructor thereat.

Captain Oliver S. Ferson, upon completion of present course of instruction at Air Corps Tactical School, Langley Field, to duty as Instructor at Air Corps Technical School, Chamute Field, Ill.

1st Lieut. Raphael Baez, Jr., from duty with 11th Bombardment Squadron to duty at Rockwell Air Depot, Coronado, Calif.

1st Lieut. Wm. R. Sweeley, instructor at Primary Flying School, March Field, to duty at Clover Field, Santa Monica, Calif., with Organized Reserves.

2nd Lieut. Kenneth P. McNaughton, upon completion of present course of instruction at Advanced Flying School, Kelly Field, to Post Field, Fort Sill, Okla.

1st Lieut. Joseph Smith, Kelly Field, to the Philippines, sailing from San Francisco on or about March 9, 1929.

RELIEVED FROM DETAIL TO THE AIR CORPS: 2nd Lieut. Walter G. Staley to the 25th Infantry, Fort Huachuca, Arizona.

2nd Lieut. Carl H. Sturges to Signal Corps, 2nd Div., Fort Sam Houston, Tex.

2nd Lieut. Thomas J. Cody, Signal Corps, to 2nd Div. Fort Sam Houston, Tex.

2nd Lieut. John B. Allen to Signal Corps, 1st Division, Fort Bliss, Texas.

2nd Lieut. Ralph J. Butchers, Infantry, to 2nd Div., Fort Sam Houston, Tex.

2nd Lieut. Carl S. Graybeal, Infantry, to 2nd Div., Fort Sam Houston, Tex.

1st Lieut. Walter R. Hensey, Jr. to Field Art. 2nd Div. Ft. Sam Houston.

DETAILED TO AIR CORPS AND TO BROOKS FIELD, TEXAS, JULY 1, 1929, FOR TRAINING:

2nd Lieut. Frederick P. Munson, Infantry.

2nd Lieut. William C. Sams, Jr., Infantry.

2nd Lieut. Thomas R. Horton, Infantry.

2nd Lieut. David P. Laubach, Corps of Engineers.

RESERVE OFFICERS DETAILED TO EXTENDED ACTIVE DUTY:

2nd Lieut. Wm. Chamberlayne Bentley, Jr. to Langley Field, Va. to June 30, 29.

2nd Lieut. Edward H. Alexander, March 1, 1929 to Feb. 28, 1930, Selfridge Field

2nd Lieut. Wm. Douglas Herring, March 1, 1929 to February 28, 1930, at Fort Sam Houston, Texas.

RESERVE OFFICERS RELIEVED FROM EXTENDED ACTIVE DUTY: 2nd Lieutenant James N. Peyton, Reserve, February 19, 1929.

RESIGNATIONS: 2nd Lieutenant Homer Ceylon Munson, Air Corps.

Captain Harvey Weir Cook.

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CHANGES IN STATUS OF AIR CORPS ENLISTED MEN

1st Sergeant John R. Bluhm, 20th Bombardment Squadron, Langley Field, Va., placed upon the retired list.

Staff Sergeant Wallace C. Cotton, 11th School Group, Brooks Field, Texas, placed on the retired list.

Technical Sergeant George Anderson, 47th School Squadron, March Field, Calif., promoted to Master Sergeant.

Staff Sergeant James H. Craine (J.A.P.) 59th Service Squadron, Langley Field promoted to Technical Sergeant.

1st Sergeant James F. Smyth, Bolling Field, promoted to Master Sergeant.

1st Sergeant George Garner, 5th Observation Sqdn. Mitchel Field, placed on the retired list.

Master Sergeant Fred Kelly, Airplane Pilot, March Field, Calif., discharged by purchase, thus reducing number of enlisted pilots, including Lighter-than-Air and J.A.P's, to 37.

Staff Sergeant Edward Wetteran, Kelly Field, appointed Technical Sergeant January 9, 1929, to fill vacancy recently authorized.

Staff Sergeant Gust A. Tayloe, Chamute Field, appointed Technical Sergeant January 9, 1929, to fill one of newly authorized vacancies.

Master Sergeant Robert Hornby, 41st School Squadron, Kelly Field, placed on the retired list.

Warrant Officer Emory L. Wallace relieved from duty at 6th Corps Area Hqrs. and assigned to duty at Hqrs. 4th Corps Area.

Technical Sergeant George Gordon appointed Master Sergeant to fill vacancy in 41st School Squadron, Kelly Field, Texas.

Technical Sergeant James H. Crawley appointed as Master Sergeant and Staff Sergeant Wm. V. Apple as Technical Sergeant to fill vacancies at Fort Crockett, Texas, due to retirement of Master Sergeant George B. Raymond.

DIED -- Sergeant Mike Roshak, January 22, 1929, at Fort S. Houston, Texas, of injuries received when struck by a propeller at Brooks Field.

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ASSOCIATED PRESS APPRECIATES AIR CORPS COOPERATION ✓

Mr. Walter B. Clausen, Associated Press Correspondent, in a recent letter to the Secretary of War, stated:

"My dear Mr. Davis:

I wish to express to you an appreciation for the splendidly efficient arrangements of the War Department by which information has been made so easily available to the press on the flight of the "Question Mark" to date.

At Metropolitan Airport and Rockwell Field, representatives of the press have found what I am pleased to term an ideal situation. Under the administration of Mr. H.J. Adamson and Press Relations Officer, Lieut. Clarence P. Kane, facilities have been so adequately provided that not only have requests been promptly met, but the needs of the newspapermen have been anticipated. Mr. Adamson and Lieut. Kane revealed basic newspaper training so valuable for the duties entrusted to them. We have found in every Army officer connected with the mission a most delightful spirit of cooperation. I have met every officer at Rockwell Field and the Metropolitan Airport, and it is a pleasure to say that there is not a single exception.

Such field arrangements, revealing administration by those who have a valuable background of press experience, provide a service which reflects most creditably to the Army and to the War Department.

I feel that you will be interested to know that I am writing to General Manager Kent Cooper of the Associated Press that the Army has won a higher pride in these most satisfactory field arrangements for the press.

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READ THIS AND WEEP

From time to time there are received in the Office of the Chief of the Air Corps from various sources letters which are most horrible examples of wretched spelling, poor grammar and sheer nonsense. A letter along somewhat different lines recently found its way in the Personnel Division which furnished eloquent testimony of the surprising lack of knowledge concerning the United States Army in quarters where one would least expect it. This letter, coming from an educational institution and transmitting the scholastic record of one of its undergraduates who was an applicant for appointment as Flying Cadet in the Army Air Corps, was addressed as follows:

"A. D. Jutant, General
Washington, D.C.

My dear Mr. Jutant:

* * * * *

NEWLY COMMISSIONED OFFICERS IN THE AIR CORPS

As a result of the examination held on January 17th last of candidates for appointment as 2nd Lieutenant in the Air Corps, Regular Army, 48 qualified for such appointment. The names of these newly commissioned Air Corps officers and the stations to which they are to be assigned to duty are given below, as follows:

<u>Name</u>	<u>Station</u>
Walker, Ronald R.	Marshall Field, Fort Riley, Kansas.
Broughton, Donald E.	"
Erickson, Wilbur	"
Brownfield, Ralph O.	"
Hix, Guy F.	"
Pirtle, Robert E.L.	"
Hudson, LeRoy	Fort Sam Houston, Texas.
Pillet, Frederick A.	"
Pitts, Joel G.	"
Rice, Eugene H.	"
Berry, John C.	"
Mallory, Joel E.	Rockwell Field, Coronado, Calif.
Williams, Roger V.	"
Ives, Norman H.	"
Robinson, Stanley K.	"
Solter, Andrew F.	"
Fator, Lilburn D.	Fort Sill, Oklahoma.
Glantzberg, Frederick E.	Mitchel Field, Long Island, New York.
Henry, Draper F.	"
Akre, Roland O.S.	"
Shephard, Willard R.	"
Buckman, Donald W.	Langley Field, Hampton, Va.
Higgins, Warren H.	"
Tull, Lloyd H.	"
Agee, Walter R.	"
Stranathan, Leland S.	Bolling Field, Anacostia, D.C.
Robertson, William A.R.	"
Heber, Reginald	Fort Crockett, Galveston, Texas.
Johnson, Robert D.	"
Pennington, Hanford W.	"
Kelley, Archibald M.	"
Zeigler, Francis M.	"
Barr, Julius A.	Selfridge Field, Mt. Clemens, Mich.
Winefordner, John A.	"
Moore, Aubrey	"
Theison, Carl F.	"
Sanders, Homer L.	"
Wurtsmith, Paul B.	"
Warburton, Ernest K.	"
Shanahan, Paul E.	"
Duckworth, Joseph B.	"
Earnest, Charles H.	Maxwell Field, Montgomery, Ala.
McArthur, William H.	"
Woodbury, Murray C.	"
Bawsel, Lindsay M.	"
Kayo, Minton W.	Crissy Field, Presidio San Francisco, Cal.
Lyon, Donald R.	"
Hansen, George W.	"

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OFFICERS OF OTHER BRANCHES TRANSFERRED TO AIR CORPS

Special Orders of the War Department, recently issued, announced the transfer of the following-named officers from various branches of the service to the Army Air Corps, effective January 22, 1929, with rank from January 14, 1927, viz:

2nd Lieutenant Orrin L. Grover, Coast Artillery Corps.
2nd Lieutenant Neil B. Harding, Infantry.

2nd Lieutenant Charles A. Harrington, Corps of Engineers
2nd Lieutenant John C. Crosthwaite, Cavalry
2nd Lieutenant James D. Curtis, Coast Artillery Corps
2nd Lieutenant Milton M. Towner, Field Artillery
2nd Lieutenant Marvin M. Burnside, Coast Art. Corps (rank June 30, 1926)
2nd Lieutenant Maurice F. Daly, Field Artillery.
2nd Lieutenant David M. Hackman, Infantry.
2nd Lieutenant George W. McGregor, Field Artillery.
2nd Lieutenant Fay R. Upthegrove, Infantry.
2nd Lieutenant Ernest G. Schmidt, Infantry.
2nd Lieutenant Orrin L. Grover, Coast Artillery Corps.

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AIR CORPS COOPERATION PRAISED

Expressing his appreciation of the cooperation of the Air Corps in a recent search for Mr. Louis Sweet, who was lost on the ice near Crane Island in Lake Michigan, Mr. John L.A. Galster, of the Petoskey Portland Cement Co., Petoskey, Michigan, addressed the following communication to Colonel Charles Danforth, Commanding Officer of Selfridge Field, Mt. Clemens, Michigan:

"Dear Colonel Danforth:

I want to take this opportunity of thanking you for the assistance given us in connection with the search for Mr. Sweet who was lost out on the ice. Naturally, we regret that the search was in vain. Nevertheless, it was ably carried on, and not only the close relatives and friends of Mr. Sweet but the entire northern part of the Lower Peninsula appreciate the splendid effort that was made to locate Mr. Sweet.

Your men, Lieuts. Elliott and Cobb and Sergeant Buff made a very complete search and worked at times against great odds, and their work reflects credit upon the United States Army."

Another letter addressed to Colonel Danforth from Mr. Henry Sullivan of Petoskey, Mich., dated January 30th, reads as follows:

"As director of the search for Louis Sweet, who was lost out on the ice near Crane Island in Lake Michigan, I want to express my sincere appreciation for the splendid service rendered by the aviators in assisting in this search. I am sure that I voice the sentiment of the entire community when I say that we are all deeply indebted to you for this service. I personally know that the aviators risked their own lives for many hours in this task, and I know that every foot of territory was thoroughly covered by them. It was not their fault that they did not see Louis Sweet in the light house in which he took refuge. He was not in sight himself when the planes circled around the light house time after time, nor did he leave out any signal of distress from which it could be determined that he was there. At the time the planes circled the light house Sweet was stretched out inside the light house, unable to even raise his head to give a signal. I was personally with the various planes when this territory was searched, and I know that we flew as near the light house as was consistent with safety, and if there had been the least visible signal of distress at that time we would have seen it.

The aviators deserve a great deal of credit in this service, and I want you to know that the entire community appreciates all that they have done."

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MAJOR PEEK BOMBED

Major Norman W. Peek, Air Corps, stationed at Langley Field, Va., was struck by a fragment of an aerial bomb recently during a realistic bomb raid near Fort Eustis. The Major was the bomber in the rear seat of an O-11, and when the plane dived low over the target he released his bomb. The bomb exploded, hurling fragments into "constructive" enemy personnel, but apparently not content with constructive ground casualties, it sailed a piece up into the air and nicked the flying Major over the left eye.

Major Peek says that a few more such experiences will harden him and make him immune to bomb explosions.

DAWN TO DUSK FLIGHT TO PANAMA

A dawn-to-dusk flight from this country to the Panama Canal Zone will be launched on March 10th by the Army Air Corps. The first model of the P-12 -newest and fastest of Army pursuit planes - delivered to the Air Corps has been selected for this pioneering flight which, if successful, will indicate the possibility, as to rate of delivery for future express, mail and cargo service between this country and Central and South America.

Captain Ira C. Eaker, who recently won distinction as Chief Pilot of the Army Air Corps endurance plane QUESTION MARK, will be at the controls of the plane which is a single-seater. The territory over which he will fly is not new to the flier, who covered it in 1926-27 as a member of the Pan-American Good Will Mission flight, and again last spring when he flew Assistant Secretary of War F. Trubee Davison and Major-General James E. Fechet, Chief of Air Corps, on their inspection trip to the Canal Zone. In the event the southward dawn-to-dusk project is successful, Capt. Eaker will stage another race with daylight and time on his return trip by leaving Panama at dawn in an endeavor to reach Brownsville, Texas, that evening, and Washington, D.C., the following day.

Brownsville and France Field will be the terminals of the flight. Between these two points, separated by a distance of some 2,000 miles, Captain Eaker will make five landings to take on fuel. These stops will be at Tampico and Minatitlan, Mexico; Guatemala City, Guatemala; Managua, Nicaragua; David, Republic of Panama, and France Field. The gaps between these cities are about 350 miles, excepting that between David and France Field, which is about 250 miles.

At each of the stops, Captain Eaker will take aboard 70 gallons of extra high test airplane fuel consisting of 25% benzol and 75% aviation gasoline. Taking his cue from lessons learned during the cruise of the QUESTION MARK, Capt. Eaker will not follow the slow process of the ordinary method of filling his tanks by pouring gas from tins through a funnel. Instead, there will be on the right side of the cockpit in his ship a hand-wobble pump to which will be attached a 20 foot hose. This hose will be inserted into drums from which the gas will be pumped directly into the tanks aboard the plane. Inasmuch as the rate of flow through the pump is about 35 gallons per minute, and as Captain Eaker will keep his motor running while refueling, it is estimated that each landing will consume no more than three or four minutes.

Aside from the pump and the hose, the only other special equipment on the ship is a 70 gallon tank which will replace the standard 50 gallon container fitted under the motor. This tank installation, together with the regular 50-gallon tank, built in the fuselage, gives the plane a total fuel capacity of 120 gallons, which its 450 h.p. motor will consume at the rate of 35 gallons an hour. The ship has a cruising speed of from 150 to 155 miles an hour, and a maximum speed of 188 m.p.h. However, Captain Eaker does not intend to push his motor to its top-notch speed unless strong headwinds or other conditions should force him to do so. He intends to run it at about 1750 r.p.m., which will give him an air-speed of about 150 miles an hour, thus enabling him to reach Panama some 15 hrs. after his plane leaves the ground at 4 o'clock on the morning of March 10th.

The ship which will be named "The Pan-American," is the latest Army pursuit plane. This fast and tiny aircraft - its wingspread is only 23 feet and from tip to tail it measures not more than 7 yards - stands in sharp contrast to the huge tri-motored ship which Capt. Eaker piloted for so many hours during more than 40 refueling contacts in mid-air. It will not be possible to refuel the "Pan American" in flight, as in the first place refueling ships are not fast enough to keep up with this pursuit ship. Its 450 h.p. motor represents the combined power of two of the three engines used on the QUESTION MARK. The power plant is a 9-cylinder, air-cooled motor equipped with a super charging arrangement which feeds air at sea level temperature and pressure into the carburetor, thus insuring efficient engine performance up to extremely high altitudes. The super charger will come in handy on the Minatitlan-Guatemala City lap, when Captain Eaker must climb to nearly 10,000 feet to get over the mountains back of which lies the mile-high airport which serves the Guatemalan capital.

The color scheme of the ship will be as unusual as it is striking. It will have an ebony body, crimson nose and tail, and silvery white wings.

Captain Eaker is now in Seattle where the ship is being built. He plans to leave for Kelly Field shortly, making overnight stops at Oakland, Riverside and San Diego, Calif.; Tucson, Ariz.; El Paso and Midland, Texas. Thorough flight tests will be conducted at Kelly Field, where also will be installed the special tank and the pumping gear. These details attended to, Captain Eaker will fly to Brownsville March 8th or 9th, so as to be ready to start the dawn-to-dusk flight on March 10th, if weather conditions are favorable.

NOTES FROM AIR CORPS FIELDS

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Fort Crockett, Galveston, Texas, January 31st.

Flying training for the past month consisted of practice and record firing in accordance with Training Regulations 440-40. The Eighth Attack Squadron has nearly completed the required course. The Ninetieth Attack Squadron will have the use of the ranges and tow target facilities during the month of February.

Annual pistol practice and record firing will be held at Fort Crockett beginning February 1st and Organization Commanders are already training their personnel in trigger squeeze and sighting.

Lieuts. Williams, McBlain and Robbins were ordered to the Air Corps Training Center at Duncan Field. The latest reports from J.G. are that he is now learning to be a dual instructor under the tutelage of his former students at Brooks Field.

Lieut. Davidson, in addition to being Group Armament Officer, is now Commanding the Sixtieth Service Squadron, and Lieut. McGinley is the Engineer Officer.

Due to the recent filled in area adjacent to Fort Crockett, all drainage which has been installed was made worthless and the past rainy season caused considerable discomfort and actual distress, due to lakes which have formed in the area of the non-commissioned officers quarters, transportation and corridors. Work is now nearly completed on a new drainage project which, it is believed, will eliminate this source of distress. Ditches which were covered by shifting sands are now being opened and within a very short time will be in shape to use. Due to the kindness of the City of Galveston which loaned the Quartermaster rollers and graders, the shell roads have been put in race track condition. Construction of a community garage building and a new building to house the Post Exchange tailor, permitted the removal of several old and unsightly small buildings, thus greatly enhancing the appearance of the Post.

Funds expected for the construction of a runway on the airdrome have not as yet been received, and strenuous efforts are being made by Capt. Wooten, Operations Officer, to keep at least one smooth runway for take-offs and landings. This would have been practically impossible had it not been that Galveston has been blessed with an over amount of rain this past season, the rain serving the dual purpose of rooting the grass in the loose sand, as well as decreasing the amount of flying which could be done.

Colonel C.B. Stone, Jr., Inspector General of the 8th Corps Area, completed an inspection of the Group and Post. We believe the Colonel was very much pleased with the manner in which he found the activities at Fort Crockett functioning. During his visit here he accompanied Major Jouett and Capt. Wooten on a hunting trip to the Group camp on Matagorda Peninsula, and incidentally, owing to exceedingly inclement and foggy weather while there, was given an actual demonstration of why flying pay is allowed to Air Corps pilots.

General Lahm, Commanding General of the Air Corps Training Center, and Lieut. Ogden, were visitors at Fort Crockett on January 26th, stopping in for lunch with Major Jouett on their way by air from New Orleans to San Antonio.

Lieut. Thomas W. Munford, U.S.A., Commanding Officer of the Harbor Defenses, fired eight rounds from Battery Hampton on the 24th of January. The firing was observed by practically all of the Air Corps Officers, and Lieut. Davidson is now working on a water cooling device to prevent the ten inch guns from overheating. Major Hayes, Corps Area Ordnance Officer, was present at Fort Crockett to observe the firing.

Eight A-3s were sent to the San Antonio Air Depot for overhaul, and are expected to be completed in time for use in the spring maneuvers.

Capt. Horace N. Heisen, A.C., Commanding Officer of the Ninetieth Attack Squadron, returned from leave of absence of one month and fourteen days, during which time the speedometer of his new Ford shows that he covered 8030 miles. He was given the Group Cup for distance in miles for the month of January.

Langley Field, Hampton, Va., January 31, 1929.

Air Corps Tactical School, by Lt. Wm. J. McKiernan, Jr.: The period embracing January 16th to the 27th, both dates inclusive, was devoted to Attack Flying

Training, Navigation Training Flights, Routine Test Flights and Routine Training Flights, both for the commissioned and enlisted personnel. A total of twelve successful Navigation Training Flights were performed during this period in airplanes of this organization by personnel of the Bombardment Group and the Air Corps Tactical School.

In order to proceed with their regular training schedule, the Second Bombardment Group has been using the Curtiss AT-5 and O-11 airplanes of this organization in the above period, during the forenoon of each day when the weather permitted.

On January 26th, the Air Corps Tactical School furnished a flight of five Curtiss AT-5 airplanes to act as escort to the "Question Mark", which was to have been en route from Greensboro, N.C., to Bolling Field, D.C. This Flight proceeded from this station at 9:00 A.M. on the above date, but in view of the fact that the Flight of the "Question Mark" was delayed because of minor repairs, the above flight proceeded to Bolling Field, and later returned to Langley Field.

Inclement weather lately has retarded flying operations to a great extent. Nineteenth Airship Company, by Lt. M.E. McHugo, A.C.: There has been no flying during the past week by the 19th, due to weather conditions.

Work on the "TC-10-254" is progressing rapidly and the ship will be ready for a test flight within a few days. When this ship was deflated it had a record of 1560 aircraft hours and slightly over 11,000 man hours.

2nd Lieut. Uzal G. Ent, A.C., of this organization, was given the Cheney Award for 1928 for courage, daring and heroism in endeavoring to save the life of Lieut. Paul Evert, A.C., when their balloon, entered in the National Elimination Race from Pittsburgh last May, was struck by lightning and burned near Youngwood, Pa. Lieut. Ent also received the Distinguished Flying Cross for his daring act. The awarding of the Cheney Award to Lieut. Ent marked the second consecutive year it was given to a member of the 19th Airship Company, Master Sergeant Harry A. Chapman having received the Award for 1927 for his heroism during the Roma Disaster, February 21st, 1922.

On January 20th, the 19th Airship Company Soccer Team easily defeated the Norfolk Clan at the Norfolk League Park by the score of 5 to 1. The 19th is rated the fastest and cleverest team in Virginia and it is expected to finish at the top of the League again this year.

2nd Photo Section, Air Corps, by Lt. Wm. B. Blaufuss, A.C.: During the past week the Photo Section performed its routine duties. Verticals and oblique pictures were taken of the Hebron Airport.

2nd Bombardment Group Headquarters, A.C., by Lt. A.J. Kerwin Malone, A.C., Commanding: The recent epidemic of Influenza has not seriously impaired the efficiency of this organization - only two men, Privates, First Class, Henry and Stein being confined in the hospital.

Pvt. 1st Class, Watson, who recently returned from Walter Reed General Hospital, Washington, D.C., is now on furlough.

Pvt. Spotts, who, due to his athletic abilities was unable to get a furlough during the football season, was granted one recently and, on account of illness in his family, was granted a ten day extension.

Cpl. Fink, having successfully completed a course in Armament at Chanute Field, Illinois, and passing the Air Mechanics examination with a grade of 97%, was rated Air Mechanic, First Class.

Lieut. Bivins, who took off on a cross-country last Thursday, was detained in Middletown, Pa., over Friday and Saturday due to inclement weather.

Sgt. Walter A. Siebert returned Sunday, as passenger, from a cross-country flight to Mitchel Field, New York.

Pvt. 1st Cl. William C. Watson recently returned from a 45 days' furlough.

Pvt. 1st Cl. Ray E. Henry is the only man of this organization now on the sick list. He is expected to be returned for duty within the next two days.

20th Bombardment Squadron, A.C., by Lt. M.M. Burnside, A.C.: Lieut. Higgins departed on a cross-country flight to New York on January 19th.

The Squadron still continues to operate with only one plane. However, several AT-5s of the A.C.T.S. have been placed at our disposal for the performance of navigation. We have also been using the two O-11s of the 59th Service Squadron for gunnery missions.

49th Bombardment Squadron, A.C., by Capt. C.G. Sellers, Air-Res., Commanding: 1st Sgt. William H. Capell was recently granted by the U.S. Government a patent

on what is termed "Retracting Landing Lights". The members of the 49th Bombardment Squadron congratulate him.

Enlisted Pilot, Tech. Sgt. Samuel J. Davis, through his devotion and integrity, was promoted to the grade of Master Sergeant. He was transferred to the 15th Observation Squadron, A.C., at Selfridge Field, Michigan. While wishing him the best of luck, the Squadron regrets very much to lose him.

36th Bombardment Squadron, A.C., by Lt. Ernest G. Schmidt, A.C.: Lieut. Hackman who just returned from a week end cross-country flight to Mitchel Field, New York, left for Washington, D.C., today in a formation from the A.C.T.S. to escort the "Question Mark".

The recently assigned officers have practically caught up in the Group Training Program.

59th Service Squadron, A.C., by Lt. George R. Geer, A.C., Commanding: Sgt. Air Mechanic 1st Cl. Henry H. Young was discharged on January 17, 1929 and re-enlisted on January 18, 1929 for three more years.

2nd Bombardment Group, Langley Field, Virginia, January 28th: Gradually the 2nd Bombardment Group is getting back to its individual training program. Three LB-5-As were returned from the Aero Repair where the stability of the tail has been improved somewhat. These ships are kept in the air both morning and afternoon by pilots endeavoring to complete the training in camera obscura, bombing, navigation, radio and gunnery missions. It will not be possible to complete this training by February 1st, as anticipated, but it will be carried on into the next period of training.

The LB-6s are scheduled to arrive February 1st and the Curtiss "Condors" about March 1st. When these ships arrive it will give the Bombardment Group the first opportunity it has had to act as a Group.

The two new hangars are nearing completion and will be ready for the ships when they arrive.

Great interest has been shown by Pilots and enlisted personnel in the new LB-7 which recently arrived at this field.

Marshall Field, Fort Riley, Kansas, February 5th.

The 16th Observation Squadron has not let up in the training of its flying personnel nor the missions pertaining to Cavalry during the cold weather. The new type tank trucks for heating oil and water aided to a great extent in carrying on regardless of the weather.

With the temperature around zero, the entire flying personnel in a nine ship formation, led by Major Coolrick, flew to Leavenworth and return last week.

Lieut. Homer C. Munson submitted his resignation in order to accept a position with the Boeing Air Transport Company as air mail pilot. We wish Lieut. Munson much success in his new work.

Lieuts. Duncan, Atkinson and Broughton recently returned from Duncan Field, Texas, with three Primary Training Planes which are now assigned the 16th Observation Squadron.

Major H.H. Arnold, who is stationed at Fort Leavenworth, flies over for a short visit occasionally. We are always glad to see our old Commanding Officer.

Classes in various subjects required by The Adjutant General have been held regularly at this field, and a great deal of interest has been shown by the officers attending same.

The pilots at Marshall Field were able to obtain a fair amount of flying time during the winter months regardless of the bad weather. The average time per pilot during December was twenty hours.

Lieut. Duncan holds the record for the year in total pilot time with 419 hours and 15 minutes. Lieut. Atkinson ran a close second with 397 hours and 5 minutes.

Our aerial gunnery practices resulted in a real improvement in firing over last year. Several officers who had not fired before at this station have made good records. For forward guns, Lieut. Atkinson holds the record with a tentative score of 595.

The morale of the 16th Observation Squadron has been benefitted materially by several grades and ratings which have been distributed among the men of the organization.

Rockwell Field, Coronado, Calif., January 31st.

The latter part of December, 1928, and the first part of January, 1929 were unusual times for Rockwell Field and the Rockwell Air Depot during the endurance refueling flight of the "Question Mark". The "Question Mark" left Rockwell Field en route to Washington, D.C., on January 20th.

Headquarters Squadron has received a new Fokker C-2. The transport is kept in reserve for emergency flights and to carry mechanics. Pilots are being qualified to handle it with a view to its future use in connection with the annual maneuvers and for local purposes.

Headquarters will be forced to get along without its "duck" for some time, due to the fact that the wheels folded up when the Amphibian was being landed on Rockwell Field recently.

Lieuts. Odas Moon and William C. Kingsbury left Rockwell Field, by rail, recently for the Keystone Aircraft Corp., Bristol, Pa., for purpose of ferrying two LB-7 Keystone Bombers to Rockwell for assignment to the 11th Bombardment Squadron.

The 11th Squadron is to receive ten Keystone LB-7 bombers in the near future, and Capt. "Red" Black, commanding officer of the 11th Bombardment Squadron, promises an exciting and interesting time to all concerned.

Lieut. H.R. Baxter, has been absent for some days, trying to deliver a PT-1 plane to Vancouver Barracks, Washington. Snow storms, a limited gas supply and the inability of a PT-1 to get places in a hurry has kept Lieut. Baxter hopping from one landing field to another in the Cascades with days between hops. Oregon and Washington are experiencing some very severe storms at present and the task of getting through in a PT-1 is a serious one.

Capt. and Mrs. Elmendorf and Lieut. and Mrs. O.P. Gothlin, Jr., were hosts and hostesses at a delightful bridge party given in honor of Mr. and Mrs. Gothlin, Sr., at the Officers Club on the evening of January 29th. The guests included officers and ladies of Rockwell Field, and was one of the most successful bridge socials given at the Club.

The Reserve Activities of Rockwell Field were allotted Hangar No. 10 for their special use.

Lieut. C.P. Kane, Depot Supply Officer, on Feb. 15th, will address a combined meeting of the Reserve Officers Association and the Army, Navy and Marine Officers Association of Los Angeles, on the subject of "Japan". The meeting will be held at the City Club, Los Angeles, Cal.

1st Lieut. James F. Philipps (C.E.), Air Corps, who has been on duty with Headquarters, 7th Bombardment Group, Rockwell Field, since last July, left during the month for station at Wright Field, Ohio.

1st Lieut. C.E. Thomas, Jr., Air Corps, a recent addition to the Rockwell Air Depot, from the Philippines, was acting Adjutant of the Post for several weeks while Lieut. Jack Greer availed himself of a much needed leave.

1st Lieut. A.C. Strickland, A.C., represented the Commanding Officer of Rockwell Field, at the annual meeting and luncheon of the San Diego Army and Navy Y.M.C.A. on January 22nd.

Lieut. C.E. Thomas, Jr., represented the Commanding Officer at the drill given by the 1st Battalion, 251st Coast Artillery, at its 7th Annual Competition Drill held at the Plaza de Panama, Balboa Park, San Diego.

Lieut. Alfred J. Lyon, Air Corps, arrived at Rockwell on January 17th, from Wright Field, Ohio, for temporary duty in connection with instructing the personnel of the Rockwell Air Depot in initial operation of new electric heat treating furnaces and in the casting of high strength aluminum alloys.

Lieut. Edward M. Powers, Air Corps, of Wright Field, Ohio, arrived on the 29th, ferrying a PW-9C to this station.

Maxwell Field, Montgomery, Ala., Feb. 14th.

Commander McNutt, of the American Legion, was ferried from this station on January 3d to Fort Benning, Ga., by Lieut. Jas. Pratt. Major M.S. Eddy, Inf., stationed at Riverside Military Academy, Gainesville, Ga., who accompanied Commander McNutt on part of his tour, was ferried at the same time to Fort Benning by Lieut. L.M. Bawsel.

A flight of three O2-4 planes from Maxwell Field, piloted by Lieuts.

Wriston, Cote and Persons, participated in the dedication of the new airport at Miami early in January. A similar flight, composed of Capt. King, Lieuts. Pratt, Glover, Delaplane and Bawsel, attended the opening of a new airdrome at Sarasota, Fla.

The Fokker, C-2, en route from Wright Field to France Field, Panama, stopped overnight at this station. This flight consisted of Major Paul Bock, Lieut. G.C. McDonald and Lieut. G.J. Canfield. Miami, Fla. was their next scheduled stop.

Major Carl DeForest, Medical Corps Reserve, from Mobile, Ala., reported on January 13th for two weeks' active duty.

Capt. Donald P. Muse, A.C., of this station, ferried a new O2-H plane from Santa Monica, Cal. to this post.

Lieut. Narcisse L. Cote, A.C., was married on January 19th at Columbus, Ga., to Miss Ida Lee Kyle, a sister of Lieut. Reuben Kyle, Jr., who is stationed at Maxwell Field. After a short leave, Lieut. Cote reported at Fort Benning, Ga., for a two months' course in Mess Management at the Bakers and Cooks School. At the completion of this course, Lieut. and Mrs. Cote will return to Maxwell Field.

Lieut. Geo. W. McGregor, A.C., attended a two weeks' course of instruction in the care of animal transportation at the Corps Area School, Fort McPherson, Ga.

Two PT-1s were ferried to this station in January by Lieut. Frank Byerly, Jr., and Lieut. Syron A. Glover, from the Fairfield Air Depot, Dayton, Ohio.

The QUESTION MARK and refueling plane, THE ASTERISK, stopped overnight at Maxwell Field on their return trip to Washington. The Officers of the Post were hosts at a dinner party at the Montgomery Club that evening, honoring Maj. Carl Spatz, Capt. Ira C. Eaker, Capt. Hoyt and Lieut. Quesada, members of the crew.

Wright Field, Dayton, Ohio, February 7th.

Good news arrived in the announcement that Lieut. Donald L. Bruner sailed from Manila, where he has spent the last two years in foreign service, on January 19 and is due to return to the Division about March 10. Seven other officers, some of them likewise old timers of the Division are due to report in the next several months. Capt. W.E. Keppner is due April 1, Lieuts. David Lingel, C.D. McAllister, G.W. Goddard, H.G. Crocker (of border-to-border fame), J.A. Woodruff, and James F. Phillips, C.E., will follow.

Lieut. William N. Amis has been assigned as Acting Chief of the Flight Test Branch during the temporary absence of Capt. St. Clair Street, who is on leave. Lieut. Amis has also been detailed for duty with the Organized Reserve Corps, 5th Corps Area, and has been assigned to the 417th Observation Group Headquarters.

Lieut. Harry Johnson has been a familiar figure at the Materiel Division for the past several weeks. Lieut. Johnson is here from Selfridge Field on temporary duty in connection with altitude flight test projects.

Capt. Wm. B. Mayer left the Division January 21st for Fort Sam Houston, Texas, where he was assigned for service.

San Antonio Air Depot, Duncan Field, San Antonio, Texas, Feb. 5th.

Among recent visitors at this Depot were Lieuts. Joseph H. Atkinson and Lee F. Duncan, Air Corps, and Donald E. Broughton, A.C. Reserve, of Marshall Field, Fort Riley, Kans., who arrived January 21st to obtain and ferry back to their home station, on the 22d, three PT-1 planes.

As Lieut. Harry A. Halverson was so recently a member of this command, this Depot was especially pleased to receive an informal visit from him on January 23d, after his achievement as a member of the "Question Mark" Mission. He returned to this part of the country for duty at the Air Corps Instructors' School at Kelly Field.

Lieut. Edward M. Powers, of the Experimental Engineering Section, Materiel Division, Wright Field, was an informal visitor at this Depot on January 26th, renewing old acquaintances with his many friends here. Lieut. Powers was our Chief Engineer Officer a few years ago.

The Depot welcomes as a new member of its official family Lieut. Edward V. Harbeck, who joined us on January 25th from a leave of absence, having been assigned to duty here on December 10th from France Field, Panama Canal Zone.

Lieut. Harbeck was assigned to duty in the Engineering and Operations Departments of the Depot.

Camp Nichols, Rizal, P.I., January 8th.

Flight "B", 2d Observation Squadron: Through the courtesy of the United States Air Corps, Santa Claus visited Manila and Camp Nichols via airplane.

After a thorough overhaul, the "Duck", Amphibian #2875, is on the job again - Sgt. Henry I. Brown, Crew Chief.

Flight "B" participated in an aerial exhibition held at Camp Nichols on December 18th, when the Rotary Club of Manila was entertained at this post.

Our Company Commander, Capt. Donald Wilson, returned on the 10th after an interesting tour of China.

Although this is the coolest season of the year, we went swimming on Xmas Day in Manila Bay. How's that?

66th Service Squadron: The Post Commander, Major Kilner, Mrs. Kilner, Officers of the Philippine Air Depot, Officers of the 66th, and married non-commissioned officers were guests of the Squadron Xmas day. Much credit is due the Mess Sergeant and cooks for the excellent dinner served.

Lieut. Donald L. Bruner returned from leave spent in China and Japan. He is due to return to the States in January and will report to Wright Field, Dayton, Ohio.

Lieut. E.S. Hoag spent the Xmas holidays at Camp John Hay, Baguio.

E. & R. Office: Work is progressing on the addition to our E & R Building. The rooms for a new library and gymnasium are well under way so that the prospects for a much improved recreation plant are rapidly materializing. The addition for the bowling alleys is rapidly nearing completion so that work can soon begin on the installation of two additional alleys.

Twenty men are entered in the Post Pool Tournament. To date, 22 games have been played and the interest is increasing, as the number of contestants narrow down. Martensen and Irwin are the favorites to win.

Capt. Usher has had a very successful season as coach of the Post Football Team. Seven games have been played to date, and Camp Nichols has the long end of a season score that reads Nichols 183 - Opponents 0. The Air Corps team handled the All Americans, the first promoters of the game in the Islands, in three games. Scores: 6-0, 0-0 and 13-0. The U.S.S. "Beaver" eleven was taken in tow for a nice 21-0 fracas; the American Cardinals were blanked 26-0; the University of the Philippines 71-0 and the All Filipinos 52-0. The season line-up for Nichols includes: Centers, Nelson and Horsey; Guards, McCartney Stockwell and Stackwell; Tackles, Avery, O'Conner, Drahoff and Craft; Ends, Goodrich, Coursey, Sarver, Loomer, Hessler, Parrick; Backs, Huish, Guber, Reiger Stone, Selby, Melody and Kaiser.

The Nichols Soccer team has lived up to the standard set by the football team. They were picked to represent the Army in the Army-Navy Championship series against the U.S.S. "Pittsburg", the crack team of the Asiatic Fleet. The Airmen won two of the three games. After losing the first game to the Navy by a score of 4-1, Nichols staged a come-back and won the last two, both with scores of 2-1. All games were fast and hard fought and were attended by large crowds. After the last game, the Nichols eleven were presented with a handsome silver cup by Admiral Bristol, Commander-in-Chief of the Asiatic Squadron. Two preliminary games were played with the U.S.S. "Canopus", Nichols winning both 2-0, 4-2.

The Baseball Team got away to a slow start, but is expected to get into its stride soon and make up for lost time. Lieut. Burrows has taken the team under wing, and from the looks of things will put out a good team.

Boxing Bouts were held in the Post E & R Building on December 13th. There were eight bouts, including McMullin of Camp Nichols vs. Lombard and is still going strong. He fights at 135 lbs. and is a beautiful fighter. He has but two fights between him and the Inter-Service Championship.

Camp Nichols Orchestra is a very popular addition to the Post activities. Beb Rygawalski, of the 66th Service Squadron, worked faithfully for more than six months until he now has a nine piece outfit, with prospects of two or three more instruments. This Nichols nine is very much in demand, as a good American orchestra is something rare in Manila.

On December 27th, a Christmas party, sponsored by Chaplain Southard, was held in the E & R Building. The Post orchestra furnished dance music. Impromptu

songs and skits were offered by the enlisted men. The Building was decorated with greens, palms, etc.

A party was held on the afternoon of the 21st for the children of officers and enlisted men of the Post. Sandwiches, candy and lemonade were served in the shade of a spreading oak. During the party an airplane flew over and dropped Santa Claus from a parachute. An ambulance picked up Saint Nich, and toys were presented to the children by him.

28th Bombardment Squadron: The organization celebrated the 25th of December with the usual good eats. Among the invited guests were Major and Mrs. W.G. Kilner, Chaplain and Mrs. H.D. Southard, Capt. and Mrs. W. Volandt, Capt. and Mrs. A.W. Brock, and the Squadron officers, who all declared it to be an excellent dinner.

Lieut. Augustine F. Shea, our Squadron Supply Officer, added another star to his crown. Already the Army Golf Champion of the Philippines in the open golf tournament, he tied for second place and in the play off brought home the cup.

During the month the Squadron sent several flights to the Southern Islands. Two Martin Bombers took off on December 17th for Mindoro, with Lieut. Paul Burrows and Mr. Sgt. Nendell as pilots, and Mr. Sinclair, who is in charge of one of the Sugar Centrals, as passenger. On December 10th two Martins took off for Mindoro, with Lieut. James L. Grisham and Capt. Charles A. Pursley as pilots and Mr. Ignacio, Governor of Mindoro, and Mr. Sinclair as passengers.

The Squadron has under construction a volley ball court, and from the looks of the material for a team, we hope to add a new cup to the Squadron.

Kindley Field, Fort Mills, P.I.

2nd Observation Squadron: Since last writing the heavy hitting baseball team from Kindley Field has gone like a house afire. It leads in the American Battery League of Corregidor, having won all games to date with impressive score of not less than 12 from Kindley Field and not more than 5 for the opponents. Two games remain to be played, after which this team enters the Regimental League of Corregidor. The only outside game so far was with Camp Nichols, our mother station, and Kindley Field won.

Crette has been our prize pitcher, with Callahan and Duprey able assistants Hunter at third, plays an impressive game for his age. Doyle, the catcher, is valuable because he is the only man on the Rock that can hold Crette.

On January 4th, a large number from this organization witnessed a happy outcome of the finals in boxing (white) for the Rock. One man, Rother, 135 lb. class, gave the "Pride of the Coast Artillery" five pounds and then proceeded to give the red headed boy a first class walloping. Many of us held our breath for fear Rother could not weather the pace he was setting, but he was in condition and when the bout was over, he received the hilarious ovation of not only the Air Corps present but also the C.A. boys.

Boston won the light-heavy weight class by default. It seems that he broke the ribs of all contenders in practice work-outs.

Our tennis team works out daily and is ready for a grueling series.

Along athletic lines, Staff Sgt. Grover C. Moss also distinguished himself when he became the recipient of a bronze medal announcing to the world at large that his bowling score of 259 was the highest total of all Corregidor personnel.

Our golfers still enthuse and each evening thin slices of bologna are swapped by Lieuts. Meloy, Dunlap, Davidson and Rouch about the score cards turned in. The ladies are getting interested, too, and scarce a morning on the links is missed by Mrs. Davidson, Rouch and Holland.

Operations for December were necessarily curtailed because of the holidays but we found time to participate in the Joint Army and Navy Communications maneuvers to such extent as to receive a commendatory letter from Naval authorities. Lieut. Rouch has reason to be proud of his Communications Section.

December 8th was the occasion of rejoicing in the Meloy family when Vince, Sr., celebrated his birthday. A fitting celebration was held at the Holland quarters and the night was made hideous through the perverted belief on the part of Lieuts. Meloy, Holland and Davidson and Graves, that they constituted a good quartet. The crime was abetted by Major H.L. Green, the only Air Corps Quartermaster in the Coast Artillery.

During the month dinner parties were given by the Meloy's, Hollands, Graves

and Dunlaps, attended by the Post and a selected few "Top-siders". Capt. White entertained the Post on December 17th with what he termed an "Emancipation Party". We don't exactly know the significance, but the idea was good.

On December 17th, Tech. Sgt. Lee and Pvt. 1st cl. Mullaney, in Plane No. 5, left Kindley Field with specific instructions to report to the Commanding Officer, Camp Nichols, for orders. On the following morning, accompanied by Lieut. Wells and a mechanic in a Camp Nichols Amphibian, they shoved off carrying two passengers. The old order changeth and lo, even in these far off Islands, woman enters into man's sphere, for Mrs. Van Schaick and her young daughter (wife and daughter of Colonel L.J. Van Schaick) willingly clambered aboard Plane #5, for the rather hazardous flight to Mindoro, traversing the Province of Cavite, crossing beautiful Lake Taal and the Verde Island passage, and alighting on terra firma at Calipan, Mindoro.

The first take-off was made at 6:50 A.M., December 18th, from Camp Nichols, pilot Lt. Wells; passenger, Colonel Van Schaick's Secretary. Plane #5, followed, with Sgt. Lee as pilot, passengers Mrs. Van Schaick, daughter and mechanic. Planes arrived at Calipan at 7:55 A.M. and landed near the pier. The water was rough, with medium swells, which caused a difficult landing. Planes were anchored while passengers were put ashore by bancas. The take-off was very difficult and was possible only because of the light load. Landing was made at Camp Nichols at 9:10 A.M.

The ships were then refueled and prepared for the return trip to Calipan. The Camp Nichols plane was piloted by Lieut. Wells, and carried a mechanic and one heavy suitcase. Plane No. 5, with Sgt. Lee as pilot, carried Colonel Van Schaick and a mechanic. Planes headed on the same course as before, but before reaching Lake Taal were forced to turn back and land at Camp Nichols, due to broken flying wire. Wire was replaced and third take-off was made at 11:15 A.M. Landing was made at Calipan at 12:00 and all personnel went ashore for lunch. At 3:00 P.M. both planes were prepared to take off for San Jose, Mindoro. Camp Nichols plane carried Colonel Van Schaick and a mechanic. Each pilot made an attempt to take off but found it impossible to do so on account of unfavorable condition of waves and wind. The flight was therefore postponed until the following morning. Extra anchors were borrowed and two anchors were placed on each plane to insure safety in the increasing wind and waves.

On December 19th a second attempt was made to take off. This was made by Sgt. Lee with his full load of passengers and baggage. Take-off was impossible, and in the attempt the generator was broken and propeller tips bent. The plane taxied back and anchored. Colonel Van Schaick was placed ashore, together with his secretary and baggage. The pilots were instructed to return to Camp Nichols as soon as they were able to do so. The broken generator was removed from Plane No. 5 and about twenty gallons of gasoline drained from each plane to lighten the load. This lightened the planes by about 300 pounds and the third attempt to take off was made at 3:00 P.M. Both planes returned safely to Camp Nichols at about 4:00 P.M.

Clark Field, Camp Stotsenburg, P.I.

3rd Pursuit Squadron: During the month of December, the 3d Pursuit Squadron accomplished a total of 205 hours of flying.

After completing a very successful target season, the 60th Coast Artillery (A.A.) departed for Fort Mills on December 21st. From November 12th to December 18th the 3d Pursuit Squadron accomplished a total of 75 hours of flying time in connection with the target practice of the 60th Coast Artillery (A.A.). Of this total, 31 hours were flown in night missions, involving 28 flights. The missions consisted of towing sleeve targets for anti-aircraft gun and Machine gun practice and flights for searchlight and sound ranging practice.

The Naval Detachment, with Lieut. Commander Stonestreet in command, are still with us. They have been doing some very successful aerial gunnery, using Vought Corsair airplanes powered by Pratt & Whitney Wasp Engines. The Corsair seems to be well adapted to this field, due to its quick take-off and slow landing speed.

Our Commanding Officer, Major Ralph P. Cousins, and our Flight Surgeon, Captain C.V. Hart, spent the Xmas holidays at Camp John Hay. They were accompanied by their wives and report a very pleasant time.

The Squadron Xmas party was especially successful. On this occasion the Mess Hall was decorated with streamers and shrubbery and a large Xmas tree. Staff Sgt. Howard M. Miller, functioning as Santa Claus, appeared on the scene, leaving behind a surprised, thrilled and happy group of youngsters.

Orders were received from the Chief's Office assigning Lieut. Harlan T. McCormick to March Field, Riverside, Calif. Lieut. McCormick will sail on the January transport. His loss will be a great one and the whole organization wishes him good luck.

The commissioned and enlisted personnel of Clark Field, extend to the commissioned and enlisted personnel of the Air Corps, their sincere good wishes for the year 1929.

Serial No. 279. LIST OF NEW MATERIAL ADDED TO INFORMATION DIVISION FILES
Jan. 31 to Feb. 15, 1929.

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- A 10/19 The Armstrong-Siddeley Air Mail. Text in English, French & Spanish)
- A 10/192/#498 Fluttering of the Tail Surfaces of an Airplane and the Means for its Prevention, by F.N. Scheubel. (N.A.C.A. Tech. Memo. #498, Jan. 1929.)
- A 10/220/#335 Bulletin of Information, International Commission for Air Navigation No. 335, Jan. 17, 1929.
- A 10/US.101 Domestic Air News, Serial #44, Jan. 15, 1929. Dept. of Commerce, Aeronautics Branch. No. 44
- A 10.231/31 Photographs of Streamers Illustrating the Flow Around an Airscrew in the Vortex Ring State, by C.N.H. Lock. (Great Britain Aeronautical Research Committee, Report & Memo #1167, April, 1928.)
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- D 00.12/105 Disturbed and Accelerated Fore and Aft Motion of the Airplane. No. 194 (Air Corps Materiel Div. Memo Report #194.)
- D 00.12/122 Basket Weave Silk Parachute Built by Follmer Clogg & Co., by M.H. St. Clair. (Air Corps Materiel Div., Tech. Report #2982, Nov. 21, 1928.)
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- D 00.12/122 Type A-2 and A-3 Gun Latches, by R.F. Fischer. (Air Corps Materiel Div. Tech. Report #2997, Oct. 15, 1928.)
- D 00.12/122 Installation, Maintenance and Repair of Hookless Fasteners on No. 3007 Airplanes, by C.V. Johnson. (Air Corps Materiel Div., Tech. Report #3007)
- D 13.51/Fair- Fairchild All Purpose Aerial Camera, Model F.4. Fairchild Aerial child/1 Camera Corp. Trade Catalog, 1928.
- D 13/513/21 Introducing the New "A" Type Rotoscope". A.J. Ashdown, Ltd.
- D 52.1/431 Albessard "Triavion" Airplane (French), a two-seat tandem monoplane. (N.A.C.A. Aircraft Circular #89, Jan., 1929.)
- D 52.15/73 The Questions are Answered, by Bradley Jones. (From "U.S. Air Services" Feb., 1929) Regarding the Question Mark Flight.
- D 52.327/3 Two Practical Methods for the Calculation of the Horizontal Tail Area Necessary for the Statically Stable Airplane, by W.S. Diehl. (N.A.C.A. Report #293, 1928.)
- D 52.41 Arm Aeromotors. (Armstrong-Siddeley Motors, Ltd., Trade Catalog, July, strong-Siddeley/5 1928.)
- D 52.43/15 A Brief Survey of Wing Flutter with an Abstract of Design Recommendations, by R.A. Frazer and W.J. Duncan. (Great Britain Aeronautical Research Committee. Report & Memo. #1177, Oct. 1928.)
- D 52.56/44 Static Tests of Service Caster and Truck Company's 10" Caster Wheel with Swivel Attachment. (Navy Dept. Bu. of Aeron. Ser. #9179, 12-22-28)
- D 52.5/48 Method of Destroying the Lift of Anchored Seaplanes in Anticipation of high Winds. (Navy Dept. Bu. of Aero., Tech. Note #198, Feb. 4, 1929.)
- D 52.6/PN/12/1 Test of PN-12 Towing Fitting Taken from Damaged Hull of PN-12 Flying Boat #A-7384. (Navy Dept., Bu. of Aero., Ser. #9497, 1-14-29.)
- F 34/83/Dec. 1929. Airplane Hangar Construction. Lumber and Its Utilization. Rev. Ed., Dec. 1928. (Nat. Lumber Mfrs. Assoc., Washington, D.C.)
- F 35/U.S./3 Invitation for Government Pilots to Visit Fokker Aircraft Corp. of America's New Factory at Glendale, near Wheeling, W. Va.



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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ARMY AIRMEN SEARCH GRAND CANYON FOR LOST COUPLE

Two Army Observation airplanes from March Field, Riverside, Calif., piloted by 2nd Lieuts. John Q. Adams and William G. Plummer, Air Corps, accompanied by mechanics, were sent out in December last to search the Grand Canyon of the Colorado for some trace of Mr. and Mrs. Glenn Hyde, who had set out November 15th in a home-made scow in an attempt to run the rapids of the river.

The couple was last seen at Bright Angel Trail in the heart of the turbulent Grand Canyon on November 18th, after winding a difficult course from Green River, Utah, but were not heard from since. According to reports, they undertook this hazardous trip for a vacation jaunt and to provide a thrill for Mrs. Hyde, who, it is stated, wanted to be known as the first woman to navigate the stream.

The adventurous couple left the El Tovar Hotel on November 15th, expecting to be at Needles, Calif., by December 6th. What happened since that date can only be conjectured, for no word came from them since their departure. As history records but few successful navigations of the river, which has claimed several lives in other similar ventures, the Hydés were believed to have been wrecked and marooned in the Canyon, some 200 miles west of El Tovar.

The Scenic Airway Field, Grand Canyon, Ariz., is 16 miles south of the El Tovar Hotel, and one mile north of a red butte, 900 feet high, which can be seen for about 100 miles. This is the field on which Lieuts. Adams and Plummer landed.

In forwarding the narrative on the experiences of these two pilots on their hazardous mission, Major Millard F. Harmon, Commandant of the Primary Flying School, March Field, Riverside, Calif., made the following comments:

"This was a very unusual flight, which required all the daring, skill and resources of the crews making it, and for that reason is deserving of recognition. The attached report should be of special interest to all Air Corps personnel. Anyone who has ever seen the Grand Canyon, or who has ever made a casual study of the topographical features of the terrain over which these men flew, can well appreciate what a hazardous undertaking the flight was, and what mechanical failure would have meant. These two young Air Corps pilots and their mechanics successfully accomplished the flight in a manner which reflects credit upon themselves and upholds the best traditions of the Air Corps. March Field is proud of them."

The report referred to is quoted below, as follows:

"1. In compliance with radiogram from the Commanding General, 9th Corps Area, dated January 15, 1929, the following narrative is hereby submitted covering the search for Mr. and Mrs. Glenn Hyde along the Colorado River.

2. Complying with a telegram from the Commanding General, 9th Corps Area, dated December 17, 1928, directing that an airplane be sent to the Grand Canyon for the purpose of searching for Mr. and Mrs. Glenn Hyde, Second Lieutenants William G. Plummer and John Quincy Adams, Air Corps, Pilots, with Staff Sergeant Charles F. Fusz and Sergeant Frederick Weed, Mechanics, both of the 70th Service Squadron, March Field, Calif., in two O2-K airplanes, departed at 10:30 a.m., on December 18, 1928, for the Grand Canyon, with instructions to fly direct to Needles, California, and search the Colorado River north to Las Vegas, Nevada, where they were to refuel and continue the search to the Scenic Airways Field near the Hotel El Tovar.

3. Telegraphic instructions from the Commanding General, 9th Corps Area, directed that the tri-motored Fokker transport airplane be used for this flight. However, considering the adverse wind currents to be encountered in the Grand Canyon and the topographical features of the terrain to be flown over, it was believed that the O2-K airplanes were more suitable for a flight of this nature, due to the fact that the O2-K airplane is an open airplane, has much better visibility than the cabined Fokker transport and, in addition, has more reserve power and higher maneuverability. Due to the urgency of the mission, it was

deemed advisable to start the search with the O2-K airplanes without waiting to obtain confirmatory authority for the change in the type of airplane used. Radiogram showing action taken was sent to the Commanding General, 9th Corps Area, December 18, 1928.

4. These officers were equipped to stay for an extended period of time. In each airplane six blankets were provided. Each blanket was made into a roll with food supplies in each, for the purpose of dropping to the lost party should they find it stranded.

5. Lieut. Plummer being the ranking officer of the flight, was put in command. The flight reached Needles, Calif., at approximately 12:20 p.m. December 18, 1928. The weather was clear and visibility good, and no difficulties were encountered on this first leg of the flight. From Needles the flight flew low over the river and began the search. The river here is wide and filled with sand bars, and passes through a wide valley. Soon the first canyon was reached which is rather narrow but not deep. Here Lieut. Plummer took the lead. As soon as the canyon was reached, the air became violently rough and the airplanes were tossed and jerked about as if by giant hands, and trouble was avoided by flying above the level of the hills, the pilots hoping that this was no sample of what they would encounter later on.

6. Soon the Boulder Dam site was reached, and the flight continued upstream to the point at which it bends sharply to the east. Leaving the river, they flew to Las Vegas, Nevada, about 25 miles west, landing at this town. No trace of the missing party had been seen up to this time, and such was their report to Headquarters, 9th Corps Area, and March Field, as well as to Mr. R.C. Hyde at El Tovar Hotel, Grand Canyon.

7. The next morning, it was hoped they would get off by 7:30 for the second lap to El Tovar Hotel. At the flying field there were no facilities for heating oil or water, with the result that the flight did not actually leave Las Vegas until about 10:30, all members of the flight being practically exhausted from trying to stir life into the cold motors.

8. Returning to the point on the river where the search ceased on the previous evening, they found air conditions to be ideal - smooth and clear. Lieut. Adams took the lead for the first few miles, flying fairly close to the water, looking for a boat, signals, or persons. Nothing of note was seen until Iceberg Canyon was entered. Here two men were noticed on a sand bar, building a boat which was practically completed.

9. As the flight came out of Iceberg Canyon, Lieut. Adams saw a heavy cable ahead stretched across the canyon with a car attached to it for crossing the river. He pulled up over it and turned to watch Lieut. Plummer. To his consternation, Lieut. Plummer did not pull up, apparently not seeing the cable, but seemed to fly lower. However, he did clear the cable, but according to Lieut. Adams he could not have missed it very far.

10. As they flew on, Lieut. Plummer took the lead, their airplanes cruising about 120 miles per hour. Due to their airplanes' high maneuverability, the sharpest curves were turned without a great deal of difficulty, but would have been impossible to negotiate with a tri-motored transport airplane. The canyon grew deeper and more rugged until by glancing up, they could see the rim towering above them, which appeared to be at least 5,000 feet high.

11. At about 11:30, while flying above jagged walls, the first shelf of which was about 1,000 feet high, Lieut. Adams discovered a boat ahead in mid-stream, at a point approximately 14 miles down-stream from the mouth of Diamond Creek. He pulled up to look it over, his first impression being that someone had just left the boat, but would appear soon, it giving such proof of human presence. He flew low over the boat several times to examine it as closely as possible. Due to the narrowness of the canyon and the position of the wing, he only got a couple of short glimpses of the boat as he passed over it. He climbed to 1200 feet to examine it from that altitude while he waited for Lieut. Plummer to reappear. After spending about 15 minutes in examining the ground carefully, he started on up the canyon, hoping to meet Lieut. Plummer.

12. It was found out later that Lieut. Plummer's mechanic had not missed Lieut. Adams' airplane, and when he pulled up a few minutes later, Sergeant Weed thought that he saw Lieut. Adams' airplane go up the canyon, so they continued on ahead. Lieut. Plummer stated that it was a physical impossibility for him in the leading airplane to personally watch Lieut. Adams. However, his mechanic had been instructed to keep the airplane in the rear in view. Lieut. Plummer proceeded up the river to the mouth of Diamond Creek where in circling

to observe some abandoned shacks, he noticed the absence of the other airplane. After circling for some five minutes in an effort to locate Lieut. Adams, he shut off the motor and asked his mechanic as to the whereabouts of the other airplane. The mechanic pointed up the river, that is, towards their destination, and Lieut. Plummer continued on in that direction, thinking that Lieut. Adams had passed.

13. Lieut. Adams estimated that the boat he saw in mid-stream was about 3 or 4 feet wide and about 15 feet long, with an oar in each end. They were peculiarly placed so that one pointed up-stream and the other down-stream; for control rather than propulsion. It was later found that they were not oars, but 2 x 4's with a board fastened on the end. Later investigation proved that the boat was actually 5 feet wide and 20 feet long, the view of the canyon being rather deceptive. The ends of the boat were square and there was a seat in the center of it. A roll of bedding could be seen in one end and wrapped articles in the other end. There was also another article that appeared from the air to be wire netting. It was later found to be a bed spring.

14. The boat was stationary in mid-stream, in fact it appeared to be anchored. However, they later decided that it was stuck on rocks. When found, it was held by its dragging tow rope, which had caught on the bottom. The river at this point appeared to be deep and slow, and there was no beach for an approach from the shore.

15. Lieut. Adams then followed the canyon bed closely for about 75 miles. He then pulled up to look over the rim to locate himself, as he was in a hurry to reach the Grand Canyon Airport to bring back someone to identify and locate the boat before dark.

16. They had been unable to get any information about the Grand Canyon landing field except that one existed. They had a general idea as to where the El Tovar Hotel was located, and experienced no difficulty in finding it. A careful survey of the countryside from 1500 feet altitude failed to locate the field, and after a few minutes search Lieut. Adams flew low over the buildings to see if someone would point it out for him. It was gratifying to know that several people understood what he wanted, and pointed south instead of waving handkerchiefs. He headed south and flew for 20 minutes before he saw the field, which he picked up to his right. It was covered with snow, but was large and easy to see. It was his first landing in snow and it naturally caused him some concern, but he encountered no difficulty in making a landing. After being welcomed by the attaches of the Scenic Airways, Inc., he immediately went to a telephone and called Mr. Hyde. He described the boat carefully to Mr. Kalb, who talked for Mr. Hyde. Mr. Kalb, by the way, holds the distinction of being the only man living to have twice gone down through the Grand Canyon in a boat. He planned with Mr. Kalb for taking someone to the scene of the boat to identify it. Mr. Kalb and his party started for the field immediately by automobile from Grand Canyon City, a distance of about 18 miles.

17. Lieut. Plummer landed a few minutes later. He had followed the canyon almost to the hotel and he too encountered difficulty in locating the landing field.

18. While waiting for the party to arrive from the hotel, the airplanes were hastily gassed and oiled, and their crews used this opportunity to get a bite of lunch. They planned to take off about 3 O'clock p.m. in order to reach the boat and return to the field before dark. When Mr. Hyde, Mr. Kalb and Mr. Tillotson, Grand Canyon National Park Supervisor, arrived, it was agreed that Mr. Kalb should be taken to the boat, he being familiar with the canyon. The two airplanes took off at 3:05 p.m., Mr. Kalb in Lieut. Adams' airplane, and Lieut. Plummer with his mechanic. Lieut. Adams led the flight, setting a compass course due west toward the position of the boat. The boat was found without difficulty, and after flying low over it, they made a careful search of the immediate vicinity, after which they returned to the flying field where they landed in semi-darkness. All agreed that there was no doubt but that it was the lost boat, and Mr. Kalb located it at an estimated distance of between 10 and 25 miles below Diamond Creek Canyon. They checked it on a chart at the range station that night, and it proved to be about 14 miles.

19. The party then drove to the Bright Angel Hotel where they made their reports to the Commanding General, 9th Corps Area, and the Commanding Officer, March Field, and spent the night there. During the evening messages were prepared for delivery to search parties that might be found in the canyon.

20. Upon returning to the hotel, Mr. Hyde sent a telegram to the Commanding Officer, March Field, commending the work of the flight and requesting that the flight be permitted to make another search of the river at once.

21. During the night, the Scenic Airways personnel at the hangars refueled the airplanes and kept the motors warm by spreading a tent over them with an oil stove underneath. The oil and water were kept warm in a large heater so that the next morning no difficulty whatever was encountered in starting the motors, much to their relief.

22. Their plans for the day were based on telegrams from the Commanding General, 9th Corps Area, and Commanding Officer, March Field, directing that another careful search of the canyon be made from the Hotel El Tovar to the spot where the boat was found, with a view of locating the lost party and dropping food to them, if feasible, and to render every assistance possible. Further, that if a careful search failed to locate the lost party, to return to March Field and report the results of this search. These plans met with the approval of Mr. Hyde. They took off at about 9:30 a.m., flew to Grand Canyon and descended to about 1000 feet above the river. This altitude was maintained because they had been warned of two cables across the canyon about 30 miles below the hotel. Although they watched the river carefully, they failed to pick up the first search boat. Message bags had been prepared to drop to this searching party, and the flight was keenly disappointed when they failed to find this first boat.

23. Beginning at a point about 10 miles below the cables where they expected to find the search boat, they flew low and made a careful search. They saw nothing out of the ordinary until they reached Diamond Creek Canyon, about 135 miles from the hotel, and about 14 miles above the boat. Here they were surprised to find a fire burning. They then recalled that a tracker had been sent in to this point sometime before, and had evidently just arrived, since they failed to see it the day before. While circling overhead, one man could be seen near the fire, and in a few moments two more men were seen coming down the canyon. They exhibited no special interest in the airplanes at first, but later drew arrows in the sand pointing up-stream, and also motioned them in that direction, evidently believing that the search should be made in that direction.

24. Since they had missed the first search boat, they decided to give these men the message intended for that boat. Lieut. Adams glided down Diamond Creek Canyon with the power off for the purpose of dropping them the message, but a sharp bend ahead kept him so high that even after diving towards the men and throwing out the message, they failed to see it. At this point the Colorado River Canyon is straight but narrow, with Diamond Creek Canyon coming in at right angles, forming a fair sized flat where the men were standing. So he decided that he would make another attempt to get a message to them. He believed he could get close enough to them by coming down Colorado River Canyon to let them know he had a message. So he wrote a message on the back of a flight report, rolled it up, and flew up the canyon for a distance and then turned and came down in a very slow glide, jacking the motor constantly to keep it from loading up, and to attract the attention of the men. As he came within sight of the men, he held the roll of cardboard up for them to see and then released it as he passed directly over their heads. Then opening the throttle, he banked sharply to the right to go between the Colorado River walls. Looking back from an altitude, he saw them pick up the paper and read it. The men waved to him, indicating that they understood.

25. The flight then continued the search down the river. Upon arriving at the location of the boat, they found that it had not moved, but they were unable to locate anyone near or below the spot. They then proceeded on down the river to where they had expected to find a third party.

26. In attempting to describe the canyon along this phase of the search, the members of the crew said that its awe-inspiring beauty was not dimmed in the least by their various viewpoints and precarious positions.

27. No trouble was encountered in locating the third search party. On their trip up the river, they had seen them building the boat, and now they found them floating down the river only a mile or so below the point where they were first located. They flew low over the boat. The river at this point was broad and smooth, and they threw out a carefully prepared message bag. The message bag, however, caught in a brace on the tail surfaces, and they were well past the boat before it actually fell off. But they saw it flutter down to a sand bar. Lieut. Adams again got out his pen and wrote a message which he wadded in his hand ready

to throw over upon a second attempt. Meanwhile the search party had beached their boat and were standing on the sand. He held up the paper for them to see as he approached, and as he got over them, he released it. It fluttered down into their outstretched hands without touching the ground.

28. Lieut. Plummer then took the lead and they started out on a compass course for March Field. They landed at March Field about 4½ hours after leaving El Tovar Hotel.

29. Although the flight did not find the lost people, it is believed that the trip was partially successful in that it localized the area to be searched, and was a very strong indication that the lost party was not alive and in the Canyon of the Colorado.

30. On December 27, 1928, a telegram from the Commanding General, 9th Corps Area, quoting a telegram from Mr. R.C. Hyde, Peach Springs, Arizona, dated December 24th, asked if it would be possible to have airplanes search the banks of the Colorado River for smoke signals of the lost couple, stating that they may have been trapped between the upper and lower benches or on the top, unable to travel. Further, that it would be several days before the search party would reach the boat. This telegram asked if airplanes could be furnished and for recommendations from the pilots who made the previous search. In reply to this telegram, a radiogram was sent to the Commanding General, 9th Corps Area, stating that although volunteering for the mission, Lieut. Adams stated that in his opinion the situation presented such remote possibilities of success and that the region involved was so hazardous that the grave risk to personnel in a continuation of this search by air was not justified. Further, that airplanes and pilots could be furnished from this station for continuation of this search should it be desired, although the Commanding Officer, March Field, concurred fully in the recommendation of Lieut. Adams.

31. In recognition of the hazardous nature of the mission and the splendid performance of the personnel in carrying out this mission, each member of the flight has received from the Commanding General, 9th Corps Area, a letter of commendation."

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PURSUIT MANEUVERS BY THE 95TH PURSUIT SQUADRON

A demonstration of pursuit maneuvering was given by the 95th Pursuit Squadron, Rockwell Field, Coronado, Calif., led by Captain Elmendorf, as an added attraction to the graduation exercises at March Field, Riverside, Calif., on February 27th. Twelve PW-9's, forming two flights, maneuvered and dived over the field as the Cadets took off in DH's and PT's to fly their last formation at the Primary Flying School. An unusually large crowd witnessed the program.

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AERIAL GUNNERY PRACTICE STARTED BY 95TH SQUADRON

The 95th Pursuit Squadron has started aerial gunnery and light bombing practice. A gunnery range is under construction near Rockwell Field. Ground targets have been constructed on the south end of the Island, but due to interference from Navy training planes, it was found necessary to move the range to a more isolated section.

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UNUSUAL SCORES BY THE 20TH BOMBARDMENT SQUADRON

The 20th Bombardment Squadron, Langley Field, Va., was recently engaged in bombing, ground target and tow target missions, and the scores turned in appear to be the highest of any organization in the 2nd Bombardment Group up to this writing. According to the News Letter Correspondent, one gunner on a tow target mission received 193 out of a possible 194 score, and he adds: "It is said that this gunner spent considerable time after the shoot wondering where the other shot went."

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During the month of January a number of cross-country formation flights to David, Republic of Panama, were made by the 6th Composite Group stationed at France Field, Panama Canal Zone.

GIANT COMMERCIAL PLANE LANDS AT WRIGHT FIELD

There was a flutter of excitement at Wright Field on February 14th when Captain St. Clair Streett landed with the "Patrician" with four passengers, Mr. Fraser of the Keystone Aircraft Company, one mechanic and two representatives of the Wright Aeronautical Corporation.

Captain Streett is on leave of absence from his station and is making demonstration flights and journeys for the Keystone Company, flying the big passenger ship "The Patrician." While at this field many of the pilots flew this ship and carried with them visitors from Dayton and many of the civilian personnel of the field. Captain Streett left Wright Field on Sunday, February 24th, in the "Patrician" with the representatives of the Keystone and Wright Companies on his way to California via Wichita and San Antonio.

The largest commercial transport in the world, the "Patrician" is equipped with three 525 h.p. Wright "Cyclone" engines. It has a wing spread of 90 feet with a gross weight of 15,000 pounds. It has seating capacity for 20 passengers, two pilots, and room for 1,000 pounds of baggage.

This plane is equipped with the Deperdussin control. Its reputed cruising speed is 130 miles per hour, with a high speed of 150 miles per hour.

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SPECIAL OBSERVERS' COURSE SUSPENDED

Due to the exigencies of the service and the scarcity of personnel for tactical operations, the Chief of the Air Corps has directed that the Special Observers' Course at the Advanced Flying School at Kelly Field, San Antonio, Texas, be suspended. This order became effective upon the completion of the last Special Observers' course at Kelly Field on March 1st.

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LINDBERGH'S CLASS CORRESPONDS

Lieut. W. R. Wolfinbarger, of Langley Field, Hampton, Va., is in receipt of a most interesting collection of letters. They are from the Brooks and Kelly Field Cadet Class of 1925, of which Charles A. Lindbergh was a member. In this class of over one hundred which started flight training, nineteen finished, and of these, seventeen members have kept up correspondence through a "pass-it-on" system of letters. In these letters each man writes "To The Gang" and tells what he is doing and how, and this letter is put with the others and forwarded to the next man:

The letters go to the four corners of the United States and even the world, and highly amusing and interesting are the contents. The correspondence was started by Lieut. Wolfinbarger, who is an LL. B. from the University of Kansas and who received his airplane pilot's rating with the famous class of '25. He is now a member of the Second Bombardment Group at Langley Field.

From the hands of Lieut. Wolfinbarger the letters will go to Lieut. D.H. Alkire of Luke Field, Hawaii, and from Lieut. Alkire the correspondence will be turned over to Staff Sergeant Boyd Estwine of the same station. From Hawaii they will be forwarded to Lima, Peru, to "Mr.", "Colonel," or "General" Clifton Travis, who is Chief Aviation Instructor of the Peruvian Air Force, Travis' classmates do not know just what his rank is at the present time, but his letter will enlighten them. When the letters get back to Lieut. Wolfinbarger, which they should in about four months, every member will have written a letter and then a new set will be started.

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LIGHTER THAN AIR ACTIVITIES AT THE MATERIEL DIVISION

The Lighter-than-Air Branch of the Materiel Division, Wright Field, Dayton, Ohio, is being allotted more space to take care of the fabrics, shop, and stock rooms which are being moved over to Wright Field from Fairfield, Ohio. Eventually the inflation and flying equipment at Fairfield will also be moved over, but not until the erection of a suitable hangar. The Lighter-than-Air Branch has jurisdiction over all experimental Lighter-than-Air work for the Air Corps. The flight testing of this equipment is carried on at Scott Field under a Materiel Division representative.

GRADUATION EXERCISES AT ADVANCED FLYING SCHOOL

The largest class in the history of the Advanced Flying School, Kelly Field, Texas, was graduated on February 28th last. The class started on November 1, 1928, with a student body of 84 Cadets and five student officers assigned to the Pilot's course, and 12 Regular Officers and one Warrant Officer assigned to the Special Observer's Course. Only two Cadets and one Regular Officer failed to complete the Pilot's course. All the students attending the Observers' School graduated.

Graduation exercises were held in the Aviation Club at 11:00 a.m., February 25th. Preceding the exercises, the entire class participated in an Aerial Review, during which each student piloted the type of plane in which they were specialized in the Section assigned for training.

The review was conducted in a very efficient manner, the piloting ability of the students being evidenced by the manner in which they passed in review, each section flying a formation of its own. The Pursuit Section's formation led the Review, closely followed by the Attack and Observation Sections, with the Bombardment Section bringing up the rear. To the spectator this is an event which he does not soon forget. Many of the spectators were relatives and friends of the students, some having traveled from most every State in the Union. Thirty-five States were represented among the Cadets who entered the Advanced School, and most of the students are university graduates.

After the Review, the Cadets proceeded to their quarters, donned their new uniforms and boots and were marched to the Aviation Club to receive their diplomas and "Wings."

The Club was crowded with guests and the proud relatives of the "Cadets of the Air," but as the students marched into the Club there was an absence of noise, which was broken with loud applause as the band "sounded off" to the tune of a march.

The Aviation Club was prettily arranged for the occasion. A large table was placed at one end of the Club on which the diplomas, commissions and "wings" were laid out. The table was half-circled by the following officers:

Major General Lassiter, Commanding General, 8th Corps Area.

Brigadier-General Frank P. Lahm, Commanding General, Air Corps Training Center.

Lieut.-Colonel James A. Mars, Commanding Officer of Duncan Field, Texas.

Major James E. Chaney, Commanding Officer of Kelly Field, Texas.

Major Clarence L. Tinker, Assistant Commandant, Advanced Flying School.

Major Shepler W. FitzGerald, Commanding Officer, Brooks Field, Texas.

Major Francis H. Poole, Medical Corps, Commandant, School Aviation Medicine

Major Harold A. Strauss, Executive of Advanced Flying School.

Lieut.-Colonel Lawrence C. Matthews, Quartermaster, Kelly Field, Texas.

Major Coleridge L. Beavens, Medical Corps.

Captain William B. Wright, Jr., Adjutant, Advanced Flying School.

Captain Frederick I. Eglin, Director of Training, Air Corps Training Center

Captain William E. Lynd, Air Corps.

Captain John I. Moore, Director of Training, Advanced Flying School.

Captain W. S. Gravely, Senior Instructor, Advanced Flying School.

Lieut. Ogden, Adjutant, Air Corps Training Center.

Lieut. Arthur Thomas, Secretary and Commandant of Cadets, Advanced Flying School; and Lieuts. Cassidy, Kiel, Beverly and Monahan and Chaplain McCann.

The Program was as follows:

Music -- the Air Corps Training Center Band.

Invocation -- Chaplain John H. McCann.

Introductory Remarks -- Brigadier-General Frank P. Lahm.

Address -- Major General William Lassiter.

Presentation of Diplomas -- General Lassiter.

Presentation of Reserve Commissions -- General Lahm.

Presentation of Wings -- Major Clarence L. Tinker.

Benediction -- Chaplain John H. McCann.

General Lassiter's address, though short, was in compliment to the Air Corps and the progress made since its birth, also as to its possibilities, especially with regard to the importance attached to successful cooperation with other arms of the service. He stated that greater and more successful cooperation had been accomplished in the past few years than ever before, this having been brought about by the careful study in the training of Flying Cadets and

Observers with regard to the tactics employed by other arms of the Service. Much benefit resulted from the training which combined maneuvers afforded the various branches of the service, each gaining valuable knowledge of the tactics of the other and the realization that through successful cooperation with other arms most effective progress may be made in the event of war. The General quoted illustrations from his personal experiences during the World War, the "Key Note" of his speech being "Cooperation," without which neither arm nor arms can be most effective.

General Lassiter presented the diplomas and complimented and congratulated each graduate, as did General Lahm in his presentation of the reserve commissions and Major Tinker, who presented the long coveted "wings". To secure this three-fold evidence of a year's work well done, the students put forth hard study and their very best efforts to gain the knowledge afforded them by the best equipped aviation school in the world. Receiving the tutoring of Uncle Sam's best aviators, most of them having had years of experience in war and peace, they venture forth with this knowledge on a career of their own, either as a civilian or as an officer of Uncle Sam's fighting Air Corps to carry on through their service the "Esprit de Corps." In any event, they have received the best of training made possible by a rich and powerful nation whose people realize that in each and every graduate they have an individual who is equally as important and valuable in whatever field of endeavor he may choose to enter - in the service of his country as a Military Aviator, or as a commercial aviator.

The only setback experienced by the class was that caused by inclement weather. This necessitated much night flying to make up for lost time. Fortunately, ideal weather prevailed during the last few days of the students' training, thus enabling them to obtain the required flying time.

One fatal airplane crash occurred during the training of the class on December 21, 1928, in which Cadet Ludo G. Wilkens was killed. One Cadet was relieved because of "Lack of qualities necessary for a military pilot." Because of sickness, Cadet George E. Percefull was relieved and returned to Brooks Field for refresher training.

The following officers and Cadets were graduated from the School, the names being listed under the Section in which they were assigned and received specialized training:

ATTACK SECTION

2nd Lieut. Samuel J. Simonton, F.A.

Cadets Charles W. Alverson
 Frank A. Armstrong, Jr.
 Al. N. Booth
 Leon R. Brownfield
 Hans T.R. Hertzberg
 William L. Lee
 William A. Matheny
 William H. Maverick, II
 Thomas L. Mosley
 Ramon R. Arias
 Harley R. Grater
 Herbert L. Grills
 J. Stanley B. Harvey
 Ivan D. Houston
 John P. Kenny
 George F. Kinzie
 Ralph A. Murphy
 Lewis R. Parker
 Frank W. Raymond
 Clarence K. Roath
 Raymond L. Winn

BOMBARDMENT SECTION

2nd Lieut. James A. Willis, Jr. (Inf.)
 Cadets William G. Davis
 Edwin M. Day
 Edwin E. Dietel
 Jack H. Neale
 Harry E. Campbell
 Leonard F. Harman

BOMBARDMENT SECTION (Cont'd)

Samuel R. Spiker
 Richard B. Stith
 Robert M. Wilson
 Jack T. Wood

OBSERVATION SECTION

2nd Lieut. Kenneth P. McNaughton, F.A.
 Cadets Spencer Callaway
 Robert H. Clarke
 Richard V. Conover
 Chester P. Gilger
 Samuel W. Cheyney
 Trenholm J. Meyer
 Wesley F. Phillippe
 John W. Thomas, Jr.
 Nicholas A. Laurenzana
 Thomas R. Starratt
 Edwin L. Tucker
 Reginald F.C. Vance
 Albert Boyd
 Kenneth C. Brown
 Glenn T. Fields
 George F. Pfeuffer
 Kenneth C. Brown

PURSUIT SECTION

Cadets Edward H. Alexander
 William T. Colman
 Murl Estes
 Flint Garrison, Jr.
 Charles W. Goode
 Dudley D. Hale

PURSUIT SECTION (Cont'd)

Cadet Paul M. Jacobs
 Garland N. Lasater
 James W. McCauley
 Charles F. Scott
 Floris F. Shade
 John H. Bundy
 William M. Campbell
 Richard I. Dugan
 David D. Graves
 Haywood S. Hansell, Jr.
 Noble G. Hueter
 Melvin S. Hollidge
 Harry H. Jones
 Durward O. Lowry
 Allen J. Mickle
 Hugh G. Nicholson, Jr.
 Morley F. Slaght
 Walworth D. Slingerland
 William P. Sloan
 Millard F. Tindall
 Bryan S. Warner
 Milton H. Anderson

PURSUIT SECTION (Cont'd)

Cadet Otis F. Bryan
 Thomas S. Power
 Horace J. Reid
 Harry A. Saunders
 James H. Wallace
 Harry J. Zimmerman

SPECIAL OBSERVERS COURSE

Lt.-Col. Ira F. Fravel
 Captain William E. Kepner
 " Charles P. Clark
 " Neal Creighton
 " Ira R. Koenig
 " Karl S. Axtater
 " Alfred I. Puryear
 1st Lieut. Elmer J. Bowling
 " John M. McDonnell
 " Haynie McCormick
 2nd Lieut. Edgar M. Fogelsonger
 " Benjamin T. Starkey
 Warrant Officer Robert E. Lassiter

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ALTITUDE FLYING AT WRIGHT FIELD

Wright Field, Dayton, Ohio, is ambitious to secure the honor of attaining the highest altitude ever reached by man in an airplane. Some noteworthy attempts for altitude records were made by Lieutenant Wm. Bleakley last summer. He was followed later on - October 10, 1928 - by Captain St. Clair Street, of the Flying Branch, accompanied by Captain Albert W. Stevens of the Aerial Photo Unit, Equipment Branch, Materiel Division. The last attempts were made by Lieut. Harry Johnson of Selfridge Field, who was assigned to Wright Field for the purpose of attempting high altitude flights. Lieut. Johnson with Captain Stevens made flights on January 26th, February 1st, 10th, 12th, 15th, 23rd, and the last one on February 27th, when he attained an elevation of 35,611 feet above sea level, according to the National Advisory Committee for Aeronautics rating.

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NEW BOMBING PLANE HAS SHORT CAREER

The new LB-7 bombing plane, which arrived at Langley Field, Va., the first week in February, met with hard luck. This plane, flown by Captain Willis Hale, took off from the airdrome some days later, headed south, and got about one mile from the field over a beautiful little grove of trees when one of the motors went dead. The pilot attempted to fly on the other motor, but the plane yawed so much that he was afraid it would go into a spin, and he wisely cut the throttle. He was compelled to land in the above mentioned beautiful grove, where the plane broke into matchwood. Mr. Baker, of the Pratt & Whitney Motor Company, was a passenger in the plane. Luckily nobody was hurt.

Great interest in this accident was manifested by Langley Field personnel, many of whom visited the scene of the wreck.

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JACK FROST UNPOPULAR AT MARSHALL FIELD

The reverberating boom of Big Bens has with difficulty sent the Marshall Field pilots scurrying from their warm beds to their air-cooled hangars and refrigerating offices during the past month. "With temperature around 10 degrees below," says the News Letter Correspondent, "we plead 'Oh, Selfridge, where is thy sting?' Moral stamina was quite often bolstered by Captain Gates in order, that the boys be at the field by eight every morning. Then, too, when hot oil and water finally got the H's into a mood for running, the ceiling usually settled over the field like a fog on the Bronz Lions in Trafalgar Square, so we would have to whistle when taking off and landing."

AERONAUTS ORGANIZE AT LANGLEY FIELD

The Langley Field Chapter of the Society of Military and Naval Aeronauts was formed on Monday night, February 18th. An informal dinner was held at the Warwick Hotel in Newport News, Virginia, by the officers stationed at Langley Field having Lighter-than-Air ratings. The purpose of the little social gathering was principally for the discussion of the desirability of forming a chapter of what is known as "The Society of Military and Naval Aeronauts." The mother chapter of this organization was formed sometime ago by Lighter-than-Air officers stationed at Brooks and Kelly Fields, with General Lahm as honorary president. The organization of the local chapter was perfected with the following members: Colonel Jacob W.S. Wuest, Majors John D. Reardan, Norman W. Peek, M. F. Davis, Captains Lawrence F. Stone, Douglas Johnston, R.S. McCullough, William J. Flood, 1st Lieutenants Walter D. Buie, M.E. McHugo, Uzal G. Ent, L.A. Skinner and Otto Wienecke.

The Constitution of the Society sets forth the purposes of the organization as solely patriotic, educational, scientific and fraternal, with the three-fold objective of fostering the development of aeronautics, especially airship and balloon operation; encouraging and aiding in the development of this important arm for national defense, and of creating a bond of fellowship between personnel who are, or have been, engaged in the development of Lighter-than-Air craft. The following officers of the local chapter were selected: Captain Stone, President; Captain Flood, Vice President; and Lieutenant Buie, Secretary and Treasurer. The Executive Council directing the policies of the Chapter will be composed of Colonel Wuest as senior member and the officers of the Chapter.

Considerable enthusiasm over the purposes of the organization was engendered in the round-table discussion which followed the enjoyment of the Warwick hospitality. It is proposed to hold the next meeting of this organization about March 15th for the purpose of adopting a set of by-laws for the government of the local chapter and to hold a short, snappy, educational program along Lighter-than-Air lines. From now until summer it is planned to secure the services of distinguished speakers as guests of honor at the various monthly dinners of the Chapter, and it is hoped to be able to include in this number Col. Chandler of Washington; Rear Admiral Moffett, Chief of the Bureau of Aeronautics; Commander Rosendahl of the Navy, General Fechet and General Foulois of the Army Air Corps.

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THE FERRY FLIGHT FROM WRIGHT FIELD TO PANAMA CANAL ZONE

The tri-motored Fokker Transport plane was welcomed on January 16th by the entire command of France Field, Panama Canal Zone, and the following is a brief story of the flight from Wright Field, submitted by the News Letter Correspondent:

"Major Paul Bock, First Lieutenants George C. McDonald and Dwight J. Canfield started in the Fokker tri-motored Transport plane, that had previously been assigned to the Panama Canal Department, from Wright Field, Dayton, Ohio, at 10:45 a.m., January 9, 1919, and arrived at Bowman Field, Kentucky, at 2:45 p.m. Their destination for that day was to have been Maxwell Field, Alabama, but due to heavy rain and sleet (the latter is seldom if ever seen down here in Panama) they were forced to land at Bowman Field and remain there until 11:20 a.m., January 12th, when they took off for Maxwell Field. They arrived at that place at 4:50 p.m., after a trip of 5 hours and 30 minutes through the roughest kind of weather. They departed Maxwell Field for Jacksonville at 7:00 a.m., January 13th, and arrived at their destination at 10:30 a.m. They left Jacksonville at 1:30 p.m. the same day and arrived at Miami, Fla., at 5:00 p.m. Havana, Cuba, was the next stop after leaving Miami, and they made the trip in two hours and 20 minutes. After spending the night at Havana, they took off for Managua, Nicaragua, the longest hop of the trip, and arrived at their destination at 6:20 p.m., on January 15th, after a trip of 11 hours and 20 minutes. The last leg of the journey was made from Managua to France Field in 8 hours.

The entire trip was made in a total flying time of 38 hours and 40 minutes, without a mishap, and proved the feasibility of ferrying planes from factories in the United States to Panama."

ADMINISTRATION BUILDING AT NEW TRAINING CENTER

The layout plan of Randolph Field, the new site of the Air Corps Training Center, near San Antonio, Texas, received the final approval of the Secretary of War on January 21, 1929, and work has begun on the design of individual buildings. The Administration Building, the first of these, a sketch of which is on the back of this page, will be situated on the central axis of the post, close to the entrance of the building area, and the first building to be seen in approaching the post. In occupying such a prominent position, it forms the keynote of the design. It is done in Spanish Mission style, the central section having two stories and a tower, while the outlying wings are of a single story.

The tower is 175 feet high and will house the water tank, which has heretofore constituted an eyesore at most army posts. Above the water tank will be an observation room and meteorological station, reached by elevator from the ground floor. On the dome will be mounted a revolving beacon.

The second floor, which exists only in the central portion of the building, will house all of the administrative offices of the Commanding General and his staff.

The ground floor of the central portion will house all the signal activities, including the Signal Office, Meteorological Office, Telephone Exchange, Radio Receiving Station and Telegraph Office, and, in addition, a U.S. Post Office, printing plant, and Quartermaster administrative offices.

The east wing will house the photographic laboratory, court room and Judge Advocate's office; while the west wing will contain the post theatre and auditorium. Both wings are provided with outside entrances to divert some of the traffic from the central portion of the building. The theatre is so arranged that it can be used when the rest of the building is closed. It has a stage, 28 by 40 feet, with two dressing rooms, 11 x 28 feet each; a seating capacity of 900 on the main floor and 250 in the balcony.

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RED DOGS AND IMPROVED FLYING GLOVES By the Langley Field Correspondent

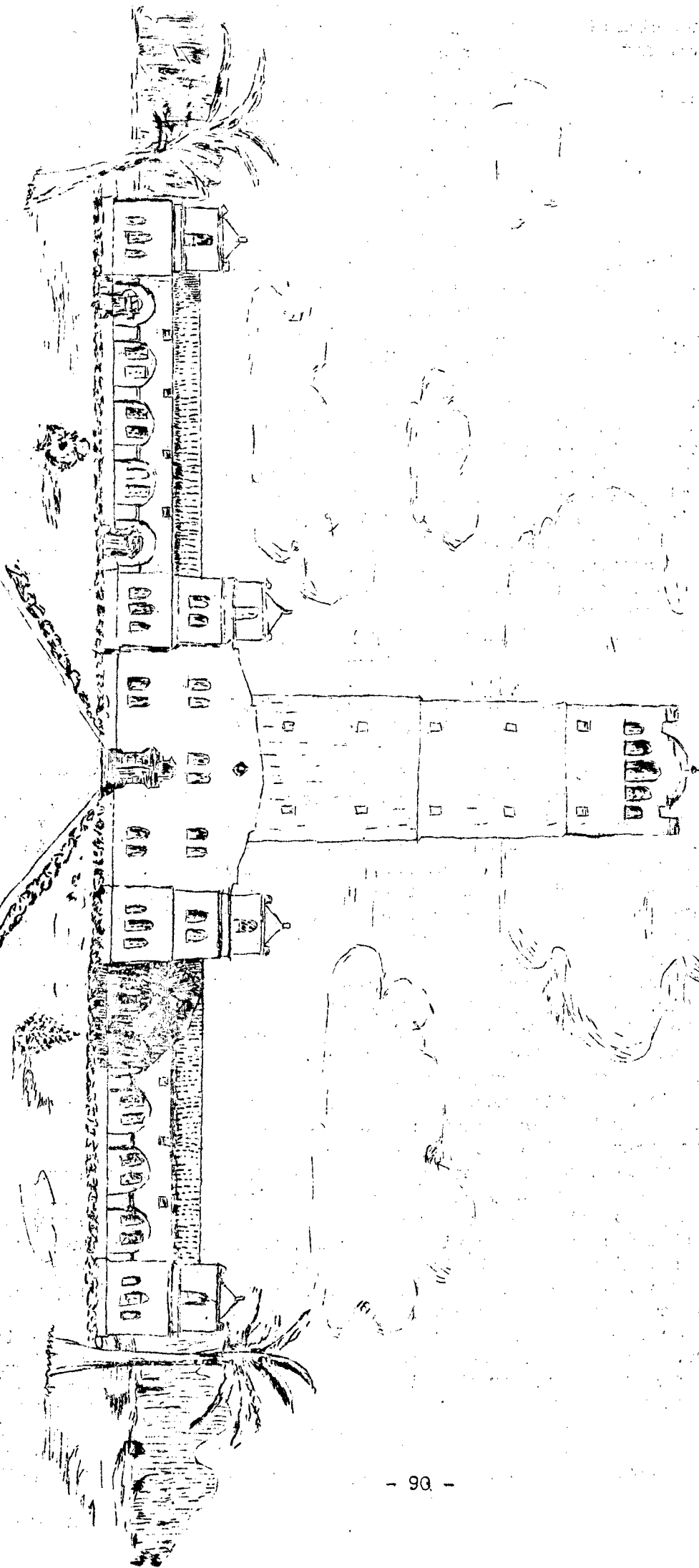
About twenty pairs of flying gloves of superior worth were recently received by the Air Corps Supply Officer at Langley Field, Hampton, Va., to be distributed as far as they will go among the some one hundred and twenty flying officers. These gloves are by far the most improved piece of flying equipment of any kind that has been put out in the Service for a long time. The gloves are leather on the outside and warm felt on the inside, and they have short fingers. These gloves are both theoretically and practically good. The short fingers allow the wearer to slip his fingers out and into the space of another one in the glove and thus get it warm.

The gloves heretofore, and still, issued to the bulk of flyers are covered with red dog hair. And this dog hair sheds while in the air and accumulates in the teeth of the aviator. Too often a flyer is struck with the idea that he is eating some of the hair of the dog that bit him. Just why the issue flying gloves had to be covered with red dog hair and why they had to skin the dog when he was shedding is a question never satisfactorily settled, but the practice started shortly after the war. That may be reason enough. The practice certainly made red dogs scarce. A person may start out early in the morning looking for dogs and travel until late at night and he will seldom see one red dog.

The Red Dog market went skyrocketing when the Government began plunging in it a few years ago to get hides for aviators' gloves; men playing shorts were wiped out as slick and clean as a willow shistle, while those playing margins who decided to ride Red Dog to the top and unload on a two point break, mopped up. Red Dog common, of course, paid the highest, because just ordinary common dogs with loose hair were preferred for aviators' gloves.

It was a lucky dog, indeed, that could save his hide, especially if it had a reddish tinge. And even blue dogs, whose hair would take a red dye, had to be careful where they curled up for the night, lest they found themselves on the way to a skinning the next morning. Many a howl has gone up over these gloves from both aviators and dogs, and this latest gesture of supplying 20 pairs of gloves for the 120 flyers at Langley Field is interpreted to mean that the last red dog is dead, and aviators will be allowed to lose their taste for dog hair while flying.

Proposed Administration Building at Randolph Field, Texas



COMBINED ARMY AND NAVY MANEUVERS IN PANAMA

By the News Letter Correspondent

The 6th Composite Group, France Field, Panama Canal Zone, sent a detachment of 100 men and 23 officers to Albrook Field for the combined Army and Navy Exercises, during the period January 21st to 31st. Both day and night Observation and Pursuit missions were carried out during the entire period. Lieut. Clarence F. Horton was Camp Commander, and Colonel A.G. Fisher was Air Force Commander in charge of all tactical operations.

During these maneuvers an opportunity was had to observe the Boeing Fighter, the Navy air-cooled pursuit plane. Up to this time we had considered ourselves fairly well mounted in the PW type; now we have seen what a real plane can do in the way of climbing and maneuvering. We have been informed by some of the Navy pilots that these ships are to be turned in, when the airplane carriers return to the California base, for a new and improved type. We are hoping that the Army Air Corps will get some of this type in the near future.

With the two airplane carriers and the planes on the other types of Navy vessels, the Navy had about 200 planes in the air at one time or another. Our one Pursuit Squadron was rather sadly outnumbered when it came to maneuvering against this number of ships. However, when we get the Pursuit Group at Albrook Field, the air forces in Panama should be in good shape.

Since the grand maneuvers, the Army air forces have participated with the Navy in three smaller maneuvers. These have been in the nature of sorties by the fleet, in which the Army pursuit furnished protection until such time as the airplane carriers could get to sea where they could head into the wind and allow the planes to take off.

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COLONEL LINDBERGH'S VISIT TO PANAMA

"Colonel Charles A. Lindbergh was with us again for a brief visit," writes the France Field Correspondent, "he having flown a Sikorski Amphibian here from Miami with mail for the Panama Airways. While he was here, he was taken on a fishing trip to the Peñis Islands and from all reports received on the trip he enjoyed himself very much.

Colonel and Mrs. Fisher gave a swimming party in his honor the day prior to his departure, and all of the prominent military, naval and civilian personnel on the Atlantic side were present.

While Colonel Lindbergh did not mention his plans for getting married, while with us, he did show considerable interest in the fact that Lieut. George McDonald was able to get leave from his new wife long enough to go on a fishing trip."

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LIEUT. DONALD G. DUKE RESIGNS FROM ARMY

Lieut. Donal G. Duke, who has been on duty at the Boston, Mass., Airport, since December, 1927, resigned his commission as an officer of the Army to accept a position with the Pan American Airways, Inc., with headquarters at Cristobal, Canal Zone. During the past several months, while on leave of absence, he established a mail and passenger route in Costa Rica. He will be in charge of the Cristobal office of the Company and of flight operations in and out of the Canal Zone.

Commissioned in the Air Corps on February 27, 1918, Lieut. Duke was on duty as Instructor at the School for Aerial Observers, Post Field, Fort Sill, Okla., until April, 1919. After completing three years of service in the Hawaiian Department, he served for brief periods at Kelly Field, Texas; Fort Bliss, Texas, and at the 8th Corps Area Headquarters, Fort Sam Houston, Texas. In September, 1923, he was ordered to duty in the Office Chief of Air Corps, Washington, where he served until May, 1927. He served at Bolling Field until his assignment to the Boston Airport. While on duty in Washington, Lieut. Duke worked zealously and energetically in connection with the establishment of airways and landing fields throughout the country. While prosecuting this work he participated in numerous long-distance cross-country flights. He has piloted all types of service planes and a number of commercial types, and his total flying time has passed the 2,000-hour mark.

Our best wishes to Lieut. Duke in his new line of endeavor.

MORE ABOUT THE ROOF LANDING OF AIRSHIP TC-5

The Langley Field Correspondent gives additional "dope" concerning the landing of the Airship TC-5 on the roof of the Munitions Building last month. Although the story covering this episode appeared in the last issue of the News Letter, the Langley scribe's version of it is given below, as follows:

"On February 5th, a very noteworthy feat was accomplished when Captain Wm. J. Flood, Commanding the TC-5-251, landed on the roof of the Munitions Building in Washington, D.C., delivering a letter to General Fechet, Chief of Air Corps, from Lieut.-Colonel Jacob W.S. Wuest, A.C., which said: 'This is the first instance in which mail has been carried from an Army Post directly to the Office of the Chief of Air Corps and I believe it should mark a new epoch in the future use of airships.' This is the first time in the history of the Nation that an Army airship has landed on the roof of the War Department Munitions Building. Though the landing facilities were very limited, Captain Flood completed the feat without a hitch and handed Colonel Wuest's message to Lieut. Otto Wienecke in charge of the landing crew on the roof. In a letter to Lieut.-Colonel Wuest, Commanding Officer of Langley Field, the Chief of the Air Corps wrote as follows:

'Your letter of February 5th was delivered to me by Lieut. Wienecke in my office at 3:00 p.m. this date. The landing on the roof of the Munitions Building was accomplished without difficulty and demonstrates the possibility of this direct means of delivering communications. I wish to congratulate you and the crew of the Airship on this excellent performance.'

During the flight to and from Washington, D.C., the Airship TC-5-251 made a new speed record when it completed the first leg of the flight in 2 hours and 10 minutes and returned in 2 hours and 20 minutes.

On the 4th, the same airship took mail from the decks of the Pennsylvania Steamer 'Virginia Lee' in Hampton Roads enroute from Norfolk to Old Point.

Both flights were undertaken to demonstrate the practicability of the airships for delivery of messages in the military service."

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SMOKE SCREEN DEMONSTRATION AT SAN ANTONIO

Captain Ralph H. Wooten, of the 3rd Attack Group, in an A-3 equipped with smoke laying apparatus, was forced by fog to land at Hallettsville, Texas, while enroute to San Antonio to give a demonstration which had been requested by the Chemical Warfare Officer of the Eighth Corps Area. Arriving about thirty minutes late on account of the forced landing, the demonstration was scheduled for the day following. Inclement weather, however, prevented it. The next morning when ready to lay the screen, the valve failed to function properly and only a thin stream of smoke was emitted. Returning to Fort Crockett without landing, Captain Wooten reported that a screen approximately 125 miles long was laid before the charge of F.M. gave out. It was learned that age will cause corrosion and deterioration of the F.M.

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CAPTAIN HOYT MAKES RECORD FLIGHT TO SAN ANTONIO AND RETURN

Within the space of 37 hours and 35 minutes, Captain Ross G. Hoyt, Air Corps, pilot of one of the refueling planes in the recent record-breaking duration flight of the "Question Mark," accomplished a double Dawn-to-Dusk Flight from Washington, D.C., to Kelly Field, San Antonio, Texas, and return, the distance involved approximating 3100 miles. Allowing for his period of rest at Kelly Field of nine hours and the 15 to 20-minute periods taken up during the refueling of his plane at the several places he landed while enroute, Captain Hoyt's actual flying time totalled 25 $\frac{1}{2}$ hours.

This flight was made solely for the purpose of carrying mail. Captain Hoyt took a plane that had been in usual service at Bolling Field, and without any re-touching or special changes, made the flight to San Antonio and return without incident. The flight demonstrates the capabilities of fighting planes to rendezvous at any point which might be menaced, whether on one coast or on the other, within the space of eighteen hours.

Lack of plans or preparation featured Captain Hoyt's fast flight from the Capital City to the Alamo City. The airplane was the standard Army Pursuit P1-B (Curtiss Hawk) without increased gasoline capacity. The efficiency of the power

plant of this fast little pursuit ship may be appreciated from the fact that it was kept running continuously from start to finish on both the going and return trips.

During the entire trip Captain Hoyt was furnished weather reports by the United States Weather Bureau, including wind direction and the velocity of same, and he states that the data furnished him proved absolutely accurate. He encountered clear weather throughout, but was forced to battle strong head winds on his return journey after leaving Greenville, South Carolina. These were more in the nature of cross than direct winds, but they tended to retard his progress somewhat.

When Captain Hoyt arrived at Bolling Field before dawn Wednesday morning, March 6th, to take off for San Antonio, he found the field a mass of mud and water, with wrecked and live dirigibles scattered here and there. To avoid the almost certain prospect of being bogged down on the muddy field on his take-off, the ship was wheeled to the concrete runway between the hangars. Taking advantage of the 250 feet of this runway running north and south, the wheels cleared the ground just as the end of the concrete was reached. The plane took the air at 4:25 a.m., and Captain Hoyt flew along the course of the Air Mail beacons which are strung along at 40-mile intervals between New York and Atlanta, Ga.

Arriving at the Municipal Airport at Greenville, South Carolina, at 7:50 a.m., his plane was serviced with 70 gallons of gasoline and one gallon of oil. Fifteen minutes later he took off for Jackson, Miss., passing over Birmingham, Ala., enroute. Because he encountered strong head winds during the 480-mile run from Greenville, Capt. Hoyt landed at the Jackson airdrome with but three gallons of gas left in his tank, remarking that never before was he so glad to get to a landing place as at this particular time. Had he been six miles off his course, he would not have been able to make the field. Throughout his entire journey, Captain Hoyt stated, his motor consumed fuel regularly at the rate of 20 gallons per hour. At certain intervals he flew at the rate of 160 miles per hour.

Reaching Jackson, Mississippi, at 1:10 p.m., Eastern Standard Time, the little pursuit ship was serviced with 100 gallons of gas and a gallon of oil. Twenty minutes later it was in the air again enroute to Shreveport, La., where its wheels touched at 2:45 p.m. A southwest wind was encountered all the way, it having changed to that direction after the departure from Jackson. Approximately 50 gallons of gasoline were needed to completely fill the tanks, and at 3:10 p.m. the plane was in the air again pointing towards San Antonio. Kelly Field was reached at 6:45 p.m., Central Time, just 15 minutes before darkness. From Shreveport, Captain Hoyt bucked a very high southwest wind the entire distance to Kelly Field.

At Kelly Field the motor was stopped for the first time since leaving Washington. The airplane and motor were given a routine check and Captain Hoyt left instructions to have it ready for flight at 3:30 the next morning.

Captain Hoyt stated that he did not feel fatigued as the result of his 1500-mile flight. Going to bed at 9:00 o'clock, he arose at 2:45, and an hour later was in the air again on his return flight to Washington. It was then $2\frac{1}{2}$ hours before daylight, and climbing to an altitude of about 4,000 feet he could see the lights of New Braunfels and Seguin, Texas, approximately 40 miles distant. He checked his compass on New Braunfels, having no wind aloft report, and in that way determined what his actual compass course would be, making allowance for the wind. Flying this compass course constantly until daybreak, with a check on the lights of Austin, Texas, which city was several miles off to his left, Captain Hoyt, two hours and forty-five minutes later, found himself over Shreveport, La. On checking his gasoline supply, he was gratified to find that a favoring wind had speeded his progress to such an extent that a sufficient supply was on hand to enable him to continue on to Monroe, La., 110 miles further on. From Shreveport the wind changed, and he was forced to buck it all the way to Monroe, where he landed at 7:50 a.m., Central Time. Fifteen minutes later, after taking on 80 gallons of gas and a gallon of oil, he took off for Greenville, S.C., via Birmingham, Ala. Feeling somewhat dubious as to whether his fuel supply would last until Greenville was reached, Captain Hoyt landed at Birmingham at 11:45 a.m., Eastern Time. Only 10 gallons of high test gas was available on the field, however, but this small amount, as it subsequently developed, proved just about sufficient, for upon landing at Greenville, after taking off from Birmingham at 12:00, Eastern Time, Captain Hoyt found exactly ten gallons of gasoline left in the tank. He felt very thankful that he had landed at Birmingham.

Taking on 90 gallons of gas and a gallon of oil at Greenville, Captain Hoyt

took off at 3:00 o'clock, Eastern Time, for Bolling Field. From this point on he encountered severe cross winds, same having increased gradually throughout the day, as they swung towards the Northwest. He landed at Bolling Field at 6:00 o'clock in a 60-mile gale. After rolling along the ground a short distance, a strong gust of wind picked up his ship and carried it along about twenty feet above the ground for some distance. Captain Hoyt immediately ^{gave} the motor full throttle and landed somewhat hard, but with no damage to his ship.

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QUESTION MARK FLYERS GREETED BY PENNSYLVANIA DIGNITARIES

By the Middletown Air Depot Correspondent

To many people the flight of the "Question Mark" terminated on that chilly day, January 7th, in California. To a small but interested group of officers and civilians at this station, however, the flight was not completed on January 7th, but ended finally on a still colder day, February 12th, at Middletown, Pa. A small group of interested personnel, including reporters from the Harrisburg newspapers and photographers, gathered with coat collars turned up and teeth chattering at the Operations hangar on Olmstead Field as young Quesada set the plane down in his usual three-point style. Major Dargue, Major Spatz, Mr. Fred Spatz and Captain Hoyt, in three O2-H's, accompanied the "Question Mark" part way, but landed here several minutes earlier.

Captain F.F. Christine met the chilly pilots, and they were taken into the hangar to thaw out before embarking for the Capitol at Harrisburg. At the Capitol, Governor Fisher, with members of his Cabinet, Senators and Representatives interested in aviation, received the visitors, together with the permanent officers from the Middletown Depot.

The Pennsylvania State Legislature being in session, the Speaker of the House formally introduced each member of the crew of the "Question Mark," calling upon them for a short talk. By this time the personnel had been through so many dinners, with their attendant after dinner speeches, that they seemed perfectly at home at the Speaker's stand, and each made a few appropriate remarks, much to the enthusiasm and interest of the legislators of the Keystone State.

After the Capitol visit, back into waiting automobiles, and escorted by the famous "flying wedge" of the Pennsylvania State motorcycle patrolmen, they journeyed over to the Penn-Harris Hotel, where a delicious luncheon was served through the courtesy of Col. E.J. Stackpole and Capt. A.H. Stackpole. After luncheon the party came back to Olmstead Field, where the O2's were warmed up and the distinguished guests departed for Bolling. Despite the cold, and a high wind, it was necessary for the operations personnel to throw stakes and rope around the "Question Mark" to keep the interested inhabitants of this region from climbing aboard and possibly departing with souvenirs of the historic plane.

At this time the "Question Mark" is approximately 90% completed in a thorough major overhaul. At first it was thought that the plane would be renovated throughout and ready to fly in the inauguration ceremonies of President Hoover; but this will not be the case, as there was too much work to be completed in transforming it back into a service type transport.

On February 19th the Chamber of Commerce of Harrisburg, Pa., tendered a reception to the Governor of the State of Pennsylvania, his Cabinet and the members of the Legislature. Capt. F.F. Christine, Capt. J.T. Fleming, QMC, Lieuts. Ray G. Harris, K.C. McGregor, Harry H. Mills, Milton J. Smith and Contract Surgeon John F. Blecher, were guests at this reception, being honored by being seated at a table immediately adjacent to that of the Governor and the Speaker. The Chamber of Commerce is heartily back of the movement to establish an adequate airport for the City of Harrisburg, and they have felt free to call upon any Air Corps members of the Depot for technical advice, information, statistics or anything else which might help them in their selection of the best site for their airport. What little aid has been requested of the officers of the Depot has been most gladly given, and it is now believed that by May or June their airport will be a going concern and handling a great deal of the commercial traffic which comes up and down the Susquehanna Valley.

As there were many important speeches to be made and broadcast during the dinner, the Army officers were merely called upon to stand up and be introduced to the audience. It is estimated that there were more than 600 guests at this dinner, and it is hoped that officers from this post may attend future gather-

ings of this kind, as it helps them to know the people of Harrisburg and vicinity, and through these contacts these people gain an understanding of what the Army mission here is and what it is trying to do.

On Wednesday, February 20th, Captain F.F. Christine and Lieut. Ray G. Harris the Engineer Officer of the flight of the Question Mark, attended a regular luncheon of the Chamber of Commerce in Harrisburg, during which both officers were called upon to give short talks. Lieut. Harris spoke on "Some of the Unusual Features Attending the Flight of the 'Question Mark'", which the listeners had not learned from the newspapers. Captain Christine's talk was on "The Past, Present and Future of the Middletown Depot." After luncheon they were both congratulated on the manner and substance of their speeches, and the Secretary of the Chamber of Commerce requested that their addresses be typed and mailed to them as a reference in their files.

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FORMER AIR CORPS OFFICERS BECOME OFFICIALS OF CURTISS CO.

Two former officers of the Air Corps, both of whom rendered conspicuous service while wearing the uniform, and who are now affiliated with the Curtiss Aeroplane and Motor Co., dropped into the Information Division recently to say "Howdy." The first to call was Major C.C. Moseley, Reserve, who, it will be recalled, won the first Pulitzer Trophy Race which was held in New York on Thanksgiving Day in 1920. Piloting the Verville-Packard airplane, he covered the closed circuit totalling 132 miles at the then considered amazing average speed of 178 miles an hour.

Lieut. Moseley was considered an exceptional pilot, having many long cross-country flights to his credit and flying numerous types of planes. He resigned from the service to enter commercial aviation, accepting the Vice Presidency of the Western Air Express with headquarters at Los Angeles, Calif., in charge of operations. Just recently he relinquished this position to become Vice President and Director of the Curtiss Flying Service, with headquarters at Los Angeles. Major Moseley states that the Curtiss Company contemplates establishing flying schools at Oakland, Calif.; Portland, Oregon; Spokane, Washington, and at other places. He is also the Curtiss-Keyes representative for the Transcontinental Air Transport.

The other new official of the Curtiss Company is Major Burdette S. Wright, Reserve, who, on February 27th, at a meeting of the Board of Directors of the Curtiss Aeroplane and Motor Co., was unanimously elected Vice President of that Company in Washington with authority to negotiate, sign and deliver for and on behalf of this Company contracts with the United States Government for the construction of airplanes, airplane motors and airplane parts.

Major Wright's record as an officer of the Air Corps was of the highest character. While on duty in the Training and Operations Division, Office Chief of Air Corps, he played a prominent part in furthering the establishment of airways and landing fields throughout the country. During his tour of duty at the Advanced Flying School at Kelly Field, Texas, he performed valuable service towards the general improvement in training methods. Ordered back to duty in the Office of the Chief of Air Corps, Major Wright was assigned as Chief of the Information Division, but he only served in that capacity for several months, resigning from the Army to accept a more remunerative position in civil life. He was recently decorated with the Distinguished Service Cross for conspicuous and meritorious service overseas during the war.

Our heartiest congratulations are extended to these two former members of the Air Corps, and we are sure we echo the sentiments of their friends both in and out of the service when we say that we wish them all possible success in their new undertakings.

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Piloting service type planes, Lieuts. Stanley M. Umstead and Edmund P. Gaines, flew cross-country from Mitchel Field, N.Y. to Miami, Fla. The flight was for the purpose of cross-country training and to attend exercises in connection with the dedication of the Pan-American Airport at that city. Sketches were made of several landing fields en route, and on their return to Mitchel Field each pilot submitted complete reports of the routes flown.

HOPEFUL SIGNS FOR PROMOTION LEGISLATION

It is most unfortunate, of course, that during the session of Congress just terminated promotion legislation again failed of enactment. High hopes were entertained that promotion relief would be secured during this session, inasmuch as both Houses of Congress appeared to be in accord on the proposition that remedial action was necessary to eliminate stagnation in promotion among officers of the Army.

Discouraging as the failure of this legislation to pass has no doubt proven to be, hope should not be abandoned. Beyond all doubt the proposition will be taken up at the next regular session of Congress and prosecuted with renewed vigor. Promotion legislation is standing in the batter's box with two strikes against it. As the coacher always says, "it only takes one." The next pitch will be straight over and it will be knocked a mile. This is our feeling about it.

In the last annual report of Assistant Secretary of War Davison, he stated: "The Furlow bill, as it passed the House, is unquestionably the most satisfactory promotion measure ever introduced, from the Air Corps standpoint. It is earnestly to be desired that the measure, or one containing its provisions in substance be enacted into law."

While Congress has recognized the necessity for certain changes to be made in the system of promotion in the Army as a whole, it has nevertheless been apparent that the Air Corps needed this promotion more than any other branch. Other measures were reported by both the Senate and House Military Committees to take care of promotion in the Army as a whole.

The whole problem finally came to a head during the closing days of Congress, when all measures were thrown into conference with a view to reaching a solution prior to adjournment. It was a conference on promotion for the whole Army, the special features for the Air Corps being incorporated in one section.

Agreement was reached on many of the important features, and among these were the provisions for the Air Corps. Both the Senate and the House recognized the necessity for special consideration for the Air Corps, and complete agreement was reached which differed in no essential detail from the bill originally introduced and passed unanimously by the House. A deadlock resulted on provisions affecting one group of Army officers the day before adjournment.

A great deal of progress has been made in reaching the solution of the promotion problem for the Air Corps. It is hoped and believed that the constructive work already done will not be lost, and that the next Congress will accept the basic principles and many of the details that have already been agreed upon by the Congress which has just adjourned. Among these principles we find:

- (a) The necessity for a list of flying officers of the Air Corps for promotion purposes.
- (b) A reasonable assurance of promotion based upon years of service with such accelerated promotion as may be required to meet the conditions peculiar to service in the Air Corps and maintain a balanced force in the various grades.
- (c) Special provisions for retirement in recognition of the hazardous nature of the service and in order to provide an outlet for flying officers who have passed the peak of their combat efficiency, thus maintaining the flying efficiency of the Corps as a whole.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

CHANGES OF STATION: Following officers to report to Army War College, Washington, for duty as student, 1929-1930 course --

Major Joseph T. McNarney, Office Chief of the Air Corps.

Major Junius W. Jones, General Service School, Fort Leavenworth, Kansas.

Major Clinton W. Russell, Instructor, General Service School, Ft. Leavenworth

Lieut.-Col. Arthur G. Fisher, upon completion tour of duty in Panama.

To Hawaiian Department, sailing from San Francisco about June 19, 1929,

Captain Frank H. Pritchard, Rockwell Field, and 1st Lieut. Thomas L. Gilbert, Post Field, Fort Sill, Okla.

Major Rush B. Lincoln relieved from detail as member of War Department General Staff, June 4, 1929, and to Boston, Mass., for duty at Headquarters, 1st Corps Area.

CHANGES OF STATION (Continued) Captain Lowell H. Smith to Buffalo, N.Y., as Air Corps Representative at Curtiss Aeroplane and Motor Co., Inc. upon completion of tour of duty in Hawaiian Department.

Captain Henry Pascale to Langley Field, Va., upon completion of tour of duty in Hawaiian Department.

Captain John G. Whitesides to Materiel Division, Wright Field, upon completion tour of duty in Philippines.

Upon completion of tour of duty in Philippines, 1st Lieut. Paul E. Burrows to Rockwell Field and 1st Lieut. Donald R. Goodrich to Air Corps Detachment, Fort Leavenworth, Kansas.

1st Lieut. Henry F. Sessions, upon completion of tour of duty in Panama, to Post Field, Fort Sill, Oklahoma.

1st Lieut. Edmund C. Lynch, Brooks Field, to Panama Canal Zone, sailing from New York about June 15th.

1st Lieut. Charles T. Myers, Jr., Brooks Field, to Philippines, sailing from San Francisco about May 25th.

2nd Lieut. Earl C. Robbins, Air Corps Training Center, to Brooks Field, Tex.

2nd Lieut. Oscar F. Carlson, Brooks Field, to March Field as Instructor.

Upon completion of present tour of foreign service, 1st Lieut. Lyman P. Whitten to Office Chief of Air Corps, Washington, instead of to March Field.

2nd Lieut. John R. Hawkins, Brooks Field, to March Field as Instructor.

1st Lieut. Hoyt S. Vandenberg, March Field, to Hawaiian Department, sailing from San Francisco about May 24th.

Orders assigning 1st Lieut. Leslie F. Young, Langley Field, to Hawaiian Department, revoked.

Captain Floyd E. Galloway, Office Assistant Secretary of War, Washington, to Bowman Field, Louisville, Ky., for duty with Organized Reserves, 5th Corps Area

1st Lieut. Victor E. Bertrandias, Air Corps Representative, Douglas Aircraft Co., Santa Monica, Calif. to Rockwell Field, Calif., effective August 1, 1929.

1st Lieut. Dudley W. Watkins to Wright Field, Dayton, O., upon completion of duty in Philippines.

1st Lieut. Benjamin B. Cassidy, Kelly Field, to March Field, Calif.

2nd Lieut. James A. Ellison, Bowman Field, Louisville, Ky., to Selfridge Field, Mich.

RELIEVED FROM DETAIL TO THE AIR CORPS: 2nd Lieut. Edward F. Shepherd, Q.M.C., to Infantry, 2nd Division, Fort Sam Houston, Texas.

2nd Lieut. Hampden E. Montgomery, Jr. to 8th Infantry, Fort Screven, Ga.

2nd Lieut. Henry F. Beaumont, 4th, Jr. to 6th Cavalry, Fort Oglethorpe, Ga.

2nd Lieut. Clayton J. Mansfield to 2nd Cavalry, Fort Riley, Kansas.

2nd Lieut. James M. Ivy to 10th Infantry, Fort Thomas, Ky.

2nd Lieut. James P. Hill to 24th Infantry, Fort Benning, Ga.

2nd Lieut. Alfred B. Denniston, QMC, to 2nd Division, Fort Sam Houston, Tex. DETAILED TO THE AIR CORPS, and to Primary Flying School, July 1, 1929, Brooks Field, Texas, for training: 2nd Lieuts. Richard P. O'Keefe, Field Artillery; Walter A. Simon, Infantry; Charles B. Stone, 9th Infantry.

PROMOTIONS: Captain Vincent B. Dixon to Major, rank from January 22, 1929.

1st Lieut. Frank D. Hackett to Captain, rank from February 11, 1929.

1st Lieut. Alfred I. Puryear to Captain, rank from January 17, 1929.

2nd Lieut. Fred A. Ingalls to 1st Lieut., rank from January 22, 1929.

2nd Lieut. Robert L. Brookings to 1st Lieut., rank from February 27, 1929.

RESERVE OFFICERS ORDERED TO EXTENDED ACTIVE DUTY -

Captain Wm. C. Thomas March 3 to June 30, 1929, to Chanute Field, Rantoul, Ill., to pursue course of instruction at Air Corps Technical School.

2nd Lieut. Roy Hubert Boundreaux, March 1 to June 30, 1929, Crissy Field. RESIGNATION - 1st Lieut. Donald G. Duke, March 4, 1929.

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GLARE OF SUN RAYS ON ICE PARTICLES FORCE ALTITUDE FLYERS TO DESCEND

Lieut. Harry A. Johnson, pilot, accompanied by Captain Albert W. Stevens, observer and aerial photographer, took off from Wright Field, Dayton, Ohio, at 2:25 p.m., February 12th, on a high altitude flight with a K-3A camera.

An altitude of 27,000 feet F.A.I. was obtained before they were forced to descend, this being due to the fact that they were blinded by the reflection of the sun on ice particles in the air. The temperature at 37,000 feet was 76 degrees below zero. The experimental electrically-heated goggles worn by both men functioned satisfactorily down to 60 degrees below zero, while the experi-

mental electrically-heated gloves they were functioned satisfactorily all the way. The liquid oxygen supply was ample and functioned satisfactorily. Several successful photographs were taken.

Because of the goggle lenses fogging after a temperature of 60 degrees was reached, plans were made for additional heat coils to insure clear vision down to 80 degrees below zero.

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NIGHT PHOTOGRAPHS OF WASHINGTON FROM THE AIR

Captain Albert W. Stevens, one of the foremost aerial photographers of the Army Air Corps, piloted by the veteran Army flyer, Lieut. John D. Corkille, made night photographs of the White House and the Capitol on the night of March 3rd.

A standard O2- Observation airplane, equipped for night flying, with landing lights and long exhaust stacks, was used in this night photographic work. These lengthy exhaust stacks are utilized in order to eliminate the flare from the exhaust gas. The flare, which is only visible in darkness, has a tendency to blind the vision of the pilot and fog the picture. In night aerial photographic work absolute darkness in the airplane is essential for best results.

The camera used was the standard Army K-3, which is now being supplied to Air Corps organizations, with a few modifications.

Captain Stevens was not favored with the best of luck in his endeavor to take photographs of the Capital City on the night before the Inauguration. Several unexpected mishaps in the operation of the camera and the flashlight bomb release prevented him from obtaining the best results. Taking off at 7:30 p.m., the plane circled over the White House, a flashlight bomb was released and the camera clicked. The photograph did not prove entirely successful, however. Fearing that a heavy charge of magnesium powder in the bomb would cause too great a disturbance in that vicinity, the charge was reduced, and for that reason the photograph was not as sharply defined as would normally have been the case. From the White House the plane was flown over the Capitol, and Captain Stevens attempted to take a photograph of it. For some unknown reason the bomb rack failed to function, and the flashlight bomb stuck despite all of Captain Stevens' efforts to extricate it with his fingers, which he later found were torn and bleeding.

Lieut. Corkille flew the plane back to Bolling Field, and at 10:30 p.m. took off again, with bombs of larger capacity, containing 25 pounds of magnesium powder, to take several views of the Capitol. The first "shot" turned out satisfactorily. The detonation from the bomb could be heard for some distance, and several windows in nearby buildings were broken as the result of the vibration. This photograph turned out sharp and clear. Captain Stevens' second attempt to photograph the Capitol met with failure. It appears that some part of his parachute became entangled with the electric switch, and when the flashlight bomb was released the shutter failed to trip. After each picture was taken the plane was flown over the Potomac River and Captain Stevens busied himself with the quick-work developing process. Five minutes or so later Lieut. Corkille piloted the plane over the parking area back of the Munitions Building, which had been cleared of automobiles. Placing the can containing the developed, washed and dried negative in a message bag, to which a long white streamer was attached, as well as a red flare, it was dropped from the plane and landed within ten feet of the group of Air Corps officers, Major Longanecker, Lieuts. Ennis and Kirksey, who were waiting below. The first time the message bag was dropped, the flare blew out in the slipstream and they failed to see where it landed. Calling up Captain Stevens at Bolling Field, he stated that the bag dropped close to the wire fence and within 30 feet of the gate. The night was quite dark, and with shrubbery and many trees in the vicinity, the group of officers felt that they were about to search for a needle in a haystack. Walking to the point specified by Captain Stevens the streamer and message bag were found hanging on the wire fence.

The films were taken to the office of the American Telegraph and Telephone Company, where a positive film was printed from the negative in the same manner as a positive picture would be printed. Both films were then placed on the transmitting roll or drum of the telephoto apparatus and immediately sent by wire to eight of the principal cities of the United States. There they were recopied and 25 positive prints struck off at each station and delivered to Army Air Corps representatives for distribution to the press.

NOTES FROM AIR CORPS FIELDS

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San Antonio Air Depot, Duncan Field, Texas, Feb. 20th.

The officers and ladies of Duncan Field entertained at a dance on Friday evening, February 8th, inviting as guests all officers and their ladies of the several Army activities in San Antonio and vicinity. The Kelly Field Officers' Club Room was borrowed for the occasion, and was decorated with novel and striking effects. Seven parachutes were suspended from the ceiling and, when opened in the shape of large bells, formed a canopy over the entire room. The shroud lines were run to the sides of the room and were wrapped with crepe paper in the Air Corps colors. The permanent lights in the building were removed and an attractive lighting effect obtained by suspending a large Japanese lantern from the center of each parachute. A profusion of palms and flowers completed the decorations. Punch was served throughout the evening and light refreshments at midnight. Delightful music was provided by the Kelly Field Orchestra. Two hundred fifty guests were present and were received by Brigadier-General and Mrs. Frank P. Lahm, Lieut.-Colonel and Mrs. James A. Mars, Captain and Mrs. Otto G. Trunk and Lieut. and Mrs. Charles E. Branshaw.

On February 15th a group of twenty-three students of the Air Corps Advanced Flying School, Kelly Field, visited the Depot for a tour of inspection of our activities, in connection with their course of instruction, the group being in charge of Lieut. T.A. Sims, Jr.

Lieut. Edgar E. Glenn, A.C., on duty with the Organized Reserves at Hatbox Field, Muskogee, Okla., paid us a visit by air, on February 18th, in connection with minor repairs for his plane.

The following airplanes and engines were overhauled and repaired in the Engineering Department of the Depot during January:- Airplanes - 3 DH-4M-1, 1 DH-4M-2, 1 DH-4M-2T, 8 PT-1, 2 AT-4, 3 O2, 1 O2-A, 1 O2-C, Total, 20; Engines- 24 Wright E; 6 Wright J-5, 10 Curtiss D-12, Total, 40.

Fort Crockett, Texas, February 28th.

The entire command was much pleased when the Commanding Officer received a commendation for the efficient administration of Fort Crockett and for the good morale, discipline and training of the Third Attack Group. Each officer and enlisted man was also commended for this satisfactory condition.

Lieut. John L. Hitchings, returned for duty on February 10th after an absence of six weeks as a student in the Cook's and Baker's School at Fort Sam Houston. He reports that the course was well worth taking and that it was most ably presented.

Major Jouett, with Captain Murphy, Flight Surgeon, flew to Fort Sam Houston on February 11th, returning the same day. While there Captain Murphy made the necessary arrangements for coming operations on both himself and Capt. Idzorek.

Lieut. G.C. McGinley's quarters in the City were the scene of a most enjoyable chop suey and poker party in honor of his birthday. Proper reverence was paid to the memory of Lieut. E.H. Wood, late chop suey eating champion of the Group. No new records were made, so Ed still holds the honor. Mrs. McGinley was the hostess of the "poker widows" at a bridge party in the quarters of Mrs. James T. Curry, at the Post, so an enjoyable and uninterrupted time was enjoyed by all.

The evening of February 10th will be long remembered as the date of the "Wild West Party" held at the Air Corps Club. The entertainment committee, consisting of Lieuts. Flock, Heber, and Johnston, deserves much credit for the most appropriate decorations and settings. The filming of the Super-picture "Wild Nell", by the Crockett Film Company added to the enjoyment of the guests.

A class in Courts-Martial was attended by all officers of the command on the evening of February 20th, at the Officers' Club. A demonstration of conclusive evidence was given when in the course of a few brief minutes the entire case was lost to the Prosecution when it was clearly shown that the President of the Court, Captain S.J. Idzorek, was the guilty party. Captain Idzorek was rendered speechless for an instant.

Rockwell Field, Coronado, Cal., March 1st.

Six pilots of the 95th Pursuit Squadron added a touch of color and a few thrills to the dedication ceremonies at the Glendale Airport, Glendale, Calif., on Washington's Birthday. The officers were luncheon guests of the Glendale Chamber of Commerce. The flight returned to Rockwell Field the same day.

A farewell dinner and dance was given in honor of Lieut. and Mrs. A.C. Strickland, and Lieut. and Mrs. O.P. Gothlin, Jr., on the evening of February 25th, by the officers of the 95th Pursuit Squadron, Rockwell Field. Lieut. Strickland has received orders for foreign service in the Hawaiian Department, and Lieut. Gothlin was assigned as Air Corps Representative at the Boeing Airplane Corporation, Seattle, Washington. Following the dinner at the Coronado Country Club, the party adjourned to the Officers Club, Rockwell Field, where the entire commissioned personnel and the ladies of the Post devoted the remainder of the evening to dancing.

Rockwell Field now has five new Second Lieutenants, Air Corps, Regular Army. As a result of the Regular Army examinations held at Rockwell Field, in December, 1928, Lieuts. R.V. Williams, F.A. Solter, S.K. Robinson, J.E. Mallory and N.H. Ives, Reserves, at that time on extended active duty, received commissions in the Air Corps. All of the new officers are assigned to the 95th Pursuit Squadron. Commissions date from February 2, 1929.

Lieut. John K. Nissley, A.C., was appointed Instructor in the Mess Management Course Troop School, to be conducted at Rockwell Field. Approximately thirty officers will attend this course, which starts March 4th.

Lieut. F.P. Kenny, A.C., 11th Bombardment Squadron, was appointed Post Exchange Officer, vice Lieut. Baez, Jr., relieved. Lieut. H.R. Baxter was appointed as Assistant Post Exchange Officer.

Lieut. Raphael Baez, Jr., Air Corps, was relieved from assignment and duty with the 11th Bombardment Squadron, Rockwell Field, and assigned to duty with the Rockwell Air Depot. Lieut. Baez was appointed Assistant Engineering Officer of the Depot.

Lieut. J.K. Nissley, in charge of the Armament Section of the 11th Bombardment Squadron, has been busy for the past month constructing an altitude bombing range and bomb dump on the corner of the field towards Point Loma. It is expected this range will be ready for actual bombing upon the arrival of the new bombers from the Keystone Aircraft Factory, Bristol, Pa. For high altitude bombing the Squadron will use water targets located between the mainland and the Coronado Islands.

Major H.B. Clagett, Air Officer of the 9th Corps Area, was a recent visitor at the Post, arriving by plane on February 25th and departing March 1st.

Orders were received assigning the following Second Lieuts., Air Corps Reserve, to active duty at Rockwell Field, effective March 1st: Sam W. Cheyney; James A. Ronin; John P. Kenny; Lewis R. Parker and David D. Graves.

Capt. Ira C. Eaker arrived at Rockwell Field, March 1st, in a new Boeing PW-12 plane, and departed 6:30 A.M., March 2nd, en route to Tucson and points east.

Lieuts. Ives, Mallory, Robinson and Smith hopped up to Crissy Field on Washington's Birthday, and returned the following Sunday. The return flight was made in three hours and twenty minutes flying time, due to a strong tail wind. Ordinarily the flight between San Francisco and San Diego requires close to four hours in PW-9s.

Langley Field, Hampton, Va., February 16th.

Twentieth Bombardment Squadron by Lt. M.M. Burnside, A.C.: Sgts. A.J. DeRosset and C.A. Meyers of this Squadron are receiving a month's course of instruction in the Pratt-Whitney factory at Hartford, Conn. The new LB-7s will be equipped with motors produced by this factory.

The Group is starting formation work in the Squadron training period. Each organization has one plane in commission, making just enough for a three plane formation.

One bombing team of the 20th Squadron was split with the departure of Lt. A.H. Johnson, who will attend the Chemical Warfare School at Edgewood Arsenal during the next ten weeks.

Some difficulty was experienced in bombing with the present type 100-lb.

bomb. A large number of them tumble in flight. This causes a loss in the forward speed of the bomb, resulting in its falling short of the target.

The newly designed vertical fins for the present LB-5-A planes, now being used by the Group, arrived in the new LB-7 and are being installed on the planes turned out by the Aero Repair. This allows the 20th and 96th Squadrons to put another plane in commission at a time when they are badly needed, due to the training program in progress at this time.

A great deal of excitement was created on January 26th, when an LB-7 arrived at Langley on its way to Wright Field. Every Department of the Squadron was represented. The Radio Department examined the rear cockpit; the mechanics looked over the engines; the pilots sat behind the wheel, and we all took a long look at the tail section, which looks much better than the LB-5A.

With only one plane in commission, the Squadron is in the same predicament as the rest of the Squadrons in the Group. When the new fins arrive from the Keystone Factory, however, the other two planes in each organization will be available. In addition to the lone LB-5A, the Squadron has a few AT-5s and O-11s available for navigation and gunnery missions.

Nineteenth Airship Company by Lt. M.E. McFugo, A.C.: During the past week a total of twelve flights was made by the airships TC-5-251 and TC-10-254 for a total aircraft time of 32 hours and 179 man hours.

The old Air Cruiser, the "TC-10-254", has completed her test flights and is now ready again to take her place with the "TC-5-251".

First Lieut. Alfred I. Puryear, on Detached Service at Kelly Field, was promoted to Captain, to rank as such from January 17th, 1929. The entire Company extends its heartiest congratulations to Captain Puryear on his well earned promotion.

In a fast and well played game on February 7th, the 20th Squadron Basketball Team defeated the 19th Team, 29 to 27, making the winning goal just as the game ended. The 19th was in the lead practically throughout the game.

Very little flying was done during the past week, due to high winds and rain necessitating a postponement of practically all the scheduled missions.

On January 22nd, Lieuts. Buie and Wienecke, made a Free Balloon Training Flight. Taking off at 1:35 P.M., a drag rope landing was made at Fort Eustis at 5:05 P.M.

On January 25th the TC-5-251 made a reconnaissance flight of $1\frac{1}{2}$ hours duration.

The 19th Basketball Team started a belated schedule last Wednesday by downing the C.A.S.D. of Fort Monroe by the score of 42 to 33. The 19th functioned exceedingly well as a team, though Tyrroll and Clark were the shining lights, the former scoring 23 points alone, while the latter, entering as a substitute in the second half, showing some wonderful passing.

On January 27th, the Soccer Team of the 19th Company, Virginia State Champions last year, took the lead in the League for this year by easily downing the sturdy Newport News Eleven by the score of 4 to 1. The 19th Team has a reputation for speed, which they have certainly upheld in every game played this year. The Team journeyed to Richmond, Virginia, on February 2nd, and engaged the City of Richmond Team in what was scheduled as a Soccer Game, but which really developed into a disagreement, the game being stopped at half time with the score 2 all.

The Basketball Team engaged in only one game this week, defeating the Hampton A's 33 to 15. A number of games are on schedule with some of the best teams on the Peninsula.

Forty-Ninth Bombardment Squadron, by Capt. C.G. Sellers, Air-Res.: Tech.Sgt. Lloyd H. McGhee, R-736507, was assigned to organization, February 7th, to fill the vacancy caused by the promotion and transfer of Tech.Sgt. Samuel J. Davis, to the 15th Observation Squadron, Selfridge Field, Mich.

Pvt. James M. Ritzinko, 6773439, was discharged per ETS, and re-enlisted for Philippine Department on February 7th.

Pvt. Archibald J. Sherwood, 6808128, was discharged per dependency on February 6th.

Staff Sgt. Edward Weeks, R-127972, was placed on DS at Chanute Field, Ill., to pursue course of instruction in Airplane Engine Mechanics.

Second Lieuts. Charles S. Vaughn and Cassius H. Thomas, Air-Res., departed on a cross-country to Mitchel Field at 1:00 P.M., February 8th and returned on the 10th.

The Squadron has thirteen new men assigned (tentatively) on February 1st. The total strength of the organization is now 160.

Second Bombardment Group Headquarters, A.C., by Lieut. A.J. Kerwin Malone, A.C. Pvt. Edward Wolfe, who has been on Detached Service at the Baltimore Recruiting Station, was transferred to D.E.M.L., effective, February 1st.

The following named men, having completed their preliminary training, were transferred to Second Bombardment Group Headquarters, where they will be detailed in the offices of the Group Operations and Group Headquarters: Pvts. Fisher, Johnson, Mebus, Miller, Weston, Sutton and Yetter.

1st Lieut. James E. Adams, A.C., has been on the sick list, having been marked "quarters" on the 9th of February.

Pvt. 1st Cl. Joe D. Fermoil has been in the hospital since February 2nd.

This organization is rather proud of its Basketball Team, which was recently organized with Pvt. Julius P. Schmidt as Captain.

Ninety-Sixth Bombardment Squadron, by Lt. Ernest G. Schmidt, A.C.: Lieut. Hackman participated in a week-end cross-country flight to Hartford, Conn. Several recruits were assigned to the Squadron during the past week. Sgt. Atkins, who is soon to retire, was made First Sergeant. Two members of the Squadron expect to leave for Chanute Field some time this week. Lieut. Schmidt is putting the Basketball Team through its paces and expects some good returns.

Lieut. Beaton left on February 9th for New York to attend the Aircraft Show. Lieut. Hackman left on February 9th on a thirty days' leave of absence. Lieut. Stranathan left on the same date on a cross-country for Washington. Good progress is being made in the individual training. Lieuts. Webster, Wolfinbarger, Schmidt and Malone qualified for "expert" in Aerial Machine Gunnery.

The Squadron Basketball Team played their first inter-squadron game, losing to the A.C.T.S. Detachment.

Sgts. Arnold and Roberts returned from a thirty-day furlough spent in Bristol, Pa. Pvt. Rrussak was discharged, February 9th. Twenty recruits joined this organization during the past week.

Second Bombardment Group Headquarters, A.C., by Lt. Howard E. Hall, Air-Res.:

Three LB-5As with the stability of the tail improved somewhat, were returned from the Aero Repair. These ships are kept in the air both morning and afternoon by pilots endeavoring to complete the training in camera obscura, bombing, navigation, radio and gunnery missions. It was not possible to complete this training by February 1st, as anticipated, and it will, therefore, be carried on into the next period of training.

The LB-6s were scheduled to arrive, February 1st and the Curtiss Condors about March 1st. When these ships arrive it will give the Bombardment Group the first opportunity it has had to act as a Group.

The two new hangars are nearing completion and will be ready for the ships when they arrive.

Fifty-Eighth Service Squadron: Lieut. Robert Wimsatt, A.C., was called to Washington last week on account of the death of his father, who was a resident of that city. Lieut. Wimsatt hurried to Washington in an O-11 upon receiving the sad news.

General: Lieut. E.A. Hillery, A.C., of the 59th Squadron, with Lieut. U.G. Ent as passenger, made a cross-country flight on February 9th to Atlanta, Ga. He left Langley in the afternoon at 1:30 and reached Atlanta 6 hours later. He returned to Langley two days later.

Lieut. Corley McDarment received a gorgeous valentine, addressed in a feminine hand, from Washington, D.C., but no name was on it. Lieut. McDarment says he is not acquainted with any girls in Washington and he is baffled, puzzled and nonplussed. The valentine consists of a cluster of beautiful pasteboard hearts, done together with a pink ribbon. Each heart is a different size and each a different color with most sentimental poems on them. The colors are blue, yellow green (for jealousy), primrose(?), lavender (likewise?) and the largest one is solid gold (color). The recipient is trying to locate the sender of this tender bunch of sentiments, and has a dry sleuth at work on the other end. If he locates her, he wants to ask for her picture and start an active correspondence. If the party cannot be located and her name learned, the valentine will be saved until next year and sent out to somebody, because it is as good as new, having no writing on it.

Fairfield Air Depot, Fairfield, Ohio, March 1st.

Major J.Y. Chisum, who has been Commanding Officer at this Post since July 1928, until the present time, was assigned to the Office of the Chief of the Air Corps, and left today for his new assignment with Mrs. Chisum and their daughter, Polly, for Washington, D.C. To him we say, "Au Revoir", but not "Goodbye". Capt. Edward Laughlin, Engineering Officer and Senior at this Post, is in command at the present time.

Lieut. H.A. Bartron, Supply Officer, left February 27th in an O-2 to be delivered to Fort Leavenworth. While on this trip, he will inspect the Supply activities at Richards, Offutt, Marshall Fields and the Air Corps Detachment at Fort Leavenworth.

Lt. Omer Niergarth, Adjutant of this Field, enjoyed a month's vacation in his new automobile, powered by an air-cooled motor. He and Mrs. Niergarth made a trip to the South and returned to this Post on Feb. 21st, resuming his old position of Post Adjutant.

On the eve of the anniversary of George Washington's birthday, Lieut. and Mrs. Asp gave a dinner at the Side Slip Inn for officers and wives at Fairfield. Most of the guests appeared in fancy dress, which added spirit and novelty to the occasion. The tables were arranged in form of a "W", in honor of our first General. The table appointments were artistic and appropriate. Silver candlesticks with red candles and other ornaments cast a delightful glamour over the festive scene. The host and hostess and some guests wore costumes of the colonial period, while others affected the dress of other times and places. One of the most attractive costumes was worn by Mrs. Gillmore, who excited the admiration and curiosity of all by a creation of the 90s with hat and coat to match. A few of the ladies, being handy with the needle, having imagination and a leaning towards antiquarian lore, made their own interpretations of times long past. It is not reported that any of the gentlemen followed the example of their fair partners, except in their facial make-ups where the unpracticed hand misplaced an eyebrow or mustache.

France Field, Panama Canal Zone, Feb. 14th.

A float was entered in the Panama Carnival Parade on February 12th and it won second prize.

The float was made to represent the hangar line at France Field, with a formation of bombers, O2-Hs, Transport Planes and PW-9s over the Field, also a few planes were placed on the line ready to fly. The little planes were very good models of the planes they were built to represent.

Staff St. Harold D. Leroy and family arrived at this station on February 4th from Crissy Field, as a replacement for Staff Sgt. McKnight.

Staff Sgts. Sam Houston, from March Field, and Carl S. Connor from Brooks Field, arrived at this station on February 4th as replacements for Staff Sgts. Lea and Stein.

Rockwell Field, Coronado, Cal., Feb. 15th.

General William E. Gillmore, Chief of the Materiel Division, arrived at Rockwell Field, February 7th, escorted by twelve PW-9Ds of the 95th Pursuit Squadron, led by Capt. Elmendorf. The General was flown from Clover Field, Santa Monica, to Rockwell Field, in a Douglas O2-H, piloted by Lieut. Bertrandias. The Pursuit escort met the General's plane at San Clemente, and flew formation near it until over Rockwell Field. As the O2-H touched its wheels on the ground, the first round of the General's salute was fired.

General Gillmore visited San Diego and vicinity, inspecting proposed sites for the Air Depot, and conferring with City Officials. The City of San Diego is putting up a strenuous fight against the removal of the Air Depot from this section, and has made several offers of land to the Army in order to keep the Depot here.

The 11th Bombardment Squadron made another pilgrimage to the Border City of Calexico on February 15th, for tactical maneuvers and cross-country training. Pilots of that organization are becoming very familiar with the terrain between Rockwell and Imperial Valley.

Mr. Sgt. Baker, Signal Corps, Presidio of San Francisco, is at present on detached duty at Rockwell Field, busily engaged in installing a new switchboard for the post.

War Department orders were received relieving 1st Lieut. Oliver P. Gothlin, Jr., Air Corps, from the Rockwell Air Depot, and assigning him as Air Corps Representative at the Boeing Airplane Company.

The officers of Rockwell Field formed an indoor baseball league, and games are scheduled four afternoons each week. The commissioned personnel was divided into three teams, captained by Major Woolford, Major Houghton and Captain Elmen-dorf. The winning team of the "Temperance League", determined by the schedule of 21 games series, will be granted a Wednesday afternoon lay-off by the Post Athletic Officer, Lieut. James. S. Stowell.

Marshall Field, Fort Riley, Kansas, March 4th.

Speaking of the weather in this neck of the woods, everything has been frozen stiff and immovable. Even the clutch on the caterpillar tractor, trying to get to the only hot water spigot with the airplanes, froze in gear while moving towards a ship. Before the driver could do something else to stop the infernal contraption it climbed right up on Jupiter's tail (Jupiter is an O-2H airplane No. 27-297), smashing it somewhat.

Despite the inclement weather, the Cavalry experience course was completed this month.

When the temperature dropped 10 degrees below, it kept the horsemen from working like yeast in the homebrew. School would then be substituted, our C.O. being determined to make educated officers of us despite ourselves. So on such days we sat huddled in flying suits while trying to grasp an inkling of combat orders, court-martial, or what not, while we visualized the new field and its steam heated offices in the near (?) future.

2nd Lieut. Homer C. Munson left the Squadron this month to accept a position with Boeing. Good old Jack - he was most as sorry to leave as we were to see him go. Although he is doing well "On the Mail", he recommends that none leave the Air Corps. Lt. and Mrs. Munson gave an enjoyable Buffet Supper to the officers and ladies of the Air Corps before leaving. Carry on, Jack! No more hallobulloo, for Ma doesn't like it, and the mail must go on.

We wish to present Lieuts. Robert E.L. Pritle, Wilbur Erickson, Ralph O. Brownfield, Ronald R. Walker, Donald E. Broughton and Guy F. Hix, Reserve Officers on active duty at this station, as receiving their Regular Army, Air Corps, Commissions. Lieuts. Pritle and Erickson headed the list of all appointees receiving commission after the last examination. Sad as it may seem, 1st Lieut. Guy Frost Hix, Air-Res., is now the lowest ranking officer of the Post.

Lieuts. Leon R. Brownfield, of Winfield, Kansas; Chester P. Gilger, Enid, Oklahoma; and Wesley F. Phillippi, of Boise, Idaho, graduating, February 25th from Kelly Field, reported in today as Reserve Officers on 1 yr's. active duty with this Unit. Lieut. Brownfield is a brother of Lieut. Ralph O. Brownfield, who is also on duty at this station.

The Squadron bowling team, consisting of Mr. Sgt. Ruef, Cpl. McClellan and Pvts. Eberling, Hoppe and Colosi, competing in the enlisted men's tournament, finished second on the Post. Sgt. Ruef and Pvt. Hoppe, were selected for the All-Post Team. Sgt. Ruef showed marked ability as a consistent bowler throughout, finishing with an average score of 171. The officer tournament being unfinished, we are as yet unable to name the place our mineralite hurlers of the 2nd Cavalry Division, Aviation, will occupy.

Major and Mrs. Goolrick entertained the Officers and Ladies of the Air Corps at dinner on Saturday, March 2nd, concluding by attending the Cavalry Club Dance. The excellency of the dinner was attested by all, even the bachelors, who will never take a chance, but eat at the mess before going to a dinner.

On March 5th the Squadron left for two weeks' of gunnery practice at Galveston, Texas.

Air Depot, Middletown, Pa., March 1st.

Lt.-Col. Ira F. Fravel returned to the Depot on February 27th, after completion of the special Observation Course at Kelly Field.

Lieut. McGregor ferried a PT training plane from Mitchel Field to this Depot on Feb. 5th for overhaul.

Col. L.M. Hathaway, M.C., and Major Henry W. Harms, in an O2-H, stopped at this station on a cross-country flight from Bolling Field to Phillips Field and

Middletown and return.

Lieut. W.N. Amis, in an experimental Sikorsky Amphibian, landed at Olmsted Field, Feb. 15th, on his way from Wright Field to Curtiss Field, taking on supplies and fuel.

Capt. G.T. Collar, in a PT-1, made a training flight on Feb. 18th to Bolling Field and return.

Major McIntosh and Lieut. Barker, from the Chief's Office, flying an O2-H, were visitors at this Post on Feb. 20th.

Lieut. F.O. Dice, Athletic Officer at Mitchel Field, with one passenger, in an O-11, and Lieut. S.M. Umstead, with seven passengers (Mitchel Field's Basketball Team) in a C-1 transport, arrived at this Depot on Saturday afternoon, Feb. 23rd. A good basketball game was played in the Air Depot Gymnasium at 8:15 P.M., and Middletown was victorious, score of 54 to 41.

During February the Middletown Aviators played Reading Professionals, McSherrystown, Harrisburg Knights of Columbus, Olsen's Original Nordics (two games), Trenton (American League), and Mitchel Field, winning all games.

On February 18th a test was made of the landing lights, which are on service test, and it was found necessary to make some rearrangement of the beams before another trial will be made. One warehouse must have a few lights installed to designate its position at the edge of the flying field, and the two large smokestacks of the Metropolitan Edison Company are not sufficiently light to be seen at night. A letter has been written to that Company asking that some sort of lights be placed thereon. After these changes are made additional flights will be made.

The Welfare Association of the Middletown Air Depot has been reorganized under the direction of the Commanding Officer and has recently increased its membership over 100%.

It has been realized that a Welfare Association is of utmost importance; first, in its duties in the nature of welfare, - taking care of illness among employees and in caring for other charitable cases that may be brought to the attention of the Association; and, second, to create a mutual interest among the employees of the various departments which will create a higher morale and a closer cooperation.

For some unknown reason the organization, which was in operation for a number of years, had fallen by the wayside, and the members were gradually resigning. In the reorganization a new President was elected and a Board of Directors appointed, consisting of members from all the departments of the post. Meetings were held with the Commanding Officer in order to determine just what should be accomplished in order to increase the membership and devise ways as to how the organization could be of more mutual benefit to all concerned. Diversified entertainments in which all could participate with equal enjoyment, purchasing from recognized dealers in the vicinity with discounts, some system of insurance and summer picnics were some of the outstanding considerations.

Through the combined efforts of the Executive Committee, the President and the Commanding Officer the membership increased. A play, a dance and a country store, were planned for Feb. 28th in the Post Gymnasium. Personnel taking part in the play have been faithfully practicing their parts. Local business houses kindly donated items of their merchandise to the Welfare Association to enable same to be sold at auction or by paddlewheel the evening of the 28th. A number of Insurance Companies sent their representative to confer with the Adjutant in reference to a mutual benefit insurance for the members of the Welfare Association, and while this has not yet been finally determined, negotiations are being made to receive the best possible coverage for the least amount of expense to the employees.

It is believed that after the play, which is to be given on Feb. 28th, additional members will be enrolled from those who are at present in doubt as to the value to be received from such an organization. It is known that the reorganization of the Welfare Association will undoubtedly increase the morale and result in closer cooperation of the various departments.

Capt. Christine attended a meeting of the Federal Business Association in Harrisburg, Pa., on February 4th. After the meeting Col. John W. Heavey, Inf., Coordinator of the Third Area, visited this Depot and was taken through the shops and Depot Supply. He was pleased to see the extent of the operations of this post and the businesslike and orderly manner in which things were going on.

Post No. 594, American Legion, of Middletown, Pa., entertained the offi-

cers of the Middletown Air Depot at an evening gathering and luncheon on February 11th, an annual event with this Post, called "Aviation Night". Two addresses were made, one by Lieut. Harris on "The Engineering Features of the Flight of the 'Question Mark'", and the other by Capt. Christine, on "The Past, Present and Future of the Middletown Air Depot". A number of other guests were present who spoke highly of the Air Corps, although they were Reserve Officers from other Corps.

Selfridge Field, Mt. Clemens, Mich., Feb. 18th.

One of the most unique and enjoyable affairs held for the officers and ladies of the Post was a dinner and circus party, Friday, the 8th. A bus was chartered, and about forty officers and ladies journeyed to Detroit to attend the Shrine Circus, arriving about 7:00 P.M. The Shriners served dinner, and then everyone went into the "Big Top" and occupied a Section of reserved seats.

The ladies, of course, being in holiday mood, had to be supplied with the usual Circus accessories, such as "Pop", Peanuts, Popcorn and Balloons.

Everyone enjoyed the circus very much, and it was really one of the best the company had ever seen.

Capt. and Mrs. Ballantyne, Lieut. and Mrs. Warren, Lieuts. Black and Yoder entertained with a delightful card party. More than the usual number of guests were present. There being many new features of entertainment than have hithert been furnished for these parties, everyone enjoyed it very much.

Colonel and Mrs. Danforth left for the south on two months' leave. Major Royce is now in command, and under his able hand the "Pursuiters" will continue to "pursue".

The following cross-country flights were made by personnel of this field: Lieut. Elliott to Mitchel Field, Feb. 17th returning Feb. 19th; Lieut. Cobb, to Auburn, Ind., Feb. 20th, returning same day; Lieut. Kalberer, to Chicago, Feb. 22, returning the 24th; Lieuts. Knox, Black, Crossthwaite, Prindle and Harding, to Mitchel Field, Feb. 22nd, returning Feb. 24th; Lieut. Selzer, to Akron, Ohio Feb. 22nd, returning on the 24th; Lieut. Rhudy, to Alma, Mich., with Major Royce Feb. 23rd and 24th; Lieut. Moor to Toledo, Ohio, Feb. 25th, returning on the 25th; Major Royce and Lieut. Hine, to Ann Arbor, Mich., Feb. 27th, returning on the 27th; Lieut. Moor, to Wright Field, Feb. 28th, returning same day; Lieut. Bartles, to Scott Field with Pvt. McCallom, 57th Sqd., March 2nd, returning on the 3rd; Lieut. Stenseth, to Bolling Field, March 3rd; Lieuts. Crossthwaite, Rhudy, Underhill, Kalberer and Knox to Chicago, Feb. 9th, returning the following day; Lieut. Harding, to Cincinnati, Feb. 9th, returning the following day; Lieuts. Robinson and Egan, to Americus, Ga., Feb. 12th, returning the 18th; Lieuts. Morgan and Winefordner, to Louisville, Ky., Feb. 16th, returning the 17th; Lieuts. Abbott and Bartles to Wheeling, W. Va., Feb. 16th, returning the 17th.

During a cross-country trip to Battle Creek, Mich., Feb. 18th, Sgt. Davis had a forced landing in a cemetery. His craft was not damaged and he returned to the field the same day.

The following pilots visited the field:

Capt. Smith from Cleveland, (112th Obs. Sqd.) Feb. 22nd; Lieuts. Lyon, Valentine and Zettle from Wright Field, Feb. 1st; Sgt. Jackson from Chanute Field, Feb. 2nd.

Seven more P-1Cs were received from Buffalo in the last two weeks and all were assigned to the 17th Squadron. Two more arrived, March 3rd and will also be assigned to the 17th.

An Aerial Review consisting of six O-2s and 18 Pursuit ships held on February 9th, was followed by a similar one on the 15th.

Major Royce accompanied by 2nd Lieut. W. F. Murray, Air Res., flew cross-country to Oscoda, Mich., on Feb. 9th. Unable to start the ship, Lieut. Barr and St. Sgt. Walter Buff, 15th Sqd., went to Oscoda on Feb. 11th and started ship. All returned that day.

Lieut. Irvin flew cross-country to Stout Field, Ind., Feb. 9th. Due to an accident en route, the plane was shipped to Fairfield Air Depot, and Lieut. Irvin came back with Capt. Reynolds on Feb. 11th.

Lieut. Richards ferried a P-1 to Wright Field, Feb. 14th, returning on the 15th with a C-1.

Lieut. Eubank ferried an O-2 to Wright Field on Feb. 14th.

Lieut. Schoenlein in P-1B collided with Lieut. Morgan in P-1C during Aeri

Review, Feb. 15th, smashing tail of P-1C. Lieut. Morgan made successful jump; ship crashed 12 miles N. of Selfridge and was complete wreck. Lieut. Schoenlein landed ship safely, injuries were to upper right wing and propeller. Both pilots uninjured.

Lieut. Giovannoli flew cross-country to Lexington, Ky., on the 16th. He damaged the landing gear and was instructed to report accident to the F.A.D.

Selfridge Field, Mt. Clemens, Mich., March 5th.

The first serious accident at this station occurred Monday, Feb. 25th, in the death of 2nd Lieut. Andrew D. Knox, Air-Res. Lieut. Knox arrived here in November, 1928, and was assigned to the 27th Pursuit Squadron. This squadron was engaged in the service test of two experimental airplanes, equipped with the Curtiss V-1570, 600 H.P. motor. After the regular Group flying on the afternoon of Feb. 25, Lieut. Knox took the XP-6 into the air on a service test flight. He was observed to be doing acrobatics at about 3000 feet and when next seen was in a power dive towards the hangar line at a terrific rate of speed. The accounts of the witnesses vary as to the exact altitude at which something happened to the plane, but it is evident that between three and five hundred feet from the ground, the wings gave way. The plane hit the ground about 200 feet from the Operations Office, death being instantaneous.

The loss of Lieut. Knox is deeply felt by all the officers at this Post, as during the time he had been here he had shown himself to be a very capable flyer and his personality was such as to cause him to be well liked by all. Remains were sent to his home at Thief River Falls, Minnesota, accompanied by Lieut. Frank G. Irvin.

Immediately after the accident an investigation was held by officers at this field and Lieuts. Lyon and McCune also arrived from Dayton to conduct an investigation from the viewpoint of the Engineering Division. Mr. Casey Jones of the Curtiss Company also visited the field to get as much information as possible regarding the accident.

Lieut. Harry A. Johnson, Air Corps, who was on duty at the Engineering Division at Dayton, returned to this field to assume again his duties as Commanding Officer of the 94th Pursuit Squadron. His duty at Dayton was in connection with the attempt to break the existing altitude record. While unsuccessful, we all hope that he may be able to try it again with better success in the near future.

Capt. Victor H. Strahm, Air Corps, the well known Adjutant and Operations Officer at this field, is at present confined to his quarters with diphtheria. Several of the officers who visited Capt. Strahm during the early part of his sickness before it was diagnosed as diphtheria are also suffering somewhat from large shots of antitoxin. Just where Capt. Strahm contracted this malady is a matter of conjecture by all.

This field is to receive in the near future eleven recent graduates of the Advanced School at Kelly Field. Lieuts. Lowry and Hervey, Air-Res., have already reported.

The Post Basketball season at this station came to an end after a very close race. The 94th Squadron finally won the Post championship, leading the 57th Squadron by only one game. A picked team is now being selected from all the Post teams to represent Selfridge Field. This team will be coached by Lieut. Harding and will represent this station at the Corps Area Tournament at Jefferson Barracks, Missouri, March 24th.

The social activities at this station are taking in a new activity under the guidance of a Post Entertainment Committee, appointed by the Officers' Club. The annual Masquerade Ball was held under the direction of the Officers' Club

on February 21st and was a successful affair in every way. The variety of costumes, the good music and beautiful decorations of the Club, all made it a very fine occasion. Lieut. Black won first prize for the funniest costume, representing a successful follower of the races. Mrs. Strahm won the first ladies' prize as having the most beautiful costume. Before masks were taken off, prizes were awarded for those who could guess the names of the most people who wore masks and this prize was won by Lieut. Harrington.

The regular bi-weekly mixed card party was held at the Officers Club on the 26th of February. Capt. and Mrs. Johnston, Lieut. and Mrs. Rogers, Lieuts. Wurt Smith and Morgen were the hosts and hostesses for the evening. These card parties serve to bind up a closer social feeling on the Post, by giving all an opportunity to meet once every second week and are proving very delightful affairs.

A great many of the officers attended the Reserve Officers' Party held at the Canadian Legion Hall in Windsor on the evening of the 22nd.

Kelly Field, San Antonio, Texas, March 1st.

1st Lieut. Benjamin B. Cassiday, A.C., received orders directing him to proceed to his new station - March Field, Calif. Lieut. Cassiday has been an officer of this Field since July 7, 1926, and while here, was graduated from the Observation Course on March 1, 1927. He was appointed Secretary of the A.C.A.F.S., on March 1st, 1927, and performed that duty until January 20, 1929, on which date he was relieved and 1st Lieut. Arthur Thomas, A.C., appointed Secretary and Commandant of Cadets.

Lieut. Cassiday was very popular among the personnel of the Field, and it is regretted that he must take his departure. However, as the Lieut.'s home is in California, he will be happy to return to the Land of Golden Sunshine. He carries with him the "Good Will" of the entire Post.

Capt. William E. Lynd, A.C., was relieved as Director of Training, A.C.A.F. and Capt. John I. Moore, appointed Director, effective January 16, 1929. 1st Lieut. George H. Beverly, A.C., was appointed Senior Instructor, vice, Capt. Moore, relieved.

It was contemplated that the students of this school, together with the necessary flying equipment, instructors and mechanics, would be detailed to participate in the Air Corps Maneuvers in the 5th Corps Area, during the month of May. However, the Chief of the Air Corps has reversed this decision, due to the fact that Flying Cadets, while traveling by air, can be paid but one dollar (\$1.00) per day and as this amount is not sufficient to meet the expenses of the travel involved, the Advanced Flying School would not be called upon to participate.

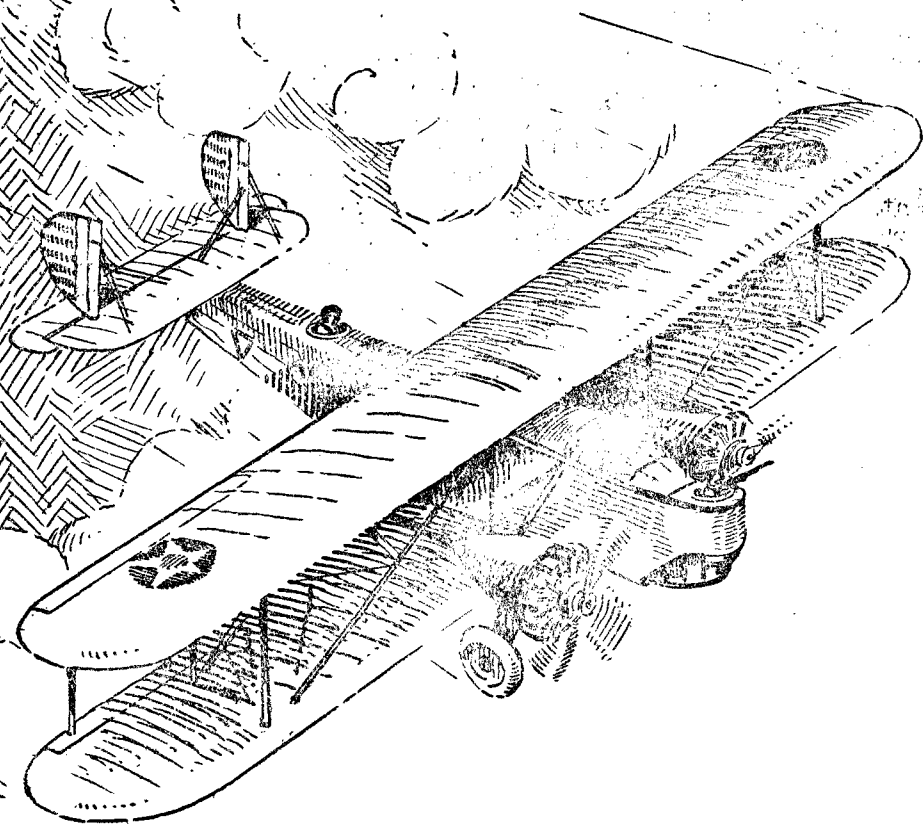
Fairfield Air Depot, Fairfield, Ohio, March 8th.

On February 18th, 2nd Lieut. Chas. W. O'Connor piloted a Curtiss O-1 airplane from this Field to Boston, Mass., delivering the same to General Brown.

Lt. Chas. W. O'Connor is now on leave of absence and has gone to Hicksville, Long Island, for the purpose of piloting to this field Mrs. O'Connor and their two daughters, Patricia and Jane. Patricia is about two years old and Jane was brought by the Stork last December.

Edwards

AIR CORPS NEWS LETTER



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OFFICE OF THE CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON

April 5
1929
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T.C. Egan

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Information Division
Air Corps

April 5, 1929.

Munitions Building
Washington, D.C.

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

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THE WORK OF THE AIR CORPS IN THE ALABAMA FLOOD

A telegraphic report furnished the Chief of the Air Corps by Major W.R. Weaver, Commanding Officer of Maxwell Field, Montgomery, Ala., states that between 20 and 25 tons of food, medical supplies, blankets and clothing, all furnished by the American Red Cross, were distributed via Army airplanes to the flood submerged cities of Elba, Geneva, Riverfalls, Brewton, Flomation, Pollard and Keego, Alabama. Of particular interest was the dropping from an airplane of an outboard motor, suspended from a parachute, to a relief party on the bank of the river at Elba, Ala., in order to enable them to start the work of removing inhabitants from roofs and tops of buildings.

In summarizing the flood-relief activities of the Air Corps, the Commanding Officer of Maxwell Field reports that the Governor of Alabama called upon him at 8:00 p.m., March 14th, to render any assistance possible to the people in the flooded district of South Alabama, in view of the fact that all other means of communication had been rendered inoperative. Shortly after midnight, the Field Radio Truck from Maxwell Field was dispatched to Elba, arrived within six miles of that point at 11:00 a.m., and established communication with the field.

Flights over the flooded area started on March 15th (Friday), 34 being made on that day, 49 on Saturday, 54 on Sunday, 76 on Monday, 56 on Tuesday and 27 on Wednesday, March 20th. Assisting the Maxwell Field flying personnel were pilots and observers with six airplanes from the 105th Observation Squadron, Alabama National Guard, who reported for duty March 15th, and Air Corps pilots and observers with eight airplanes from Langley Field, Va., who arrived at Maxwell Field for flood relief duty on the morning of March 17th.

Throughout the air operations over the flooded area, the American Red Cross code panel signals were used as the means of communication between the airmen and the ground personnel. This code was developed by Brigadier-General Benjamin D. Foulois and used in the New England flood in 1927. It was subsequently adopted by the Red Cross. Major Weaver states that as soon as he was called upon by the Governor of Alabama for assistance, he secured the code and it was published in full by the Montgomery ADVERTISER in its morning edition March 15th. On the first trips by air to the devastated region, prepared panels, with copy of the ADVERTISER enclosed, were dropped at strategical points and communication thus established. Major Weaver further states that in several instances it was noted that in five minutes or less after the code had been dropped, with panels, communication was established and messages placed as rapidly as they could be acknowledged by airplane. In one instance, the panels and code were dropped on a flat top building occupied by over fifty people, and in approximately three minutes the first message was received by air; in less than 10 minutes the material needs of these people had been recorded by the airplane and these needs met by dropping supplies on the building later that same day.

Mr. Ernest J. Swift, Assistant to Vice Chairman, Insular and Foreign Operations, American Red Cross, in forwarding news service releases sent out in connection with the air-ground signal code used in the Western Alabama flood, said: "The work of the Air Corps has saved, I am sure, hundreds of lives and prevented much suffering."

Commenting editorially on the work of Maxwell Field in the great emergency, the Montgomery ADVERTISER stated:

"The people of the flooded areas of Alabama are no doubt experiencing a singular sense of gratitude to that great modern agency, the airplane, and in particular to Maxwell Field of Montgomery. The planes that have gone out from Maxwell Field to the stricken communities in South and Southeast Alabama have been the most potent single factor in giving first aid to the distressed people. They were the first visitors from the outside world, arriving early to signal the marooned and helpless people and give them hope. They dropped copies of the Advertiser's special relief number containing detailed instructions to the people

as to how to signal planes, how to inform the pilots of their most urgent needs and otherwise to exchange information. This service alone proved a godsend.

The Maxwell Field flyers promptly delivered motors to be attached to indispensable rescue boats; they promptly dropped food supplies and medicines. They have been hauling foods and medicines and other necessities every day since. They will continue to do this as long as it is necessary.

High commendation is due the commandant of Maxwell Field, Maj. W.R. Weaver, for the promptness and energy with which he took charge of the aerial relief expedition, and like praise is due his men for the readiness and efficiency with which they responded and discharged their duty. It is disquieting to contemplate what might have happened to the distressed people had there been no airplanes available to send to their aid.

We of Montgomery have witnessed with high satisfaction this demonstration of the great usefulness of this modern convenience, the airplane, and the spectacle is of particular interest to us because Maxwell Field is a Montgomery establishment and because aviation is expected to become a more and more important factor in the life of this community."

The ALABAMA JOURNAL made the following editorial comment:

"In the excitement of reporting on the flood disasters in the southern part of the state perhaps too little thought has been given to a rather remarkable exhibition of rescue work nearby. For perhaps the first time supplies of all kinds have been transported by air to needy refugees who could not be reached by any other means. Planes were used to some extent in the Mississippi flood two years ago, but chiefly for communication and photography. Here in our own necessity the Army Air Corps has established communication, obtained excellent air photographs which were of the greatest aid both in the work of rescue and in appealing to the public for assistance, and has actually transported tons of supplies by air which could have been delivered in no other way.

It is well for citizens who would attain universal peace by reducing our own army 'as an example' to ponder on this rescue work. All routine training was immediately dropped when the governor appealed to the commanding officer, Maxwell Field, for assistance, and the energies of every man have been directed to the work of rescue ever since. To insure that no effort would be wasted orders were issued restricting all officers and men to the post unless allowed to leave by special permission. This work of the Army Air Corps merits highest praise."

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FLOOD RELIEF FLYER FALLS IN WATER

Lieut. H.W. Higgins, of Langley Field, Va., returned to his home station on March 25th and gave a graphic account of his experience when the Liberty motor of his O-11 airplane broke last week while he was flying the Flood Relief Patrol in Southern Alabama, and he was forced to land with Corporal Woodward in the flood waters.

"I was scouting at about 100 feet," said Lieut. Higgins, "and we had just passed over several marooned people. We still had our full load of 400 pounds of relief supplies when suddenly the Liberty motor started violent vibration and the power dwindled down to nothing. My first inclination was to jump, but knowing we were too low for that I tried to make the open water in the stream of the Conecuh River. We could not do that as we lacked enough altitude, so I headed for an open space in the back water. On account of the load in the tail, I was able to slow the machine down before striking the water. This was fortunate, as I had no time to perform all that stabilizer rolling business necessary for normal landings with an O-11.

We hit the water at only about 50 or 60 miles an hour. I heard something break about the time we hit. But no sooner had we touched than the plane whipped over on its back. This threw Corporal Woodward out and clear of the ship, but I was trapped in the cockpit with my parachute. I didn't know I could work as fast as I did, but somehow I got my safety belt unclasped and my parachute partly unfastened and then got from under the machine. The parachute floated me to the top. Corporal Woodward had floated to a log jammed against some pine trees by the time I got up. I floated to him with my parachute. Then we ripped the kapok pads from the parachutes to use as floats. That is what these pads are for, but I had never used one before.

When we got fixed up with the 'life preservers' we started out through the

water toward the main stream of the River. I told Corporal Woodward to stay as close to the shore of the river as possible when we got out there. The current, however, bore the Corporal out into midstream and he soon outdistanced me. I swam and floated down stream for about half a mile when I saw an old house sticking about half way out of the water. I managed to maneuver to it. I caught on a part of the roof and climbed around to one side. There I found an open window to the attic. Inside were some clothes and quilts hanging on a peg which had not been touched by the water. I was cold and shivering so I decided to stay with this upper story of the house, and for the present would change into those dry clothes.

Finally some men in a boat came along and rescued me. We went on down the River and found Corporal Woodward in the top of a pine tree. He had managed to get out of the main current and was swept by a cross current among the trees. The Corporal was much disturbed as he had had a fight with a polecat over his particular tree top. We realized something had happened before we got to him. Good comfortable tree tops were scarce in that vicinity and the polecat would not release its squatter rights without a struggle. The air was full of the fight for a quarter of a mile around. Attempt was made to find a boat for Corporal Woodward to occupy alone, but it could not be done, so the rest of us got in one end of the boat and paddled in a direction where the wind would blow in the right way. We had to change directions and destinations with the shifting of the wind, all because a polecat tried to assert legal rights in a State where they have none.

After considerable wandering we finally came to the town of Andalusia, Ala. We shall never forget this town because there was not a girl in it that we could see who was not beautiful. And the Postmaster there was a bachelor. It was easy to see how that was, for no man could make up his mind and center on one girl in such a place. We finally got back to Montgomery and joined the rest of the flood relief flyers from Langley Field."

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MAJOR HENSLEY PASSES INTO THE GREAT BEYOND

The death of Major William N. Hensley on March 21st on a train while en route from the Walter Reed General Hospital to the Mayo Hospital, Rochester, Minn., marks the passing of the first American to make a non-stop flight by air from the United States to Europe. Major Hensley was a passenger on the British Airship R-34 on its return flight from Mineola, N.Y. to Pulham, England, which flight started on July 10, 1919, and lasted 75 hours and three minutes.

Major Hensley was born at Columbus, Nebraska, October 18, 1881. He graduated from the United States Military Academy, West Point, N.Y., in June 1905, commissioned 2nd Lieutenant, and assigned to the 13th U.S. Cavalry. He served with this regiment until his promotion to Captain in 1916, when he was assigned to the 15th Cavalry.

Appointed a Major in the Aviation Section, Signal Corps, on August 5, 1917, he was assigned to the Army Balloon School at Fort Omaha, Nebraska, where he received training in ballooning, free and captive types. He was placed on flying duty November 22, 1917, and remained at Fort Omaha until April, 1918, having charge of the organization of new balloon companies for war service. He was promoted to Lieut.-Colonel (temporary) February 26, 1918. Until the following September he was on duty at the Army Balloon School at Arcadia, Calif., going from there to Mather Field, Sacramento, Calif., for the purpose of undergoing flying training in heavier-than-air craft.

On August 20, 1918, he was promoted to Colonel. Completing his flying training at Mather Field, he was rated a Junior Military Aviator on November 9, 1918. Colonel Hensley received another flying rating on December 11 of that year - that of Junior Military Aeronaut.

After a brief period of service at Dallas, Texas, as District Supervisor of the Southwestern District, Colonel Hensley, in January, 1919, was assigned to duty at Akron, Ohio, in charge of airship training and construction. In the following May he was ordered to duty in London, England, as Assistant Military Attache, with the object of making a study of foreign airship designs. He made this trip to London in the British Airship R-34, and was also a passenger on this airship on its subsequent flight along the British coast. He later served as Assistant to the Military Attache at The Netherlands.

Upon Colonel Hensley's return to the United States he was assigned to the

command of Langley Field, Va., where he served until he was designated as a student to attend the General Service Schools at Fort Leavenworth, Kansas. His next tour of duty was that of Commanding Officer of Mitchel Field, New York, where he served until the fall of 1925, when he was ordered to duty as a student at the Army War College, from which institution he graduated the following summer.

Major Hensley's last assignment was that of Air Officer of the 8th Corps Area at Fort Sam Houston, San Antonio, Texas.

Following funeral services at San Antonio, his remains were brought to Washington for interment at Arlington Cemetery. The honorary pallbearers were Majors Roland W. Case, B. T. Merchant, Ralph Talbot, Jr., Thomas H. Lowe, Louis A. O'Donnell and Walter E. Prosser, all members of his class at the U.S. Military Academy.

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LUKE FIELD PRAISED BY DEPARTMENT COMMANDER

By the News Letter Correspondent

A perfect score by the Department Commander following an annual inspection is news of the first order. By this token, Luke Field should be basking in the sunlight of the publicity incidental to such a rating.

Major-General Fox Conner, Commanding General of the Hawaiian Department, was unable to find anything during his trip to the field on February 5th which was not in A-1 condition, and his commendation to officers of the command have gladdened the hearts of the entire personnel. In spite of the handicap of lack of modern equipment and scarcity of skilled labor, the repair unit came in for the highest praise of the activities of the post. The letter of commendation addressed to Lieut. Carl A. Cover, engineering officer, was so specific that it deserves quoting. The body of the letter read:

"During my recent inspection of Luke Field, I was favorably impressed with the Air Depot Repair Unit of which you are in charge. I realize that you have been hampered by local conditions in securing proper skilled civilian labor and modern equipment. Yet, in spite of the drawbacks, I consider that you have the most efficiently organized and operated unit of its kind in the service.

This, I am convinced, is due solely to your ability, initiative and hard work which has been painstaking and unrelenting in the face of constant discouragements. Your work is far superior to that normally expected and the inspiration of your efforts is reflected throughout the entire command of Luke Field. Your attention to duty and your knowledge of Air Corps Engineering, acquired through long experience, mark you among your contemporaries as an outstanding example of high efficiency. It is with great pleasure that I most heartily commend you for your initiative, zeal, efficiency, and on your engineering skill and organizing ability. I wish you continued success in your chosen profession.

I have directed that a copy of this well-deserved commendation be filed with your official record."

Other commendations were received by department heads, among them being one to Lieut. Raymond R. Brown, Post Exchange Officer. The organization of the Exchange was highly complimented as well as its wholesome financial condition.

Writing to Major P. E. Van Nostrand, Commanding Officer of the Fifth Composite Group, Colonel Chappellear, Adjutant General, referred to the excellent condition of the barracks, quarters and other installations observed during the inspection. The letter closed with - "Such results are indicative of a high order of discipline, morale and organizational esprit worthy of commendation."

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GRADUATIONS FROM AIR CORPS TECHNICAL SCHOOL

Seven Air Corps enlisted men and one noncommissioned officer of the Illinois National Guard graduated February 15th from the Air Corps Technical School, Chamite Field, Rantoul, Ill., as Parachute Riggers. One noncommissioned officer of the Illinois National Guard graduated from the Photographic School.

On February 22nd, 16 Air Corps enlisted men and one N.C.O. of the Maryland National Guard graduated from the Technical School as Engine Mechanics, 13 enlisted men as ~~Aviation~~ Mechanics, 4 as General Mechanics and 16 as Radio Mechanics.

Three Air Corps Officers graduated March 8th from the Armament course, viz: 1st Lieut. Frank D. Hackett, 2nd Lieuts. Lee Gehlbach and Budd J. Peaslee.

AIR RESERVE OFFICERS "RALLYE" AT ANGERS, FRANCE

French Reserve officers will hold a "Rallye" at Angers, France, June 23rd next, according to a communication addressed to the Hon. F. Trubee Davison, Assistant Secretary of War, by Mr. M. Brosnahan, in behalf of the Executive Committee of the International League of Aviators, Paris, France.

Mr. Brosnahan states that an invitation has been extended to all Reserve Officers of the United States Aviation Service to participate in this rally, and adds: "Any information desired in connection with the Rallye, shipping of planes, etc., we shall gladly place before Colonel Charles W. Kerwood, who has been assigned to this duty in America."

Mr. Brosnahan's address is Suite 516, 51 East 42nd Street, New York City.

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BASEBALL NOTABLES VISIT SAN ANTONIO DEPOT

The first signs of Spring were heralded to the San Antonio Air Depot, Duncan Field, Texas, by the visit one day during the last week in February of notable baseball representatives, Secretary Tierney, Coach Neihoff, Catcher Schalk and Pitcher Ogden, of the New York Giants, who were in San Antonio in connection with the establishment of the Giants' spring training season. The visitors were interested in making a tour through the Depot's Engineering Shops and viewing the diversified operations thereof. Incidentally, of course, they gave considerable impetus to the beginning of the annual local enthusiasm for the national game.

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REST CAMPS IN THE INSULAR POSSESSIONS

Twelve men from Luke Field, T.H., left Oahu recently for the ten days' detached service at the Kilanea Military Camp on Hawaii. Approximately the same number are scheduled to go during March and view the volcano which entertained people in these parts with a first class eruption last month.

Following the news on February 20th that "Madame Pele" of Halemaunau had again taken the warpath, the authorities made arrangements to accommodate as many men at the camp as possible. The uncertainty of Madame Pele's whims in the matter of eruptions sometimes taxes the resources for accommodations. All enlisted men in the Hawaiian Department are permitted to take a ten-day vacation at the camp during their period of foreign service, and the Air Corps men are finding the time spent over there beneficial in many ways as well as instructive.

Members of the 3rd Pursuit Squadron, Clark Field, P.I., see much of Zambales Mountain from above, but until recently they have had little opportunity of actually getting next to nature in them. Major Ralph P. Cousins, commanding officer of the field, through the courtesy of Colonel Daniel W. Hand, Commanding officer of the 24th Field Artillery, recently made arrangements for detachments of the squadron to make the trip to Camp Sanchez, Mt. Pinatuba.

Every eight days a new group leave their Liberty and Curtiss engines, mount mules or horses, and start the 18-mile trip up the China Sea trail. Although it takes some five or six hours to climb the 4,000 feet, the men seem to enjoy it. The scenery on the China Sea Trail is unexcelled anywhere in the world. Passing through four very distinct but extinct volcanic craters and then through about five miles of tropical forest, one emerges to a clearing of about two miles. From this clearing a sudden drop is made to the bed of the Bambam River. Then the real climbing starts. Up almost perpendicular walls, made accessible only by the construction of excellent zigzags, one comes to a divide from which the China Sea can be seen on one side and the central Luzon on the other. A short descent and Camp Sanchez is reached.

Animals are unsaddled and cared for, and men who are used to the drone of airplane engines settle down to rest and quiet. Excellent hunting, hiking and swimming are to be had within easy reach. Negritos visit the camp daily to show the soldier, who is used to modern warfare, how a ten centavo piece can be knocked from a tree fifty yards distant with a bow and arrow. After a period of cool days and nights, the Air Corps soldier again mounts his mule or horse and journeys back to Clark Field, passing on the way down another group of men going up to fill the quarters they have just vacated at this delightful rest camp.

THE FERRY FLIGHT FROM WRIGHT FIELD TO FRANCE FIELD

The official report of Major Paul Bock, Air Corps, covering the flight of the Army Transport C-2A (Fokker F-7) from Dayton, Ohio, to France Field, Panama Canal Zone, was recently received in the Office Chief of Air Corps. This flight was the first attempt on the part of the Army Air Corps to ferry an airplane from the United States to one of the Insular possessions. The total distance, 3130 miles, was covered in a flying time of 39 hours and 40 minutes, the speed of the Transport ranging from 82 to 86 miles per hour.

The Transport was serviced with 1442 gallons of gasoline and 95¹/₂ gallons of oil. The elapsed time of the flight was 8 days, the Transport taking off from Wright Field at 10:25 a.m., January 9th, and landing at France Field at 4:00 p.m. January 16th. Due to unfavorable weather conditions, it was found necessary to land at Bowman Field, Louisville, Ky., at 2:45 p.m., January 9th, and it was not until 11:20 a.m. on the 12th that the airmen were able to resume their journey to the next stopping point, Montgomery, Ala. The Army pilots who participated in this flight, in addition to Major Bock, were 1st Lieuts. George C. McDonald and Dwight J. Canfield.

A general description of the flight is given in the report, as follows:

Dayton to Montgomery, Ala., January 9th to 12th.

A final inspection disclosed a broken U-bolt in the tail skid fastening assembly. Welding this delayed the early morning take-off planned to 10:30 a.m. on January 9th. Strong head winds reduced the ground speed to about 56 miles per hour. When nearly to Bowling Green, Ky., fog and rain forced a return to Louisville. Lieut. Ellison at Bowman Field rendered all assistance possible and plans were made for a daybreak departure. Early morning weather reports indicating dangerous flying conditions at Nashville, Birmingham, and Montgomery prevented departure on January 10th and 11th. Plans for an early take-off January 12th were frustrated by difficulty in starting the engines. A zero weather cold snap cooled the engines so they defied all efforts to start them for four hours. Finally took off at 11:20 and arrived at Montgomery at 5:00 p.m. The fields at Nashville and Birmingham (in any but the best of weather) are not considered suitable for Fokker transport operation except for pilots actually familiar with the fields. The field at Bowling Green, Ky. is large but has no adequate facilities for winter servicing.

Montgomery to Miami, January 13th.

Took off at 7:00 a.m., January 13th. When two hours out of Montgomery, a sticking valve necessitated a turn from the course and a landing at the Municipal Field, Jacksonville, Fla. Landing here at 10:30, the services of a J-5 mechanic working for the Pitcairn Air Mail Service were secured. Trouble was located and engine tested to enable a take-off at 1:30 p.m. for Miami, which was reached at 5:00 p.m. Landing was made in the new Pan-American Airport. This is easily the best airport on the route. Every courtesy was extended to pilots and the plane was pushed into a hangar, rockers oiled, engines looked over, and magnetos checked by Pan-American Airways mechanics.

Miami to Havana, January 14th.

Took off at 10:00 a.m. Flew air line to Havana (the course recommended by Pan-American Airways pilots). Encountered slight rains and a 30-mile east wind. Landed at Columbia Field, Havana, at 12:20. Plane was serviced, engines oiled, cleaned and generally looked over by mechanics attached to the U.S. detachment under Captain Beam, A.C., U.S. Army. Plane was put in a Pan-American Airways Hangar and arrangements made for an early take-off. The Cuban Naval Weather Observatory furnished weather data and a cable request was made to the Tropical Radio Telegraph Co., Miami, Fla., to send weather data by cable collect before 2:00 p.m., time of closing of the Western Union Cable offices in Havana.

Havana to Managua, January 15th.

Took off at 7:00 a.m. Plane got out of Columbia Field easily, assisted by strong southeast winds. Encountered low ground fogs 75 miles west of Havana. Turned to ocean and flew low along southern coast of Cuba as fog gradually dispersed. Southwestern Cuba has numerous fields where large planes can get down safely. Reached Cozumel Island about 10:50 a.m., a low flat island, some sandy beaches, the island covered with underbrush. A forced landing would probably wash out a land plane, but occupants should not receive serious injury. Eastern shore of Yucatan is low, generally irregular, some sandy beaches, much swampy land, and generally very desolate. Small towns shown on Navy maps north of

Belize are not there. Heavy rains over Belize prevented inspection in that vicinity. A forced landing in this vicinity could probably be best made in the low plantation area some eight miles west of Belize. After flying through about 15 minutes of rains of varying intensities, the center motor missed badly and cut to 1400 wide open. Trouble getting gradually better when dry area was again encountered, clearing up entirely some thirty minutes after leaving the rain area. Trouble was probably due to water in magneto or magneto connections. Reaching Puerto Cortes about 3:00 p.m., it was decided to continue on to Managua from Puerto Cortes. The air line course from there to Managua was prevented due to heavy rains and mountain fogs, forcing a further west course almost to the vicinity of Comayagua and La Paz. It is thought that this route is preferable even in good weather. A favorable route over this stretch (Tela or Puerto Cortes to Managua) would appear to be Puerto Cortes to Comayagua - Choluten - Managua. Arrived at Managua at 6:20 p.m., delayed by turning out of course to miss mountain rains and strong easterly winds. Landing at Managua could have been made up to nearly 7:00 p.m. Eastern Time. The Marines, as is their invariable custom, gave every assistance possible and entertained with the most generous and hearty hospitality. The needs of both plane and crew were immediately looked after. A radio was immediately sent to Tela, Honduras, explaining that the exigencies of flying had made it advisable to omit landing at Tela.

Managua to France Field, January 16th.

Took off 8:00 a.m. (Eastern Time), encountering strong head winds. Took 2½ hours to reach Puntarenas only 175 miles from Managua, due to strong head winds and rough air. Air line from Puntarenas to David took plane over densely covered uninhabited mountain country. Advise more of a coastline course for single motored planes. Arrived France Field 4:00 p.m.

Engines

In general the engine troubles were all very minor. Until Miami was reached, oil was drained every night and hot oil serviced preparing to start. At Louisville in zero weather, it took four hours to start the three motors. If a cold weather technique of starting air-cooled engines has been developed, the plane crew and Bowman Field personnel did not know it. After reaching warm weather, all starting troubles ended. Sticking valves on the left motor were remedied at Jacksonville by removing rocker box cover plates and spark plugs, then soaking valves with light "3 in 1" oil and coal oil, and revolving propeller rapidly. No further engine trouble was experienced until near Belize, British Honduras. Here, after flying about 15 minutes thru rain of varying intensity, the center motor sputtered badly and gave only 1400 r.p.m. (normal about 1900) at full throttle. After leaving the rain area, the trouble gradually cleared up in about 30 minutes. Possibly this trouble caused the poor oil consumption record of this engine on this flight, referred to above. It is believed that this engine trouble was caused by water getting into the magneto parts or connections. No further engine trouble was experienced after this, and all motors were running smoothly upon landing at France Field. Uniflow oilers on rocker arms gave excessive oil. This excess was thrown back and covered the cockpit windshields, interfering with visibility.

Major Bock recommends that, whenever practicable, planes for delivery to the Canal Zone be ferried by air, stating that while there is undoubtedly a small hazard, this is believed to be little greater than the hazard in an equal number of air hours of similar tactical training. On the other hand, the tactical training given to pilots in such long distance ferrying missions is considerably more than can be obtained in an equal number of hours spent in routine cross-country flying, - this because it necessitates more accurate and painstaking calculations on fuel and oil consumption, daylight hours, maximum loads out of unfavorable fields, changes in magnetic variation, drift allowances, etc.

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JAPANESE AIRMAN VISITS KELLY FIELD

Lieut. Y. Miwa, Assistant Naval Attache., Japanese Embassy, visited Kelly Field March 9th. He is returning to Japan after a four-year tour of duty in the United States. Being connected with the aviation branch of the Japanese Navy he was naturally extremely interested both in the equipment and the methods of training used at Kelly Field. His next visit was to Brooks Field, the other activity of the Training Center located near San Antonio.

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"UNDISTINGUISHED FLYING CROSS" ORDER AT WHEELER FIELD

Not to be outdone by other Army Flying Fields, the flying personnel at Wheeler Field, Honolulu, T.H., recently organized a Society, to be known as the "Order of the Undistinguished Flying Cross." The following is a copy of the order as published to pilots on duty at that station:

"Effective immediately, the Undistinguished Flying Cross, suitably engraved, will be awarded temporarily to all pilots of this group for any infraction of the common laws of flying.

Regulations governing the award of this decoration are outlined as follows:

1. Awarded by the Group Operations Officer immediately after the apprehension of any pilot having pulled a boner.

2. The decoration will be worn the remainder of the day on which same is awarded.

3. Pilots will accept the award at any time they are cited for same.

4. Low flying over restricted areas, jazzing beach hotels or any stunt considered dangerously contaminating to the gentlemen pilots of this Group are considered equally for this award.

5. The hereinbefore mentioned decoration may be seen at any time in the Operations Office provided the applicant for view of same goes through the necessary military channels.

6. It is necessary to make such an award as the above in order to maintain the esprit-de-corps of this organization.

7. Any apparent loophole in the above regulations are declared null and void and the same is hereby rendered air tight. Once cited for the award the pilot must permit the law to take its course."

The medal referred to has been constructed. It is provided with a huge safety pin for attaching to the breast of the pilot who falls heir to it. On the face is engraved the following words: "I AM A DONKEY." Much pomp and ceremony is observed at presentations.

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NEW CLASS AT ADVANCED FLYING SCHOOL

The fourth class to take training under Plan "B" (8 months' primary flying training at Brooks or March Field and 4 months' advanced training) reported at the Advanced Flying School at Kelly Field, Texas, by March 4th. This class is known as Class No. 4-B. A total of 105 students reported, of which number six officers, 45 cadets and one Staff Sergeant taking training in grade, reported from Brooks Field on March 1st. The Primary Flying School at March Field furnished 53 cadets for this class. Half of these cadets reported on March 2nd by train and the other half came through by automobile, and reported to the Advanced Flying School on March 4th.

The educational qualifications of this class are much higher than any previous class. Of the 98 cadets, 50 are college graduates, 43 have college credits of two years or more, 3 have college credits for less than two years, and the other two are high school graduates. Thirty-one cadets of this class hold Reserve commissions.

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HIGH SCHOOL STUDENTS INSPECT SAN ANTONIO DEPOT

A group of fifteen students of the Senior High Schools of San Antonio visited the Engineering Department of the San Antonio Air Depot, Duncan Field, Texas, on March 2nd, under the guidance of Captain Van J. Weaver, Air Corps Reserve, Manager of the Mission Airplane Services in San Antonio. These students were engaged in a miniature airplane building contest in their schools, and on their visit through the shops of the Depot appeared keenly enthusiastic over everything they saw, especially along the lines of airplane and engine building, obtaining some valuable information on model airplane construction, and demonstrating that San Antonio has its share of aviation supporters among the younger generation.

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The famous endurance plane "Question Mark" is no more, having lost its identity when the engineering personnel at the Middletown Air Depot overhauled and refitted it as a transport. It was ferried back to Bolling Field on March 11th by Lieut. L.M. Merrick.

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V-5882, A.C.

SULTAN OF SULU TAKES FIRST AIRPLANE RIDE

Apparently certain tribesmen in the Philippines are no longer overcome with fear at the sight of an airplane flying overhead. It was not so long ago that Army airmen on cross-country flights in the Philippines were the unwitting cause of spreading fear and consternation among these natives when flying over their abodes. This change of attitude towards the airplane by these natives was brought to light recently during a Carnival held at Manila, when a visiting Potentate, the Sultan of Sulu, was given his first airplane ride by Captain Donald Wilson, Air Corps.

As may be surmised, the Sultan's air journey furnished a big thrill for his retinue, and upon seeing their Chief climb out of the plane safe and sound after Captain Wilson landed, they took heart and expressed a desire to take a flight also. The Sultan's Secretary was the next to take a flight. Captain George L. Usher and 1st Lieut. Harold R. Wells, Air Corps, also acted as pilots for those who dared brave the vast spaces above the earth. The Presidente of Bontoc likewise enjoyed his first airplane "hop". Several days later, Captain Wilson piloted three Bogobos over Manila and vicinity and they, too, exhibited delight with their flight and safe return to the line.

These representatives of certain non-Christian tribes of the Philippine Archipelago visited Manila for the purpose of showing one half how the other half lives and, incidentally, they constituted the most interesting features of Manila's 1929 Carnival. While at Manila they were extended an invitation by Major Walter G. Kilner, Commanding Officer of Camp Nichols, and by Lieut. George W. Goddard, Air Corps, who was in charge of the Air Corps exhibits at the Carnival, to pay a visit to that Air Corps post. While at Camp Nichols, the Bontocs from Northern Luzon, headed by their Presidente, staged a native dance, much to the enjoyment of the spectators.

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NEW BARRACKS AT ROCKWELL FIELD

Specifications and plans for the new Rockwell Field barracks and quarters have been received by the Constructing Quartermaster, and bids are to be advertised soon. The work is to consist of the erection of barracks with accommodations for 300 enlisted men, 16 officers' quarters and 13 noncommissioned officers' quarters. As it is necessary to advertise the project for 30 days, and as some of the advertising must be done in the eastern publications, it will probably be about May 1st when the bids are opened at the construction office at Rockwell Field. The office will then forward the bids, together with its recommendation, to the War Department, where the contract award will be made. Work will probably start about June 1st. The new buildings at Rockwell Field will tend to relieve present housing conditions. Many of the present buildings are of temporary construction and were put up about the time of the World War.

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SIXTEEN BROTHERS AT LUKE FIELD

A most unique situation with respect to members of the same family serving at one military post was disclosed when, upon a recent survey of the personnel records of the Army Air Corps station at Luke Field, T.H., it was found that eight pairs of brothers are serving at this station. The names of three pairs of brothers were found on the rolls of the 65th Service Squadron, one in the 72nd Squadron, and the others divided among the remaining organizations.

On duty with the 65th Squadron are Corporal John B. Alexander and Private, 1st Class, Charles Alexander; Privates Henry H. and Joseph F. Pelkey; Corporal Homer T. and Private, 1st Class, William C. Zounges. Corporal Charles G. Moore and Private Albert Moore are with the 72nd Squadron. Others on the field are: Sergeant Leonard Quinn, Headquarters, and Private Homer Quinn, 4th Squadron; Privates Lawrence Maynard, 65th Squadron, and Jean Maynard, 11th Photo Section; Privates Curtis L. and Reuben R. Riblett, and John and Edward White, Casual Detachment, unassigned.

The presence of so many brothers at one military post probably constitutes a record in the annals of the Army.

AIRSHIPS FURNISH PLENTY OF EXCITEMENT FOR BOLLING FIELD PERSONNEL

By the Bolling Field Correspondent

The disastrous inaugural weather forced all four blimps which took part in the aerial demonstration to land at Bolling Field. Fortunately, the night of the 4th was calm and details of ten men were sufficient to handle both the TC-5 and TC-10. The morning of the 5th was still foggy and overcast, but towards noon Lieut. McHugo started out in the TC-5 in an attempt to make Langley Field. About an hour and a half later he returned, being unable to get through the dense haze which was hanging low on the ground.

At about 3:00 o'clock Captain Flood in the TC-10 headed out for Phillips Field and landed there later in the afternoon, after being forced down by a balky motor about ten miles from Washington.

Details of ten men were again arranged for to handle the TC-5 during the night, and the whole command was restricted to the post so as to be available in case the breeze which had sprung up became any fresher. It DID. By 7:00 o'clock the whole Air Corps Detachment was hanging on the ropes. It blew, it rained, it sleeted and it snowed. Water ran down our necks; it filled our boots and it made everything as uncomfortable as possible. By 8:00 o'clock the wind was blowing half a gale, and everybody was cold and wet.

The cooks got busy, and at about 9:00 o'clock reliefs of ten men at a time were taken to the warmth of the Operations Office and were fed with sandwiches and hot coffee. In the meantime, Major Howard C. Davidson, Post Commander, realizing the seriousness of the situation, had put in a call for help from Fort Myer, Va., and we were glad to hear that by midnight we would be relieved by the Cavalry and Artillery from that station. The Navy crews to the south of us were having just as hard a struggle as we were, and at about 10:30 p.m., the JN-3 at the south end of the field rolled over so far that the envelope was torn by the windshield on the forward end of the car. In order to prevent the envelope from tearing to pieces, the rip cord was pulled, and what had been a blimp became a heap of fabric flapping in the wind.

At about 11:30 p.m., the first detachment of the Artillery arrived, and 45 Air Corps men were immediately replaced and sent in for hot coffee and bed. By 12:30 the relief had been completed, and by 1:00 a.m., all Air Corps men were in bed, but not for long. At about 3:00 a.m., all troops were awakened, ordered to dress and stand by on their beds. At this time we learned that along about 2:30 a.m. the second Navy Blimp, the JN-4, had become torn and was now in the same shape as its sister ship. By 4:00 a.m., the wind had become so gusty that Lieut. McHugo decided to take off. He cruised around the field until about 7:00 a.m., when he landed successfully, refueled, and in a short time was off in the direction of Langley Field.

The last of the blimps we thought and hoped - but not so. On the evening of the 6th, about 9:00 p.m., there appeared over the field none other than our old friend, the TC-10, flying in a southerly direction, but making practically no headway against the wind. All men present were immediately turned out, and at 9:30 p.m., the blimp was landed and anchored. The surface wind was fairly strong, but blew steadily and there was no rain, so that little difficulty or discomfort was experienced by the ground crew. Gasoline was carried out to the blimp in five-gallon cans, and after a conference in the Operations Office Capt. Flood decided to leave for Lakehurst. This he did at about midnight, and he finally landed there safely in the early hours of the morning.

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BAD WEATHER CURTAILS AIR DEMONSTRATION FOR INAUGURAL VISITORS

All the elaborate plans for giving aerial demonstrations to visitors before and after the Inauguration ceremonies were brought to naught by Jupiter Pluvius, accompanied by his half brother, Fog. The only flying done by the Army Air Corps was during the parade, when six O2-E's, one O-1 and two O-11's flew formation over the marching throng. Due to the very poor visibility the formation was, of necessity, more or less loose, in order to insure the safety of those above and below.

The pilots participating in this formation were Captains Hale, Hasty, Hoyt, Hunter, Galloway and Phillips, and Lieuts. Longfellow, Sullivan and Quesada.

COMMERCIAL AVIATION IN HAWAII

By the News Letter Correspondent

Rapid strides in the direction of organizing commercial airlines in the Islands have been made within recent months, and the indications are that regularly scheduled flights between the units of the group will be made within a few months.

The Territorial Aeronautical Commission recently voted to expend \$54,000 immediately on the development of the John Rodgers Airport, which is situated between Luke Field and Honolulu. The work of extending the runway and constructing adequate roads will be undertaken by the department of public works. A fight has also been launched by the Commission to secure from the legislature which is now in session, a budget of \$467,000 for the construction of four airports on the principal islands of the group.

Inter-Island Airways, Ltd., the corporation proposed by the Inter-Island Steam Navigation Company to undertake commercial aviation in the territory, has filed articles of incorporation. Following this action by the steamship people, the Hawaiian Airways, Ltd., a rival concern which announced plans for a commercial venture before the Inter-Island entered the field, announced that they will shortly submit a proposal for a consolidation of the two companies.

Considerable interest was manifest among Air Corps officers when it was announced by Hawaiian Airways, Ltd., that they were negotiating with Captain Lowell H. Smith, around-the-world flyer now stationed at Wheeler Field, and offering him the position of Operating Manager. No Army officers are known to have been approached by the Inter-Island folks, however. Stanley C. Kennedy, General Manager of the Inter-Island Company, and Assistant General Manager of the Steamship Company, stated to the News Letter Correspondent sometime ago that one or more officers of the Air Corps who are now serving or have served in Hawaii, will be asked to affiliate with them in an official capacity. No particular officer was then being considered, he said.

Colonel P.M. Smoot, Chairman of the Territorial Aeronautical Commission, recently announced the personnel of six committees to handle the activities of that body. This action followed immediately after his return from the mainland where he spent several weeks making a study of commercial lines and airports.

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A DISAPPOINTMENT FOR THE DEFENSE COUNSEL

Young officers at Mitchel Field, Long Island, N.Y., are required to collaborate their study of Military Law in the Garrison School with attendance at a trial before the General Court-Martial at that station. Recently a dozen or so of these 2nd Lieutenants attended, as spectators, a larceny trial in which one of the articles alleged stolen was a revolver owned by a soldier. Interest was beginning to lag and the trial dragged along without any unusual incident when the following occurred:

Q. (By Defense Counsel) Where did you buy the pistol?

A. (By pistol's owner) I got it when I was in the (mentioning a prominent South American country) Navy. It was the revolver issued to us there.

Q. Weren't you required to hand it in upon discharge?

A. I wasn't discharged. I beat it from that Navy and took the revolver with me.

Q. (The Defense, all attention, scenting possible desertion and hence not ownership of pistol by soldier specified as its owner) You beat it without being discharged? Why?

A. They had a new President down there, so we all had to beat it. We didn't have time to be discharged.

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The Chula Vista Chamber of Commerce offered the War Department, through Congressman Phil D. Swing, 215 acres of the Chamber's industrial lands for a site for the new Army Air Depot in case of removal of the Air Depot from Rockwell Field. Accompanying the formal offer of the chamber-owned land was a certified copy of a resolution passed by the Chula Vista board of trustees calling an election to vote a \$100,000 bond issue to dredge and fill portions of 192 acres while the City of Chula Vista will also offer the War Department. The two parcels of land will comprise an area of 407 acres which will afford the only site for a new Air Depot and repair base.

COOLING PROCESS FOR AVIATION ENGINES ✓

A cooling process which undoubtedly will revolutionize the operation of all aircraft equipped with water-cooled engines has been developed at the laboratories of the Army Air Corps Materiel Division at Wright Field, Dayton, Ohio. The exact combination of the chemical formula of this cooling agency, which is a liquid, has not been made public as yet beyond the fact that it can be bought in the open market at relatively reasonable prices.

Experiments conducted in block tests on various airplane engines by Army Air Corps engineers working under the general supervision of Brigadier-General William E. Gillmore, Chief of the Materiel Division, have produced the following pertinent advantages of this cooling fluid as a substitute for water in the type of engine used in Air Corps pursuit planes.

1. Only four and a half gallons of the chemical cooler are needed in place of about 18 gallons of water - a reduction of 84 pounds.

2. The decreased quantity of cooling fluid permits the use of a radiator one-fourth the size of the type now in use - a saving of nearly 40 pounds.

3. The combined reduction in cooling fluid and radiator weight as well as in radiator surface not alone means that more than 100 pounds of dead weight is transformed into useful load but also that the parasite resistance of the radiator - which often represents 20 percent of the total resistance of the ship - has been materially reduced, with a resultant increase in speed, estimated at 11 miles per hour.

4. Inasmuch as the temperature of the cooling fluid must rise to 387 degrees Fahrenheit before it reaches the boiling point (water boils at 212°) it permits airplane motors to be operated at speeds far in excess of the limits permitted in water-cooled systems. A 50-hour test was recently conducted at Wright Field. During that period the speed of the motor was so high that the temperature of the cooling liquid rose to 300°, but without any apparent injurious effect to the motor. Heretofore 180° has been the ordinarily accepted maximum.

"The discovery of this important cooling fluid will not be kept secret," said Assistant Secretary of War F. Trubee Davison, in charge of Army aviation. "General Gillmore informs me that actual flying tests are to be made at Dayton at an early date for the purpose of collecting data showing actual performance while in flight. If these benefits turn out to be as great in practice as tests on the ground indicate they will be, the Army Air Corps will have made another great contribution to the general progress of aviation.

The chief handicap of water-cooled engines so far has been the added weight of their cooling element, as well as the head resistance of their radiator equipment. A 75 percent reduction in this weight and resistance will enable airplanes to carry greater loads at greater speeds or with more economy of fuel consumption. For military airplanes this means increased performance; for commercial aircraft, greater payloads. It may even be possible to eliminate radiator resistance entirely by placing the radiator in the wing of the ship. This type of radiation has been tried before but never with entirely successful results and due mostly to the large radiator surface required. Now, with a promise of a 75 percent reduction in this respect, it is quite possible that wing skin radiators may be perfected for ordinary use. Tests on pursuit planes have shown that wing skin radiators increase the speeds of those ships about 15 miles an hour.

If the chemical cooling fluid is found to be as effective as Army Air Corps experts predict it will be, only minor changes will be necessary to adapt water-cooled motors for its use. Also, this discovery opens the door for liquid-cooled motors of greater horsepower than those now in use. The water-cooled power plant has so far been limited in size, because increased power meant heavier and more bulky cooling systems."

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LIEUT. IRVINE PERFORMS COMMENDABLE ACT

A crowd of people preventing him from choosing a safe landing on the sands of Pasay Beach, Lieut. C.S. Irvine, of Clark Field, P.I., flying a PW-9C pursuit plane, purposely landed in the water. His action in refusing to risk the lives of bystanders - although he might have done so without killing anybody and without risking his own neck - brought him much favorable commend. Lieut.

Irvine had flown to Manila for the Annual Carnival of the Philippine Islands, with five others from Clark Field. They joined 16 planes from Camp Nichols and did some stunting for the crowd. The plane developed trouble and, before he could reach Camp Nichols, the engine quit altogether. He had not sufficient altitude to glide to the field. He kept the plane in the air as long as possible, then picked a spot some 20 feet from the shore, landing with an awful splash. The airplane did a "ground loop", went up on its nose and over on its back, pinning Lieut. Irvine in the cockpit. He crawled out, however, and in spite of the shock of landing at high speed, suffered nothing more than a bruised leg. The plane was smashed beyond repair.

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NAVAL OFFICER PRAISES AIR CORPS COOPERATION

Combined maneuvers were completed the latter part of February, and the Panama Canal Department Air Force immediately started maneuvers with the various arms of the service stationed in the Canal Zone, anti-aircraft searchlight tracking being one of the foremost duties.

The following letter was received from the Commander-in-Chief of the United States Fleet in connection with work done by the Army Air Corps during the Naval Aircraft Maneuvers:

"Commanding Officer, France Field, C.Z.

Following received for your information from the Commander in Chief, U.S. Fleet: Quote 0028 Nineteen Fleet. The extensive operations of aircraft during Problem Nine and U.S. Fleet exercises have terminated without attending loss of life or injury to personnel. The Commander in Chief, U.S. Fleet, considers that this record of achievement points to thoroughness in training, skill in operation, unrelenting diligence and strict adherence to safety precautions.

Commandant Fifteenth Naval District."

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FLOOD LIGHTS TESTED AT BOLLING FIELD

Two types of airport flood lights were recently tested at Bolling Field, Anacostia, D.C., and found satisfactory. On March 12th a General Electric Type ALH Airport Flood Light, equipped with eight 3,000-watt lamps, was used. Major Davidson, Captains Devery, Dinger, Lieuts. Bayley, Myers, Lawton, Homin, Longfellow and Merrick as pilots, with press representatives and experts from the General Electric Company as passengers, made the tests.

On the following night two Air Corps Type A-6 Flood Lights were used, one being located near post headquarters and the other at the south end of the field. Tests were made by Lieuts. Longfellow, Merrick and Stranathan, the passengers being members of the press and Mr. Hardy, of the Materiel Division at Wright Field. These lights were also found to be very satisfactory, but Mr. Hardy considered that they were mounted somewhat too low.

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POST SCHOOLS FOR ENLISTED MEN PROVE A SUCCESS

The beneficial results of post schools for enlisted men were particularly evident at Luke Field, T.H., where more than fifty men successfully passed examinations and received Air Mechanic ratings since the school opened. A large class is expected to take the examinations again in June of this year, and instructors are certain that a high percentage of the men will acquit themselves creditably.

The Post Library completed arrangements for additional books for the Traveling Library, thus placing a large list of books, both fiction and non-fiction, at the disposal of the enlisted men. The thousands of volumes in the old library were completely rearranged and catalogued so as to give the best possible service to the borrower.

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NEW CLASS FOR THE AIR CORPS ENGINEERING SCHOOL

Twelve Air Corps officers have thus far been assigned by War Department orders to report not later than July 1, 1929, to the Commandant of the Air Corps

Engineering School, Wright Field, Dayton, Ohio, for assignment to duty as students, viz: Captain Theose E. Tillinghast, 1st Lieuts. Albert C. Foulk, Albert F. Hegenberger, Charles D. McAllister, Dudley W. Watkins, William N. Aris and Eugene L. Eubank, of Wright Field; 1st Lieuts. Orval R. Cook and Arthur W. Vanaman, of Brooks Field, Texas; 1st Lieut. Alden R. Crawford, Selfridge Field; 1st Lieut. Harlan T. McCormick, March Field; and 1st Lieut. Paul H. Kemmer, Mitchel Field.

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NEW STUDENTS FOR THE AIR CORPS TACTICAL SCHOOL

Under Special Orders of the War Department, recently issued, the following-named Air Corps officers will be relieved from their present duties and report not later than August 25, 1929, to the Commandant of the Air Corps Tactical School, Langley Field, Va., for duty as students, viz:

Major George E. Stratmeyer, U S. Military Academy, West Point, N.Y.
Major Benjamin G. Weir, Procurement Planning Representative, New York City.
Major Barton K. Yount, Assistant Military Attache, Paris, France.
Captain Frederick I. Eglin, Air Corps Training Center, Duncan Field, Texas.
Captain Harrison W. Flickinger, Air Corps Representative in Charge of Inspection and Procurement Activities, Buffalo, N.Y., and vicinity.
Captain John I. Moore, Kelly Field, Texas.
Major Henry J.F. Miller, Langley Field, Va.
Captain Charles P. Clark, Langley Field, Va.
Captain Ross G. Hoyt, Office Chief of Air Corps, Washington, D.C.
1st Lieut. Arthur K. Ladd, Office Chief of Air Corps, Washington, D.C.
1st Lieut. John D. Barker, Office Chief of Air Corps, Washington, D.C.
1st Lieut. Robert J. Brown, Jr., Langley Field, Va.
1st Lieut. Orville L. Stephens, Mitchel Field, N.Y.
1st Lieut. Charles McK. Robinson, Infantry School, Fort Benning, Ga.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: Captain Roger S. McCullough, student Air Corps Tactical School, Langley Field, Va., to March Field, Calif., sailing from N.Y. July 23d.
1st Lieut. Dayton D. Watson, Brooks Field, to Fort Hayes, Columbus, Ohio, for duty as Instructor, National Guard.

Captain Lawrence P. Hickey to Post Field, Okla. upon completion foreign service.

1st Lieut. Vincent J. Meloy to Militia Bureau, Washington, D.C., upon completion tour of duty in the Philippines.

Major Norman W. Peek, upon completion of present course of instruction at Air Corps Tactical School, to Langley Field, Va., for duty.

Captain Morris Berman, Wright Field, Dayton, Ohio, to Walter Reed General Hospital, Washington, D.C., for observation and treatment.

Captain Albert M. Guidera, Agricultural and Mechanical College, College Station, Texas, to Panama Canal Zone, sailing from New York about July 11, 1929.

1st Lieut. Isaiah Davies, Richards Field, Mo., to Bolling Field, D.C.

1st Lieut. Cornelius J. Kenney, March Field, to Richards Field, Kansas City, Mo., for duty with Organized Reserves, 7th Corps Area, effective May 1st.

1st Lieut. Samuel C. Eaton, Jr., Chanute Field, Ill., to Pittsburgh, Pa., for duty with Organized Reserves, relieving Captain Thomas S. Voss, ordered to proceed to Chanute Field for duty.

Captain Douglas Johnson, upon completion of present course of instruction, Air Corps Tactical School, Langley Field, to duty at that field.

Captain Wm. V. Andrews, Langley Field, to duty as Secretary and Instructor, Air Corps Tactical School.

Captain Edwin J. House, Instructor, Air Corps Tactical School, Langley Field, to Mitchel Field, N.Y.

1st Lieuts. Charles Backes, Chanute Field; Phillips Melville and Wm. C. Morris, Langley Field, Va., and Edwin R. Page, Wright Field, to Philippines, sailing from New York about August 20th.

Captain Charles T. Phillips, Office Chief Militia Bureau, Washington, D.C., to Infantry School, Fort Benning, Ga., not later than Sept. 17, 1929, for duty as student, advanced officers course, 1929-1930.

Promotions: Captain Lloyd N. Koesling to Major, rank from March 11, 1929.
 1st Lieut. Robin A. Day to Captain, rank from March 8, 1929.
 1st Lieut. Aaron E. Jones to Captain, rank from March 2, 1929.
 2nd Lieut. Lloyd E. Hunting to 1st Lieut., rank from March 15, 1929.

Resignation: 2nd Lieut. David Morgan Hackman.

Relieved from detail to the Air Corps: 2nd Lieut. Richard H. Middlebrooks to Infantry, 2nd Division, Fort Sam Houston, Texas.

2nd Lieut. Henry L. Flood to Infantry, 2nd Div., Fort Sam Houston, Texas.
 2nd Lieut. Albert S. Baron to 13th Coast Artillery, Fort Barrancas, Fla.
 2nd Lieut. Harry C. Larter, Jr. to Field Art., 2nd Div. Ft. Sam Houston.
 2nd Lieut. Robert Wiesenauer to Infantry 2nd Div. Ft. Sam Houston, Texas.
 2nd Lieut. George W. Baker to Infantry, 2nd Div., Fort Sam Houston, Texas.
 2nd Lieut. Charles F. Howard to 6th Infantry, Jefferson Barracks, Mo.
 2nd Lieut. Paul A. Leahy to Philippines for duty with Coast Artillery Corp
 2nd Lieut. William H. Hennig to Hawaiian Dept. for duty with Coast Artillery

Detailed to Air Corps and to Brooks Field, July 1, 1929, for training:

2nd Lieuts. Frank T. Ostenberg, Coast Artillery Corps; James A. Channon, Field Artillery; Fred O. Tally, Infantry.

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GOLF IN THE PHILIPPINES

Lieut. A. Shea, Air Corps, recently played five rounds of golf at the Fort McKinley course for an average of par. On February 9th he shot a 66 and followed it the next day with a 65. These scores made him the winner of the Fort McKinley handicap tournament. In his next three times he shot a 66, 65 and finished with a 64. His score for February 18th follows:

OUT	1	2	3	4	5	6	7	8	9	Total	IN	10	11	12	13	14	15	16	17	18	Total
Par	3	4	3	3	4	3	4	5	3	32	Par	3	3	4	5	4	4	4	3	3	33
Shea	3	4	3	4	4	3	3	5	3	32	Shea	4	3	4	4	4	3	4	2	4	32

So far this season Lieut. Shea has won the Army Tournament of the Philippine Department and was medalist in same. He was runner up in the Philippine Open and tied for medalist in the Philippine Open.

Of the 36 officers stationed at Camp Nichols, P.I., about 25 can be counted on at almost any time to play a game. To provide a source of competition, all players are ladderred as to their score and no person can challenge another unless he be one or two higher on the ladder. Much friendly rivalry has been the result and also much exercise. To hear the various discussions one would think Bobbie Jones had better look to his laurels - but a glimpse at the various scores allays any such thoughts. And the alibis "I almost had him in the 18th but," that's common. As a result of all this interest a small nine-hole putting course was started at Camp Nichols with the ultimate end in view of enlarging it. So far there are some few who do not take kindly to the sport, but it won't be long before they too will fall in line.

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KINDLEY FIELD PERSONNEL TRANSFERRED TO CAMP NICHOLS

Orders were received on February 12th transferring Flight "A", 2nd Observation Squadron, Kindley Field, to Camp Nichols, Rizal, P.I., said move to be completed April 1st. A very fine two-story set of barracks is being constructed at the north end of Camp Nichols to receive the Flight. In years gone by such a move has been contemplated, but now it does appear, and Kindley Field admits that such plans are likely to become an actuality.

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The concentration of the 61st and 62nd Regiments, Coast Artillery Corps, Fort Story, Va., during the period April 1st to May 3rd, has been approved by the War Department. In addition to the regular practice and record firing, it is proposed to conduct special firing, using gliders as targets, during the latter part of this period. Five target gliders will be shipped to Langley Field, Va. for use in anti-aircraft tests. Planes from the 9th Observation Group, Mitchell Field, N.Y., will be used for launching these gliders during the tests.

NOTES FROM AIR CORPS FIELDS

Lanley Field, Hampton, Va., March 1st.

Headquarters 2nd Bombardment Group - By Lt. Howard E. Hall, Air Reserve.

The training program is still rather behind. The first period is rapidly drawing to a close, and part of the second period is being carried on at this time. With the continual flow of LB-5A's from the Aero Repair, where the tails are being reinforced, the training program will soon be up to date.

First Lieut. William J. Hanlon, assigned to the 59th Service Squadron, is on D.S. enroute from Manila, P.I.

Second Lieut. Chas. Sugg, Air Reserve, was assigned to the 49th Bomb. Sqdn. for 14 days' active duty, which terminated February 15th.

Second Lieut. William Bentley, Air Reserve, was assigned to the 49th Bomb. Squadron for active duty until June 30, 1929.

Tech. Sgt. Samuel J. Davis (Enlisted pilot) was promoted to Master Sergeant and transferred to the 15th Obs. Squadron, Selfridge Field, Mich.

The following-named enlisted men received promotions since January 1, 1929: Promotions made by Chief of Air Corps: Staff Sgt. Craine, 58th Sqdn. to Tech. Sgt., 59th Sqdn.; Staff Sgt. McChes, 20th Sqdn. to Tech. Sgt., 49th Sqdn.; Tech. Sgt. Turner, 49th Sqdn., to Master Sgt., 20th Sqdn.; Staff Sgt. Kendrick, 96th Sqdn., to Tech. Sgt., 49th Squadron.

Promotions made by Group Commander: To grade of Sergeant - Eston E. Selvey and Maurice E. Henry, 20th Sqdn.; Henry H. Young, 59th Sqdn.; Wm. W. Wilkinson, 96th Sqdn.; to 1st Sgt. - Charles E. Atkins, 96th Sqdn.; To Staff Sgt. - Dwight M. Capps and Don W. Whiteside, 96th Sqdn.; Albert Spade, 20th Sqdn.; To Corporal - Fred Cook, Martin D. Mannion, John L. Melius, John W. Watson, Roy White, 59th Sqdn.; Cornelius Runner, 20th Sqdn., and Edward H. Pearson, 96th Squadron.

The following-named personnel have been ordered to Panama: From 2nd Bomb. Group: Private James K. Weston; from 20th Bomb. Sqdn.: Privates James W. Dannerstein, Frank M. Uriah, William R. Hayes, Joseph G. Kury, Joseph Hopkins, Henry P. Roy, Russell Jenkins, Victor R. Josey, Homer J. Knaey, Zolton J. Phillips; from 49th Bomb. Sqdn.: Privates Charles E. Alhiser, Roy T. Goldworth, Ransom A. Johnson, Daniel J. Smith, Maurice R. Fishell, Joseph E. Higgins, Harry F. Shadel, Fred R. Weber; From 96th Bomb. Sqdn.: Privates James L. Bloom, Jacob Dutko, Charles E. Mathews, Clifford W. Ployman, Clarence J. Burnett, Aaron Gilgore, Ralph A. Mensch, Arthur M. Zindle; from 59th Service Squadron: Privates Thomas Boatman, Anthony DeMark, Harold Fein, Clarence Lackey, Karl A. Pillow, Samuel D. Watson, Francis W. Caldwell, Paul F. Durkey, George E. Farrell, Roy T. Huber, Clarence M. Moyer, Ellsworth S. Stark, George Zimmerman.

The following is a list of officers and enlisted men of the 2nd Bomb. Group who participated in cross-country flights during the month of February: Lieut. Fair, pilot, with Lieut. Burnside, in O-11, to Atlanta, Ga. Feb. 1st; Lieut. Fair with Lieut. Geer, in O-11, to Bolling Field, Feb. 4th; Lieut. Fair, pilot, with W.O. Bradshaw, Capts. Reed and Hale, Sgts. Malloy and York, Lieuts. Buie and Kirkendahl to Mitchel Field, in C 2-A, to Mitchel Field, Feb. 7th; Capt. Sellers, pilot, with Lieuts. Deaton, Blaufuss, Lieut. Hackman, Sgt. Catteris, Privates Ruth and MacDonald and Mr. MacAvoy, to Mitchel Field; in C 2-A, Feb. 8th; Lieut. Thomas with Lieut. Vaughan, to Mitchel Field; in O-11, Feb. 8th; Lieut. Hall, with Pvt. Delevan, to Bolling Field in PT-1, Feb. 8th; Lieut. Bentley with Lieut. Sugg, to Richmond, Va., in PT-1, Feb. 14th; Lieut. Peyton with Lieut. Sugg to Richmond, Va., in PT-1, February 15th.

Private James F. Weston, transferred to this organization from the 19th Airship Company, Feb. 1st, volunteered for foreign service in Panama Canal Department, and left for Fort Slocum, N.Y., Feb. 16th.

Captain Ernest Clark was transferred from the 59th Service Sqdn. and attached to this organization on February 16th.

20th Bombardment Squadron - By Lt. M.M. Burnside: Tech. Sgt. C.G. Brantley and Sgt. E.E. Selvey returned to the Sqdn. Feb. 15th from the Keystone Aircraft Corp., where they have been receiving instructions on the LB-7 for the past two weeks. It is stated by both men that their knowledge of the LB-7 was increased by their visit to the factory.

Eight privates of this organization, transferred to Panama, left Feb. 16th, for Norfolk to take the boat to New York, leaving there Feb. 21st on the Army Transport.

The Squadron's flying activities the past week were somewhat handicapped by the weather, but with a break we hope to complete the First Period Training Program within a week.

19th Airship Company - By Lieut. M.E. McHugo: Very good flying weather prevailed during the greater part of the past week, and a number of training, patrol and cross-country flights were made.

On February 12th a cross-country training and reconnaissance flight to Bolling Field was made in the TC-10-254. While there two training flights with Majors Lincoln and Kennedy as pilots were made. Airship returned at 6:20 p.m.

The TC-5 was piloted on a cross-country training flight to Bolling Field on Feb. 15th. While at Bolling training flights with Major Kennedy and Lieut. Williams as pilots were made. The return flight to Langley was made through a dense fog, rain and darkness, but the ship came through safely. Major Kennedy and Lieut. Williams returned to Langley on the ship. On the same date the TC-10 with Capt. Wm. J. Flood in command left for Lakehurst, N.J. on a coast patrol, navigation and communication flight.

On February 18th the TC-5, with Lieut. M.E. McHugo in command, flew to Richmond and return on a photographic mission. A landing was made at Byrd Field, and Mayor Bright of Richmond boarded the ship and made the return flight to Langley.

After a slow start, the basketball team of the 19th finally hit its stride and is tied for first place with the 96th, 20th and A.C.T.S. Detachment. On Monday, the 19th won over the A.C.T.S. 43 to 22, and on Feb. 21st the 96th and 19th were scheduled to meet in one of the deciding games of the League. If the 19th continues to hold the pace set recently we expect to have another cup for our Trophy Chest.

During the last week in February the two TC ships operated by this organization had a total of 33 aircraft hours and 227 man hours. The missions included coast patrol and cross-country flights to Lakehurst, N.J., Bolling Field, and Fort Hoyle, Md.

On Feb. 15th, the TC-10 was flown to Lakehurst, N.J., on a coast patrol, navigation and communication mission. While at Lakehurst the ship was flown by Col. C.G. Hall as part of the training for officers attached to this organization for flying duty. The ship returned to Langley Field on the 19th.

The TC-5, with Capt. Wm. J. Flood in command, was flown to Washington, D.C. on Feb. 24th, for the purpose of carrying out tests in radio reception and broadcasting from an airship. These tests were in the nature of preparation for the Presidential Inauguration program on March 4th, when it was scheduled to take movie "talkies" of the parade, as well as broadcast the most interesting features of it.

The 19th basketball squad lost a close game to the 49th on the 24th by the score of 19 to 18. The loss of this game practically eliminates the 19th as a championship contender.

As soon as weather permits, the basketball team will be organized, and with most of last year's veterans still in the fold we expect to again make a clean sweep of the inter-squadron games.

59th Service Squadron - Lt. George R. Geer: 2nd Lieut. George R. Geer assumed command of this organization, vice Capt. Ernest Clark, transferred to 2nd Bombardment Group Headquarters.

The C-2A Transport returned from Cross country to Mitchel Field, Feb. 11th.

96th Bombardment Squadron, By Lieut. Ernest G. Schmidt: Staff Sgt. Kendrick was promoted to Tech. Sgt. Feb. 11th and transferred to the 49th Bomb. Sqdn. Sgt. Capps was promoted to Staff Sgt., Corp. Wilkinson to Sgt. and Pvt's 1st Cl. Pearson to Corporal, effective Feb. 11th. Enlisted men transferred to Panama on Feb. 16th - Privates Bloom, Gilgore, Mench, Dutko, Mathews, Flowman and Burnett.

Lieuts. Stranathan and Agee accepted commissions in the Regular Army, A.C.

The basketball team lost the most decisive and bitterly contested game of the season to the 19th Airship Company. The team has done remarkably well this year, having lost only two games. Lieut. Schmidt has proven himself an efficient coach. A number of the men were transferred to foreign service.

The Squadron put in two hours of night flying on the 25th. The new hangar is rapidly nearing completion.

58th Service Squadron: Lieut. Richard Geer and Sgt. Smith made an unexpected lengthy trip to Boston on Feb. 23rd. On the way up, the motor developed a leak in the water jacket, and he barely made Boston. The plane was held up at Boston for several days while repairs were being made and waiting for the weather to

clear. Lieut. Geer started back on Feb. 27th, but thick weather drove him into the Newark Airport, where he spent the night. The next morning, in inspecting the O-11 plane he was flying, he found the gasoline all gone from the "belly tank." The mechanics told him that they had inadvertently tripped the tank and spilled out the 85 gallons of gasoline. This was good news, indeed, to a flyer anxious to return home. Enough gas was procured to enable a flight to Mitchel Field, where a full load was taken, and the pilot returned to Langley March 1st, much richer in cross-country experience than before.

Col. Culver accompanied Col. Chas. Lindbergh to Washington in an O-2, when the famous "Lindy" stopped for a few hours on his northward trip from Panama. Col. Lindbergh was much pleased with Langley Field when he landed on the airdrome and made a casual inspection. Col. Culver went over the post with him. Col. Lindbergh was impressed with the big wind tunnel of the N.A.C.A. He was glad to see two of his old classmates, Lieuts. Wolfenbarger and Geer, on duty at the field.

Luke Field, T.H., March 1st.

Fox-Cornet Post No. 9, American Legion, Department of Hawaii, located at Luke Field, recently staged a nine-act vaudeville show which drew one of the largest crowds ever assembled here for an amateur performance. Fox-Cornet is one of the most unique posts in the entire Legion organization. It was organized in 1920, and named for Lieut. Robert R. Fox and Corporal Herman Cornet, who lost their lives August 8th of that year while flying over the Island of Molokai on reconnaissance patrol. Only officers and men of the Air Corps made up the membership until recently, when at a regular meeting it was decided to invite eligibles from the Naval Air Station to become members. As a result of this action, more than 20 of the Navy men now belong. Lieut.-Commander (Beauty) Gladden, executive officer of the station, was one of the first to join and was promptly elected vice commander of the post.

Chaplain Ivan G. Martin, who is performing the duties of Post Chaplain during the illness and subsequent sick leave of Chaplain Rinard, was instrumental in securing some interesting talent for programs in connection with his Sunday night services. A troupe of entertainers from the Hawaiian Language School gave the men here a program of costume songs and dances a few Sundays back that was never excelled at this station.

Capt. Harry C. Drayton, C.O. of the 72nd Bombardment Sqdn., is pursuing a course at the Cooks and Bakers School at Schofield Barracks.

Lieut. Joseph H. Hicks assumed command of the 11th Photo Section, relieving Lieut. Harold R. Rivers who was assigned to the Hawaiian Air Depot at Fort Armstrong.

Lieut. Leslie P. Holcomb, 72nd Squadron, returned to the mainland on leave to visit his father, Col. F.P. Holcomb, a patient at Letterman General Hospital.

Lieut. Eyrle G. Johnson, reporting for duty from the 3rd Attack Group, Fort Crockett, Texas, was assigned to the 23rd Bombardment Squadron.

Lieut.-Colonel John H. Howard, Department Air Officer, returned from leave of absence on the mainland. Major P. E. Van Nostrand, C.O. of the 5th Composite Group, acted as Air Officer during Colonel Howard's absence.

Staff Sgts. Armbruster and Kramer returned to the mainland on the February transport. Armbruster goes to Brooks Field and Kramer to Ft. Riley, Kansas.

Master Sgt. George Stout, 4th Obs. Sqdn., returned from leave of absence.

Staff Sgt. Phillip A. Van Cleaf, 4th Obs. Sqdn., was placed on the retired list, upon completion of 30 years' service. He was able to show ten discharges from the Army and Marine Corps, nine of them showing character "Excellent."

Private, 1st Class, Eric Deval, 23rd Bombardment Squadron, returned on a Feb. transport as a patient, and is at Letterman General Hospital.

Sgt. Earl Adams, 23rd Sqdn., was transferred to Fort Crockett, Texas.

Master Sgt. Samuel Salansky, 23rd Sqdn., reenlisted in grade Feb. 26th. He is now on his 26th year of uninterrupted service and tenth enlistment.

Tech. Sgt. Emil La Londe, 23d Sqdn., departed for Selfridge Field, Mich.

Staff Sgt. Dodson, on arrival from the mainland, was assigned to the 4th Observation Squadron.

Staff Sgts. McClaskey and McKee, recent arrivals from the mainland, were assigned to the 72nd Squadron.

Following officers were ordered to mainland for duty: Major P. E. Van Nostrand, Lieut. R. J. Brown, Jr. and Capt. Henry Pascale to Langley Field, Va.; Lieuts. Leon A. Sharon and Gilbert Tefft to March Field; Lt. George Polk to Brooks Field, Texas; Lieut. J. T. Morris to Selfridge Field, Mich.

A new and modern hardwood floor was just completed at Luke Field, which is a combination boxing ring and basketball court. Due to the early completion of the floor, Luke Field was enabled to enter teams in the Sector-Navy basketball league for this season, and is making a favorable showing.

Inter-squadron boxing matches were held during December, and from the teams competing a post team was selected to represent Luke Field in the Sector-Navy boxing league. A creditable showing was made in this line of athletics up to the date of this writing. Luke Field met Fort Kamehameha, Fort Shafter and the Honolulu team, the latter made up from both Forts Ruger and Armstrong. They defeated Fort Kamehameha and Honolulu but lost to Fort Shafter.

An inter-squadron track meet was held Feb. 27th for the purpose of starting the organizations in their training for the annual field meet later in the year. The 72nd Bombardment Squadron copped the honors of the day, with the 23rd squadron second. The 4th Observation and 65th Service Squadrons failed to make a raffle of any moment in any of the events. Out of the ten events the 72nd captured first place in eight and second in the other two. The 23rd took first place in the 220-yard dash and the 65th won the pole vault contest.

Chamute Field, Rantoul, Ill., March 9th.

Lieut. John V. Hart and Tech. Sgt. George P. Klingler took off on an extended cross-country flight to St. Petersburg, Fla., returning March 2nd.

A formation of three O-2's was flown to Monticello, Ill., for the funeral of Eugene Cecil, killed while flying the air mail. Sgt. D.M. Swisher, 2nd Lieut. P.E. Shanahan, Air Res., and Tech. Sgt. P.B. Jackson were the pilots, and flew a creditable formation.

Second Lieut. P.E. Shanahan was on two weeks' very active duty at this field from the 1st to the 14th of February. Since then he has accepted a regular commission and proceeded to Selfridge Field where, doubtless, he will give their P-1's a good workout.

On March 4th the following-named officers reported here to pursue a course in Aerial Photography, as given to Air Corps Reserve and National Guard officers: Capts. Paul C. Durbin, John Roney Wright and William C. Thomas, Air Reserve; 1st Lieut. Frederick P. Sansom, 118th Photo Sec., Conn. N.G., and 1st Lt. Hillford R. Wallace, 116th Photo Section, Washington National Guard.

The enlisted men's dances and basketball games are going forward with great gusto, and at all times goodly crowds are in attendance.

San Antonio Air Depot, Duncan Field, Texas, March 16th.

The Depot had the opportunity of a visit, during the past few days, from Captain Ira C. Eaker, in connection with various services and equipment furnished by the Depot for his Boeing P-12 airplane, the "Pan-American," in his contemplated Dawn-to-Dusk Flight from Brownsville, Texas, to the Canal Zone. Former Lieut. Erik H. Nelson, of World Flight fame, Assistant Chief Engineer of the Boeing Air Transport Company, of Seattle, also favored the Depot with a visit on March 5th to 7th, in this connection. Mr. Soderling, of the Pratt & Whitney Aircraft Company, likewise visited the Depot with reference to work on the "Wasp" engine installed in the "Pan-American."

It is our sad duty to announce the passing away on March 14th of Gwendolyn Hornaday Harbeck, wife of 1st Lieut. Edward V. Harbeck, of this Depot, at the residence of her father, F.A. Hornaday, Sr., at 308 Augusta St., San Antonio, after an extended period of illness. Besides her husband and parents, Mrs. Harbeck is survived by two brothers, Terry A. Hornaday and Fred A. Hornaday, Jr. The remains were conveyed March 15th to Fort Scott, Kansas, for services and interment in that city on Sunday afternoon, March 17th. Deepest sympathy is extended to Lieut. Harbeck and the family in their bereavement.

First Lieut. Edward M. Robbins, of Rockwell Field, Calif., was a visitor here March 12th to 15th to ferry a PT-1 plane to his home station.

Airplanes and engines overhauled and repaired in the Engineering Department of the Depot during February were as follows: Major overhauls - Airplanes: 5 DH-4M-1, 1 DH-4M-2, 1 DH-4M-2K, 3 DH-4M-2P, 2 DH-4M-2T, 3 O2, 1 Pl-E, 3 Pl-F, 1 A-3, 6 PT-1, 2 PT-3A, Total 28; Engines - 11 Curtiss D-12, 5 Wright J-5, 4 Wright E, total 21. Minor repairs were given to 1 DH-4M-1, 1 O2, 2 O2-C, 2 O2-H, 1 O-11, 1 A-3, 1 AT-4, 2 C-1-C, total 12 airplanes; 5 Wright-E, 1 Wright E-4, 5 Liberty, total 11 engines.

Captain Otto G. Trunk and Lieut. Ames S. Albro, of this Depot, flew to Brownsville, Texas, March 9th, to attend the ceremonies held there on that date in connection with the christening of Captain Ira C. Baker's plane, the "Pan American," and the inauguration of the Brownsville to Mexico City international mail line.

France Field, Panama Canal Zone, March 18th.

During the past month several Air Corps officers paid us a visit, viz: Capt. McDaniel, on duty as observer with the fleet; Lieut. Eller, on leave of absence; Lieut. Weddington, on leave of absence and flying for the Pan American Airways, and Lieut. Leland W. Miller, on leave of absence from Office Chief of Air Corps.

First Lieut. Laurence C. Craigie and David M. Schlatter recently arrived at this station and were assigned to duty with the 7th Observation Squadron.

Lieut. Donald E. Duke reported at this station February 28th for a period of three days' active duty, upon expiration of leave of absence, in order that his resignation could be accepted at this station. He resigned as of March 4th and is now in the employ of the Pan American Airways.

A party of 51 members of Congress and their families paid a visit to this station on March 17th, and were shown through the shops, hangars, barracks, etc. Quite a number of them were given airplane rides over the Canal.

Captain Ira C. Baker, A.C., arrived at this station at 12 noon March 17th on his flight from Brownsville, Texas, in the P-12 Boeing Pursuit Plane "Pan American." Work was immediately started on the servicing and checking over of the plane, and Captain Baker took off on the return trip at 4:00 a.m. next day.

Bolling Field, Anacostia, D.C., March 25th.

We had with us during the month for a week or so one XPT-5. Extensive flight tests were made with this plane both by our own officers and those assigned to the Office Chief of Air Corps. This plane is similar to a PT-1, but has a Challenger 6-cylinder, 170 h.p. radial motor. It will be ferried to Brooks Field when tests here are completed.

Secretary Davison's O1-C was returned here from the Curtiss Factory with a new motor installed, a V-1570, which gives it a cruising speed of 135 m.p.h. at 1900 revolutions, and a top speed of about 145 m.p.h.

A drainage ditch is being dug across the center of the field from Hangar No. 1 to the Anacostia River. This ditch has arms branching out on each side and will drain off the field at low tide. At high tide the sluice gate is shut and the water is pumped over it into the river. When this ditch is completed another will be dug towards the South end of the field, running from the engineering hangar to the river.

Work is progressing rapidly on the old cinder road in rear of the hangars. The new road is being made of 10" of crushed rock, 2½" of stone filled in with chips and covered with tarvia. After rolling, this will be topped off with 3" of ¾ - 1½ stone covered with tarvia and dusted off with chips.

Construction was started on an extension to "B" barracks next to the Photo Section, to replace the single story building destroyed by fire last January.

The newly formed noncommissioned officers' club held their first festivity March 9th, when they made "Whoopee" at a dance held in the Officers' Club, which was kindly loaned by Major Davidson for the occasion. The club was decorated with streamers of blue and gold, and the dance committee reports many bouquets but no bricks.

At 1:30 p.m. on March 9th, Miss Ruth Nichols, in a Curtiss Robin cabin plane landed here to attend the luncheon tendered in her honor by Secretary Davison at the Carlton Hotel. The affair was attended by many people well known in flying circles. Miss Nichols is scheduled to leave shortly on a 12,000-mile flight through 38 states for the purpose of initiating movements to establish flying clubs as sport organizations.

The remodeled Operations Office is now complete, except for the map room.

On March 13th Lieut. Lawton ferried the No. 1 refueling ship, used during the flight of the "Question Mark," to Midletown Air Depot for general overhaul.

Maxwell Field, Montgomery, Ala., March 8th.

Flying training for the past month, although interrupted by inclement weather, proceeded in accordance with the training schedule and proved to be quite varied. Simulated artillery adjustment, puff target, navigational problems, Infantry liaison and photographic flights are among the numerous missions

flown, in addition to routine test and training flights.

On February 10th, Lieuts. McCoy and Bawsel and Tech. Sgt. Choate, pilots, with Capt. Platt, M.D., Lieuts. Powers, Q.M. and Delaplane, Air Reserve, as passengers, in three O2-H's, departed for Mobile, Ala., spending three days there and attending the Mardi Gras Celebration in that city.

Lieuts. Woodbury, Gravatt, Arnold, Earnest and McGregor, pilots, with Capts. King and Platt, and Lieut. Robinson, as passengers, in five O2-H's, departed on Feb. 22nd for Tampa, Fla., to participate in the Second Annual Air Meet there. Lieut. Woodbury left the flight Feb. 23rd, proceeding to Jacksonville, Fla., for a demonstration flight at that city in connection with Reserve Officers' activities, returning to Maxwell Field on the 24th. Lieut. McGregor left the flight on the 24th, returning to Maxwell Field, via Fort Bonning, Ga., ferrying Lt. Robinson to that station. The remainder of the flight proceeded to St. Petersburg, Fla., on the 24th, and then on to Orlando, Fla., on the 27th, participating in the Air Mail dedications in those cities. Due to bad weather conditions, the flight back to Maxwell Field was delayed until March 2nd, when we had the pleasure of welcoming our Florida Good Will Fliers back home.

Lieut. R.C. Wriston left Feb. 25th for Chattanooga, Tenn., for a two days' conference connected with National Guard activities in that city.

Of good news to Lieuts. Bawsel, McArthur, Earnest and Woodbury was the notification from the War Department that they had successfully passed their examinations for commission in the Regular Army. These officers at the time of the examination were on extended active duty and will continue on their present duties at Maxwell Field.

On February 28th an impressive ceremony was held for the purpose of presenting the Distinguished Service Cross to Lieut.-Col. Dallas E. Smith and Capt. F.L. Wyatt, of the 167th Alabama Regiment, for heroism displayed on the battlefield during the World War. Both Col. Smith and Capt. Wyatt are on duty with the Veteran's Bureau in Birmingham, Ala. Major W.R. Weaver, C.O. of Maxwell Field, made the presentation, witnessed by the Squadron, post personnel and many distinguished civilian visitors. An aerial review immediately followed the presentation, this in turn being followed by a luncheon at the Officers' Club in honor of the distinguished officers.

Mitchel Field, L.I., New York, March 20th.

The few days preceding the middle of March brought rain and fog enough to put the quietus on flying around here for a considerable period. The simulated artillery adjustment training on the puff target range is about completed. Nearly all the pilots here completed two bracket and one precision adjustment; some more than this.

Before we started on this work, many of our pilots looked with displeasure at the prospects of occupying the observer's cockpit. Most of their dislike was engendered by previous experiences wherein entered such factors as insufficient radio training, uncomfortable radio helmets and inability to "listen through" local broadcasting stations. This year their fears were soon dispelled. All pilots are now able to send and receive at least ten words a minute, thanks to the daily instruction and ground practice under the direct supervision of Lt. Hough. The new type radio helmet with the double chin strap no longer encourages the growth of cauliflower ears and, all in all, simulated artillery adjustment was not as much disliked by the pilots as they thought it would be. We used one-way radio for plane to ground, and panels for ground to plane. Officers took their turn at running the puff range and the panel station. After the first day the work went on as smoothly as it does at Kelly Field. Spotting shots became a game, not a disagreeable duty.

Our radio ground work continues. From 10 words a minute we are boosting up to 12 words; and 14 words a minute is not an unusual rate. Lieut. Chauncey leads the class in sending. He runs off 18 words on the key. Lieut. Hough, the instructor, has the best transmission for rythm and clearness.

Courses in Military Hygiene, Employment of Associated Units, and Military Law have been completed, and examinations in these subjects were taken by those required to do so.

The course in Mess Management, given at the School for Bakers and Cooks at Fort Slocum, N.Y., still goes on, but this is nearing completion also. So far, Lieuts. Mower and Overacker completed the course in this subject. Being newly married, it is hoped Lieut. Overacker's knowledge may be put to practical use at home, either in a practical or an advisory capacity. Lieut. Shephard, who

just received his commission in the Regular Army, is now attending the School, and Lieut. Easton is the next one scheduled to go.

Lieut. Frederick E. Glantzberg has just been commissioned in the Regular Army and reports at Mitchel Field from civil life. Lieut. Thomas R. Starratt also reported here on a year's active duty under his Reserve status.

We are now in the midst of our aerial gunnery and bombing practice. As was the case last year, the ground targets are at Fort Tilden on Rockaway Point, the aerial course from Jones Inlet on the Atlantic Ocean to a point East of the Inlet and the bombing range is on the southeast corner of the Mitchel Field airdrome.

Lieuts. Balfour and Melvin are in charge of the ground range at Fort Tilden. They are assisted by a crew of fourteen men.

Lieut. Orville L. Stephens just received orders for the Air Corps Tactical School. He is one of the few Lieutenants who are so detailed.

Col. Charles A. Lindbergh again paid a visit to the field Jan. 12th. He flew the first of the Transcontinental Air Transport tri-motored Ford planes to Cleveland.

A new solo record for women was made Jan. 31st at this field, when Miss Eleanor Smith, 17, of Freeport, L.I., landed after 13 hours, 16 min. and 45 sec. in the air. She flew a "Bird" two-place machine.

Three service planes from this field participated in the inauguration of the Newark Municipal Airport as the western terminal of the Transcontinental Air Mail route on February 17th.

During the official opening of the New York Aviation Show, Feb. 6th, a flight of three service type planes from this field, cooperating with the Aviators' Post 743, American Legion, flew over the city.

Fairfield Air Depot, Fairfield, Ohio, March 14th.

Three Mexican officers - Colonel Rojs, Lts. Torres and Acarate, in Vought Corsairs, arrived here at 4:30 p.m., March 20th, being escorted by Lt. Longfellow in a PT. They left at 8:00 a.m., March 21st, en route for Mexico, and were escorted from this station by Lieut. Hines in a P-1. The machine guns in the planes were unmounted. The planes are to be delivered to the Federal government of Mexico.

Several of the officers assigned to Wright Field in the interests of Procurement Planning stayed with friends at Fairfield Air Depot for several days.

Lieut. H.A. Bartron returned here March 2nd from a tour of inspection of Fort Leavenworth and other points.

Lieut. Chas. W. O'Connor, who left this station March 4th for Hicksville, L.I., returned March 12th, accompanied by Mrs. O'Connor and their two daughters, Patricia and Jane.

First Lieut. Charles W.D. Parsons, A.C. Res., reported at this station for 14 days' active duty training between Feb. 15th - 28th, and was assigned to the Engineering Department.

First Lieut. Carl Philip Hirsch, Dental Res., reported here for 14 days' active duty training, March 11-24, and was assigned to Post Hospital for duty.

Major Carl Spatz arrived at Fairfield Air Depot in an O1-C from Bolling.

Lieut. Quesada, while en route from Lambert Field to Bolling Field, dropped a tank just after leaving St. Louis, making it necessary to refuel at each station en route. He arrived here March 12th.

Majors Houghland and Hicks arrived here March 12th from Omaha for a new motor. They returned the same day.

Major Spatz and General Foulis left Fairfield for Columbus, March 14th, on their return trip to Bolling Field, after conference at Wright Field.

Lieut. Partridge, from Kelly Field, arrived here March 14th, delivering a C-2 for reassignment. He returned to his home station by rail.

Lieut. Jewett, who arrived from Kelly Field, March 17th, in a PT-1, ferried back a D.H.

Lts. Moon and Kingsbury arrived from Burgess Field in two new LB7's.

Lieut. Harper and Lt.-Commander Smith, of the Navy, arrived in a Navy Corsair on March 15th. This ship is equipped with slotted wing, and Lt. Harper gave a demonstration of their action at this field.

Captain Dinger arrived from Bolling Field in an O2-H on March 18th.

Capt. Carl Greene frequently gets off good ones. Upon examining the instrument board of the big ship "Patrician," and seeing 20 instruments thereon, he exclaimed - "My God! Twenty more back-seat drivers!"

Rockwell Field, Coronado, Calif., March 18th.

Second Lieut. Hugh LeRoix Smith, Air Reserve, 95th Pursuit Squadron, was killed instantly when the PT-1 plane which he was flying, crashed into the ocean about fifty yards off shore near the Mexican Border, on the afternoon of March 6th. Private Melvin A. Ulm, 11th Bomb. Sqdn., who accompanied Lt. Smith, was thrown through the safety belt of the rear cockpit, and his body has not as yet been recovered. The body of Lieut. Smith was found in the front cockpit under water. The cause of the crash was not determined. Witnesses claim the plane apparently spun into the surf. The wreckage gave little indication as to the cause.

Lieut. Smith graduated from the Air Corps Advanced Flying School, Kelly Field, Texas, last November, and was assigned to the 95th Pursuit Squadron, Rockwell Field, on extended active duty. He was a graduate of the University of Utah, and had received authorization to appear before the Examining Board for a commission in the Regular Army.

Funeral services were held in San Diego, prior to shipping the body to Salt Lake City for interment. Lieut. R.S. Stewart, 11th Bombardment Squadron, a classmate of Lieut. Smith, accompanied the remains to Salt Lake City.

For twelve days and nights following the fatal crash, the beach in that vicinity was patrolled in an attempt to locate the body of Private Ulm. Throughout the day, airplanes from Rockwell Field flew over the beach for several miles, in either direction from the crash, but no indication or evidence of the body has at this date been found.

Captain Eaker, flying the first of the new P-12's, the "Pan American," landed at Rockwell Field late in the afternoon of Feb. 28th. Inasmuch as the 95th Pursuit Squadron is scheduled to receive eight P-12's from the Boeing Plant at Seattle, Wash., before the maneuvers in May, considerable interest was shown in the new plane. It passed the unofficial inspection very favorably, and Capt. Eaker permitted four pilots to fly it for 15 minutes each. Captains Elmendorf, Pritchard, Lieuts. Gregg and Woodring were the fortunate pilots. They were all particularly impressed by the way the P-12 took off at almost the instant the throttle was opened, and the excellent maneuverability of the plane. With 8 P-12's to do the fast and heavy work, the 95th Pursuit Squadron hopes to show the First Pursuit Group a few things when they get together on maneuvers.

A St. Patrick's dance was given by the officers of Rockwell Field on the evening of March 16th. The Officers' Club was very attractively decorated in the customary Irish colors, orange excepted, and the refreshments were limited to ham sandwiches and coffee.

General Frank P. Lahm visited the field March 6th to 8th to inspect supply facilities at the Air Depot. Lieut. Knapp piloted the General on his tour.

This is the time of the year when the baseball bug awakes from his winter hibernation, and it has stung Rockwell Field severely. A miniature diamond league was organized, with teams from the Aero Repair, Machine Shop and Depot Supply Depts. of the Air Depot. The series commenced March 4th and ended the 14th. Scores were quite diversified and ranged from 3 to 4 to 16 to 0. Aero Supply leads with six wins and no losses. The champions will play the Officers' Team, and an exciting game is in prospect, as the latter aggregation contains some fast players.

Eight brand new PT-3A airplanes, received from the factory in a knocked-down condition, were assembled in the shops. These planes will be ferried to March Field for use in the training of the Spring Class.

Brigadier-General Richard E. Mittelstaedt, The Adjutant General of the State of California, made an unofficial visit to Rockwell Field March 5th.

Lieut. E.M. Robbins, Supply Officer of the Rockwell Air Depot, departed by rail March 10th, for the San Antonio Air Depot, to ferry here PT-1 plane No. 27-116. He returned March 16th.

War Department orders were received assigning 1st Lieut. V. E. Bertrandias to Rockwell Field.

Camp Nichols, Rizal, P.I., January 28th.

Flight "B", 2nd Observation Squadron: This month brought about a number of changes in our enlisted personnel, and also saw the departure of two of our officers - Lieuts. Wolf and Hanlon.

Welcome is extended to our new enlisted men - Pvts. Deaton, Zawadski, Illlirons, Maser, Jones. We hope they will enjoy and profit by their tour over here.

January 27th found our Sgt. H.I. Brown breathing the tropical air as a civilian. He was discharged the day before and did not re-up until Monday. Another discharge was felt in our operations office when Pvt. Hetzler decided to leave us to teach school in the province of Batangas. Good luck, Mr. Hetzler!

66th Service Squadron: Lieut. D.L. Bruner left for the States on the USAT GRANT, Jan. 19th, for Wright Field. We wish him luck and know he is glad to be reassigned to his old station.

Lieut. John C. Kennedy arrived Jan. 14th from Brooks Field and took over the duties of Pistol Range Officer in addition to his duties in the Squadron.

Staff Sgt. Wm. B. Fox, 17th Pursuit Sqdn., Selfridge Field, arrived on the January transport, replacing Staff Sgt. Don I. Craig, transferred to Hqrs. Det., 4th Composite Group, and took over the duties of Personnel Sergeant Major.

Sgt. Albert B. Edmondson returned to the States on the 19th, going to the 39th School Squadron, Kelly Field. He was replaced by Sgt. John Murphy. We lost a good ball player and, from all reports, gained one.

Sgt. Edward W. Tuffly returned to the States on the 19th, going to his old station, Brooks Field. He was replaced by Sgt. Lafe Teverbaugh.

Pvt. 2/cl. Air Mechanic Thomas Blans was discharged for the convenience of the Government to accept a position with the Philippine Air Depot.

The Transport GRANT brought 42 enlisted men for the Air Corps.

E. & R. Office: Activities at Clark Field during the month are about on a par with previous month. Baseball and soccer are still in full swing. Camp Nichols will be represented at the Carnival in the bowling tournaments. Singles, doubles and teams will be entered. On the evening of the 25th another fight was held in the E & R building. Of the seven bouts, two were fought by Nichols men. McMullin, of Camp Nichols, recently crowned lightweight champion of the Army, fought "Smoky Joe" of the U.S.S. Canopus in the main event, winning his fight easily. McMullin bids fair to win many laurels.

23th Bombardment Squadron: Two NBS-1 planes were sent to San Jose, Mindoro, early in January, the occasion being the "despedido" in honor of Mr. Vance Sinclair, retiring manager of the Mindoro Sugar Co. Flight personnel were Capt. A.W. Brock, Jr., Lts. James A. Woodruff, Paul Burrows, Corporal Stollard and Privates Jutras and Needels.

Lieut. D.M. Reeves, who arrived January 14th, was assigned to this Sqdn.

Eight enlisted men of this Squadron returned to the States Jan. 19th. The Squadron received 15 recruits on this transport and is now at full strength.

Staff Sgt. James E. McDonough is apparently enjoying his detached service tour in Baguio. He was granted a 15-day extension. Staff Sgt. Beckham goes on detached service prior to his departure on the next transport.

"It won't be long now" before the preparation for target practice starts, and the Squadron will be out to patch the "bull's eye" in the targets. We hope to make the usual good showing in our qualification percentage.

Lieut. James A. Woodruff received orders assigning him to Wright Field upon termination of his tour of foreign service in June.

The GRANT arrived Jan. 14th, bringing to this section two muchly needed men - Pvts. H.K. Jewell and Kenneth A. Sullivan. Both appear to be well satisfied with their new station.

Clark Field, Camp Stotsenburg, P.I., January 28th.

32d Pursuit Squadron: The Squadron started the New Year right, having accumulated 208 hours and 47 minutes of flying time.

A formation of three PW-9C airplanes, piloted by Capt. L.P. Hickey, F.B. Giles and 1st Lieut. H.T. McCormick intercepted the U.S. Army Transport GRANT in the vicinity of Corregidor Island. After maneuvering over the transport for a period of 15 minutes the flight returned to Clark Field.

Kindley Field, Fort Mills, P.I., January 28th.

2nd Observation Squadron: January 5th saw the "intelligencia" with the necessary Air Corps time make a strenuous mental effort to annex some more kale from a more or less paternal government by taking the exam for Air Mechanics ratings. Parachute Crette, Rigger Henry and Rigger Mueller made the grade.

The basketball team lost quite a little of their self-esteem when Fort McKinley took them into camp by a slight margin. This was not a disgrace, as McKinley is quite a team.

Ignoring the fact that Admiral O'Brien and the Squadron Navy is still in

existence, Morrison, Francisco and Woodring played the part of the "Ancient Mariner," using a banca pertaining to Lieut. Davidson. After their absence had been discovered, Lieut. Watkins demonstrated the use of amphibians in rescue work at sea. He discovered them about thirty miles in the direction of China, and after dropping canteens of water returned and gave the location to Topside authorities, thus enabling the San Pedro to locate and haul them in.

Three new noncoms made their appearance within one month. Corporal Frank E. Gibbs is now a Sergeant, while Private Deels, of garage fame, and Radio Operator Porter are now Corporals.

The January transport came and went, taking a few Kindley Fielders of enlisted grades and Capt. L.C. White, our medico, who is enroute to Brooks Field.

Park Holland was the jinx of the post this month, first when a merry blaze was discovered in his quarters during the wee sma' hours, and next when he rode behind Tech. Sgt. Lee in one of his famed one-wheel water landings. Sgt. Lee did the trick in pretty fashion. Not only was there no resulting damage, but hardly a splash.

On January 15th an emergency trip was made to Manila, carrying Mrs. Glasgow, the wife of Lieut. Glasgow, C.A.C., her infant son, and Capt. Mordecai, M.C. The youngster had fallen from a second story porch and fractured his skull. The ship was met at Nichols by an ambulance and the youngster hurried to Sternburg Hospital for an operation, which, unfortunately, he did not survive.

The order permitting children of ten or more years to make hops was received with enthusiasm on the post, and the Watkins children (five of 'em) were the first to take advantage of it.

Rumors of our move to Nichols and the abandoning of Kindley Field seem to grow more authentic. A barracks is in process of erection for us at Nichols and we understand the change of station will be made in April - not with cheers and yodeling, however. Meanwhile the 92nd Coast Artillery is looking over Kindley Field with a proprietary eye.

Primary Flying School, Brooks Field, Texas, March 28th.

Col. Art Goebel, winner of the Dole prize for flying to Hawaii in 1928, and former holder of speed record from the west to the east coast, with Wilton Briney and Paul Hewitt, as passengers, landed at Brooks Field at 9:00 a.m. March 25th, piloting a Duttler plane. Col. Goebel is contemplating establishing a flying school at Kansas City, similar to the present Army flying school. His visit to this field was for the purpose of conferring with the flying and ground school instructors as to the courses taught, methods of imparting instruction, number of hours devoted to each course, etc.

Congressman Melvil Joseph Maas, of St. Paul, Minn., the "flying Congressman", who made his first visit to the local military fields a year ago, is spending the next three weeks at Brooks and Kelly Fields, studying the army course, its essential features, and what part might be adapted to aviation training for ROTC units in colleges and universities. Congressman Maas flew to San Antonio from St. Paul. He is now the guest of Major S.W. FitzGerald, Commandant of the Air Corps Primary Flying School at Brooks Field.

The Air Corps officers who are assigned to the various departments of the General Staff visited Brooks Field on March 27th during the course of a tour to study the Air Corps Flying Schools. These officers are Lt.-Col. Kirtland, Majors Lincoln, Hickam, Brooks and Captain Hastey. Among those present at a buffet luncheon in their honor by Major and Mrs. S.W. FitzGerald were: Brig. Gen. Frank P. Lahm, Congressman M.J. Maas of Minnesota, Lt.-Cols. Kirtland and Mars, Majors Hickam, Lincoln, Brooks, Chaney, Oldfield and Poole, Captains Hastey and Knight, and Lieuts. Chennault, Watson, FitzGerald, Schneider and Harper.

Major Shepler W. FitzGerald, C.O., Brooks Field, returned March 20th from two weeks' leave of absence spent in Washington.

Lieut. Robert D. Knapp, who accompanied Brig. Gen. Lahm on an inspection trip to March Field, returned to Brooks Field on March 20th.

Lieut. Robin A. Day received his appointment to the rank of Captain on March 9th. He was appointed 1st Lieut., Aviation Section, Signal Corps, on Nov. 27, 1917, and was placed on active status the same date. He received permanent appointment in Army as 1st Lieut., July 1, 1920.

Lieut. D.D. Watson, former Adjutant of Brooks, was assigned as Air Corps Instructor, Indiana National Guard, Indianapolis, Ind. Lieut. Watson has been on duty here for over 3 years, coming from Mitchel Field in Sept., 1925.

Lieut. H.C. Wisehart left for Bolling Field to ferry back to this station the XPT-5, a new experimental training plane.

Serial No. 281. LIST OF NEW MATERIAL ADDED TO INFORMATION DIVISION FILES

MARCH 13 to APRIL 4, 1929

DOCUMENTS

- A 00.51 26 International Air Navigation Agreements Relative to Establishing Aerial Routes between Italy and Spain and Germany and Italy. 1928.
- A 08/England 1 Grants to National Flying Services, Ltd. Note by the Sec. for Air on the Conditions under Which Certain Government Grants Will Be Made to National Flying Services, Ltd., in Respect of the Issue and Renewal of Pilots' Licenses to Members of Civil Flying Clubs Affiliated to That Company. (Air Ministry. Great Britain. Cmd.3264)1929.
- A 10/157 Has Aviation a Future? A Debate. Pt. 1 - The Limits of Commercial Aviation, by Capt. A.C. Dewar. Pt. 2- Facing Aviation's Critics, by Com. Richard E. Byrd. (From the "Forum", Aug. 1928.)
- A 10/192 No. 503 Effect of Stressed Covering on Strength of Internal Girders of a Wing, by H. Tellers. (N.A.C.A. Technical Memorandum #503, March, 1929)
- A 10/192 No. 504 Mechanical Control of Airplanes, by H. Boykow. (N.A.C.A. Technical Memorandum #504, March, 1929.)
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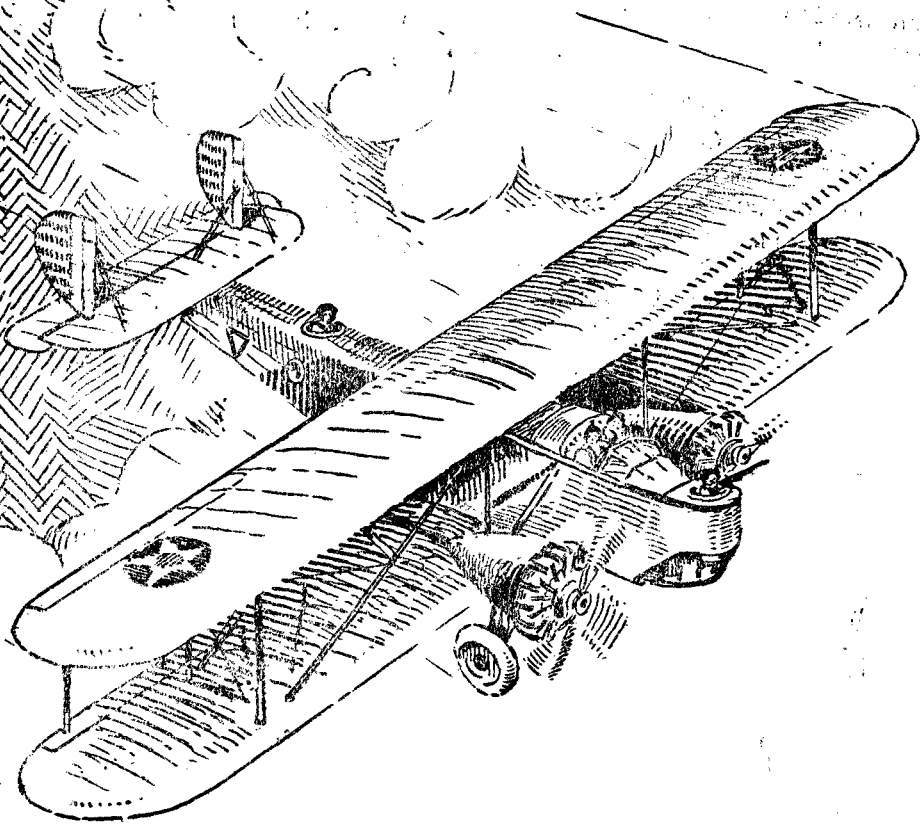
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AIR CORPS
NEWS LETTER



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WAR DEPARTMENT
WASHINGTON

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F.C. Bauer

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

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THE FLYING CLASS ROOM ✓

Students of the Air Corps Navigation School landed at Bolling Field on April 18th after a long cross-country flight which took them from Wright Field, Dayton, Ohio, via Scott Field, Ill.; Muskogee, Okla.; Dallas, San Antonio, Brownsville and Galveston, Texas; New Orleans, La.; Pensacola and Jacksonville, Fla.; Fort Bragg, N.C., and Langley Field, Va.

The Navigation School is the latest innovation among the educational projects sponsored by the Army Air Corps. The course started on January 2nd last at Wright Field, under the direction of Captain Clyde V. Finter, Lieut. Albert F. Hegenberger and Mr. Bradley Jones. Lieut. Hegenberger is noted for the many flights he accomplished by astronomical navigation, but more particularly for his flight with Lieut. Lester J. Maitland from Oakland, Calif., to Honolulu, Hawaii, in June, 1927. Captain Finter and Mr. Jones have devoted many years of study to astronomical avigational methods.

The navigation course is of four months' duration, and will be completed by the end of April. It is expected that a new class of students will be entered on July 1st next. The students taking the first course, all of them Air Corps officers and experienced pilots, are Lieuts. Phillips Melville, Edmund G. Langmead, Edmund C. Lynch, Guy H. Gale, Frank B. Tyndall and Francis B. Valentine. The course includes all types of astronomical, dead reckoning and radio avigation.

One of the most interesting features in connection with the navigation course is the Flying Class Room, which was prepared to provide a means for working out various avigational problems given the students and for making tests and instructional flights. This literal flying school is a standard tri-motored Fokker Transport plane on which various engineering changes were made to make it more adaptable for the purpose in view. All seats, baggage racks and the usual furnishings were removed from the cabin. The first bay is for the use of the navigator only. Ample room is afforded the students to conduct their studies with every degree of comfort. In the rear or baggage compartment, the door usually serving as the passenger entrance was removed and the opening thus created closed with fabric, leaving the baggage door as the means for entrance and exit.

In the pilot's cockpit the usual lower walls were replaced with triplex glass on both the right and left hand sides to afford him full ground vision as well as landing vision. The attempt to form an observer's cockpit in the forward part of the ship for use in practice work with the sextant did not prove practical. In the center section the thick leading edge of the wing was cut out and, using the forward part of the windshield as a fixed point, a roof of celluloid, braced by brass tubing, was run to the top of the wing spar. Immediately over the cockpit of the pilot and assistant pilot, who sit side by side, were two glass doors which opened outward and served as emergency exits. There was also a glass door above the observer's cockpit, and when in the open position it served as a windshield while he busied himself in making sextant readings.

These modifications in the forward part of the Transport, it was learned later, had a tendency to reduce flying speed and, furthermore, rendered its maneuverability somewhat uncertain. The front cockpit was therefore restored to its original condition. The movable high stool, which was placed in the cut out section of the leading edge of the wing for the use of the observer, still remains. In the floor of the cabin a slot, 8 x 36 inches, covered with plate glass, was cut out to permit drift readings to be made. A Pioneer drift indicator was placed at the front end and a Wimperis indicator at the rear end of the slot. Between these instruments is a stand upon which an aperiodic or check compass is mounted. Adjustable seats are installed in connection with the drift indicators, also an adjustable seat and a swinging table for the use of the radio operator. Complete radio sending and receiving sets are installed, for

which a thousand-volt generator on the right outboard engine furnishes power.

The roof of the baggage compartment has a round opening with a quick-removable glass cover and windshield which now provides the means for the taking of readings with the sextant. Beneath this opening is an adjustable seat which may be raised or lowered to suit the navigator's needs.

The gasoline control installations, usually located to the rear of the pilot, was moved to the extreme right side, while an induction compass controller was installed to the left so as to be convenient for the use of either the pilot or the observer navigator. Two phone jacks were installed in the cockpit for the use of the pilots in communicating with the navigator or the students in the cabin.

Instruction in blind flying is one of the important phases of the navigation course and, in order to obscure vision, a quick-detachable curtain is hung, completely covering the left or pilot's side of the cockpit. In an emergency these curtains, by the mere pull of a rip cord, can be dropped to the rear and bottom of the cockpit. To provide more visibility for the pilot, his seat is provided with a false bottom of two inches to raise him higher in the cockpit.

The purpose of the navigation course is to train Army pilots to fly by means of navigation instruments whenever emergencies arise, such as fogs, cloudy weather, etc., which would necessitate their flying blind for a time with no visible landmarks on which to check their course. Knowledge of navigation is particularly valuable in long-distance cross-country flights over thinly populated sections of the country where landmarks are few and far between, and in aerial operations in the Insular possessions which involve considerable over-water flying.

The students pursuing this first navigation course are highly appreciative of the benefits they have derived therefrom, particularly the practical side of it, stating that they were enabled to learn the full use of the various navigation instruments employed when flying by reckoning alone.

At the time the students were at Wright Field, a number of flights were made in the Flying Class Room, within 60 to 100 miles of the field, in order to conduct practical navigation work. During the roundabout cross-country graduation flight from Wright Field to Washington, which was participated in by the entire class of students, as well as the instructors, two other planes were utilized in addition to the modified Fokker Transport, one being a Ford Transport plane and the other an O-11 Observation plane. Captain Finter was in command of the flight and Lieut. Hegenberger piloted the Flying Class Room. The students utilized the class room in shifts of three at a time. They plotted their location at various times by means of their instruments and checked the result with the pilot. At first they met with indifferent success, but towards the latter part of the flight their errors rapidly diminished and their calculations were practically letter perfect.

Complete radio sending and receiving sets are installed in the Fokker, and the students were in constant communication with their home station as well as with other Air Corps stations equipped with radio. The radio phase of the course is handled by Lieuts. LeRoy Wolfe, Air Corps, and S.P. Roberts, Signal Corps.

During the flight between Wright Field and Scott Field, the radio beacons at these two stations were utilized. They functioned perfectly and enabled the pilot to maintain an absolutely straight course to his destination.

From Bolling Field the aerial navigation students departed for Mitchel Field, N.Y., and the flight contemplates touching Boston, Mass., and Buffalo, N.Y., before returning to Wright Field in time for the graduation exercises.

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CRISSY FIELD FLYERS STEP OUT

"Here's something for you fellows flying over the Texas plains to think about," remarks the Crissy Field Correspondent, and he then goes on to say: "In the month of March, 36,288 miles were flown out of this field without a forced landing. This included a total of 504 flights and 359 hours in the air. Any forced landing within ten miles of Crissy Field means you swim, and not having any great appetite for cold water we just don't go down around here. Aside from the kidding, however, we are proud of this record, for it reflects credit primarily upon the enlisted personnel of this field."

AIRSHIP TC-5 WRECKED AT LAKEHURST, N.J.

The mishap to the Airship TC-5 at Lakehurst, N.J., leaves the 19th Airship Company at Langley Field, Va., with no airships at the present time. The expectations are that a ship will be flown from Scott Field, Ill., in time for the summer training program.

The TC-5 left Langley Field for Edgewood, Md., March 27th, on a photographic mission in connection with the Chemical Warfare Demonstration at the Edgewood Arsenal. Leaving at 10:30 a.m., with Captain L.F. Stone in command and Captain R.S. McCullough and Warrant Officer R.E. Lassiter, pilots, the ship arrived at its destination at 1:50 p.m., and was moored for the day by means of the Three Wire Mooring Device.

On the following morning, however, the wind had increased to such an extent that it was thought advisable to take the ship into the air until same had abated. After a three-hour flight over Edgewood, however, the wind increased in velocity instead of subsiding, and the ship headed for Lakehurst, N.J., landing at the Naval Air Station after a flight of $1\frac{1}{2}$ hours. At Lakehurst the situation was considered too dangerous to attempt maneuvering the ship into the hangar, and another flight of three hours and 45 minutes was made, the ship landing at 6:30 p.m. The attempt to maneuver the airship into the hangar proved disastrous and resulted in the total loss of same. Approaching the hangar, the ship was caught in a sudden gust of wind, tearing it from the hands of the ground crew, and carrying it a mile or more into some trees bounding the field. Captain Stone received a fractured elbow and Captain McCullough's back was wrenched, while one member of the ground crew received minor injuries.

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LANGLEY FIELD PERSONNEL AID IN ALABAMA FLOOD RELIEF WORK

The 2nd Bombardment Group was ordered by the Chief of Air Corps to send ten planes to Maxwell Field, Ala., to aid in the rescue and relief of the flood stricken area. One hour after being notified, the following personnel were on the way in O-11 and A-3 planes: 1st Lieut. James W. Hammond (in command); 2nd Lieuts. George R. Geer, Warren Higgins, Charles S. Vaughn, Willard R. Wolfenbarger, Walter H. Agee, Maurice F. Daly, Air Corps; 2nd Lieuts. Harley B. Grater, Howard E. Hall, Emery J. Martin, Air Reserve; Sergeant Wallace H. Yeager, Corporals Bozhider Berkitch, Earl R. Young, Bernard F. Jablonsky, Pvt. 1/Cl. Clarence E. Weidaw, Pvt. James R. Archer, A.C. Tactical School; Corporals Edwin S. Woodward and Roy White, 59th Service Squadron, and Pvt. Frank Sirovic, 58th Service Squadron.

On the take-off from Augusta Municipal Airport, Lieut. Hammond, due to a sputtering Liberty, crashed the top of a Ford coupe, dishing his right wheel and forcing him to remain at Augusta. Lieut. Grater was sent from Maxwell to Birmingham for a new wheel for the ship. On his way from Birmingham to Augusta his Liberty let him down about 30 miles out of Augusta in a very soft field. During the week at Maxwell Field, Lieut. Higgins and Corp. Woodward were let down while patrolling the back of the Conecuh River at an altitude of about 100 feet looking for people in need of assistance on isolated houses. The motor cut out completely, causing him to land in the water, the only place for landing which was available. In endeavoring to land without power, the right wing of the plane hit a tree, causing Lieut. Higgins and his passenger to be thrown out. They landed in the water unhurt and were picked up by some men in a row boat.

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NEW BOMBERS ARRIVE AT LANGLEY FIELD

Four of the new type Keystone bombing planes, LB-7's, equipped with Pratt-Whitney "Hornets," arrived recently at Langley Field, Va. These ships were ferried down from the factory at Bristol, Pa., by Captain Sellers, Lieuts. Fair, Wolfenbarger and Malone. These ships have been kept very busy by the pilots in an attempt to steal a few minutes at the wheel to see what the future holds for them. It is understood that Major Knerr has a few changes that he wishes to make, one of which is reducing the dihedral from 5° to 3° in order to increase the speed.

ATTACK GROUP PERSONNEL FLY TO MEXICAN BORDER

April 6th being Army Day and marking the completion of the aerial firing season, a Group formation of 27 ships maneuvered over Port Arthur, Orange, Beaumont, Houston and Galveston. Returning to Fort Crockett from this flight at 11:30 a.m., orders were found directing that 12 attack planes leave immediately for the Mexican Border on a mission of indefinite duration. The take-off was made at 1:50 that afternoon, the squadron reaching Marfa, Texas, before dark. At El Paso the following morning orders were received to patrol the border from El Paso to Fort Huachuca, reporting upon arrival to Major Lohman, who is in command of Air Corps patrol activities at that point. The squadron arrived at Fort Huachuca at 12:10 April 7th, with all equipment in excellent condition.

The take-off from Fort Crockett was witnessed with some anxiety, as for the first time the full military load, with a few added pounds, was carried. The 90th Attack Squadron which made this flight and is now based at Fort Huachuca comprises the following officer pilots: Captain Horace N. Heisen (commanding), Lieuts. J. G. Moore, O. C. George, G. A. McNair, E. P. Rose, R. Heber, R. D. Johnston, A. M. Kelley, F. M. Ziegler, J. H. Williamson, H. T. E. Hertzberg and W. S. Lee.

On the following morning forty-three enlisted men and Captain C. E. Brenn, Flight Surgeon, Lieuts. J. T. Flock, W. W. Gross, T. L. Mosley, W. L. Lee, W. H. Maverick and C. K. Roath left by train for the 90th Squadron base at Huachuca. The disappointed members of the 8th Attack Squadron are laying on their guns ready and eager to take off should word be received from the Commanding General. Communication with Captain Heisen is had daily by means of the new short wave radio set planned and constructed by Staff Sergeant C. P. Smith of the 3rd Attack Group Communications Department.

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NEW BUILDINGS AT ROCKWELL FIELD ✓

Rockwell Field, Coronado, Calif., will soon present an entirely different appearance to the hundreds of aviators who have long been accustomed to seeing all the development and imposing structures on the Navy end of the Island. Bids are shortly to be opened for the construction of one Air Corps barracks to accommodate 300 enlisted men, 16 sets of officers' quarters and 13 sets of noncommissioned officers' quarters. The buildings are to be concrete hollow-wall construction, with tile roofs and hardwood floors. They will be equipped with gas-steam heating system, electric refrigeration and other ultra modern conveniences. The structures will all be of a Mission type architecture. The plans were drawn by the Quartermaster General's Department and approved by Mr. George F. Ford, American Institute of Architecture.

The only buildings now on Rockwell Field which will be left standing when the completed plans for the new field are carried out are the three new hangars now occupied by the Depot, the hospital and two sets of officers' quarters. The proposed quarters, administration building and hangars will all be erected on the south end of the Island, approximately parallel to the ocean beach.

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GOOD OLD SHIP GOES TO SCRAP FILE

"It seems a pity," says the Fairfield Correspondent, "that some of the good old airplanes cannot be honored in some way. The old parachute ship DT-2, which was made by the Navy and went into commission in 1921 and used for testing parachutes at the Fairfield Air Depot, was finally salvaged last month after doing yeoman service for many years with never a mishap. A new C-1 has been remodeled and converted into a parachute ship capable of dropping three dummies at a time. It takes the place of the old DT-2 and it is hoped that it will serve as long and faithfully as did that old ship."

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FLIGHT SURGEON RECEIVES YOUNG FORTUNE

Flight Surgeons may be interested in knowing that Captain Levy S. Johnson, Flight Surgeon at Marshall Field, Ft. Riley, Kansas, just received \$934.00 refunded pay as the result of a recently rendered decision of the Court of Claims following a suit to establish flying pay for Flight Surgeons under the old pay bill.

NEW CATERPILLAR CLUB MEMBERS

In the issue of the News Letter of January 10, 1929, the score of the Caterpillar Club stood at 110 lives saved and 116 emergency jumps made, six jumps being repeaters. At this writing the Caterpillar Club roster shows 120 names and 127 jumps made, the men who recently joined the Grand and Exalted Order of Caterpillars being shown below, viz:

Date	Name	Rank	Place
1928 Dec. 4	Norme D. Frost	2nd Lieut. A.C.	Wheeler Field, T.H.
1929 Jan. 25	Julian B. Haddon	1st Lieut. A.C.	New Carlisle, Ohio.
Jan. 30	Jack B. Story	Civilian, Air Mail	Davenport, Iowa.
Feb. 15	William M. Morgan	2nd Lt. A.C. Reserve	New Baltimore, Mich.
Mar. 10	T. M. Lowe	1st Lieut. A.C.	Brooks Field, Texas.
Mar. 11	Charles W. Holman	Civilian	Minneapolis, Minn.
Mar. 16	John H. Tilton	2nd Lt. A.C. Reserve	Alexandria, Va.
Mar. 22	Paul J. Kamuit	Civilian, Air Mail	Harmon, Ill.
Mar. 22	Samuel J. Samson	Civilian, Air Mail	Lansing, Indiana.
Mar. 23	Al. Wilson	Civilian	Pacoima, Calif.
Mar. 31	Fred Roulotte	Sergeant, Ind. N.G.	
Apr. 14	William Wimer	Capt. Mo. N. G.	Gumbo, Mo.

It will be observed that apparently twelve new members have been initiated into the Caterpillar Club since the last compilation of the membership, from which it would appear that there is a discrepancy of two names and one jump. In the attempt on the part of the Information Division of the Air Corps to obtain a full account of each emergency parachute jump made, it was learned that one certain individual, apparently a sensation seeker, had reported to the press that he had been forced to jump from an airplane during flight. The account of this alleged jump appeared in several newspapers, and it was assumed that the information was reliable. Subsequent investigation, however, developed the fact that there was no record of an Air Mail pilot of the name given, nor was there any trace of a wrecked airplane at the place where the crash was supposed to have occurred.

While it is true that the Caterpillar Club is a mythical organization, it is by no means desired to carry any mythical names on its rolls, and so a heavy black line has been crossed through a certain name on the membership roll.

Through his life saving jump on March 23rd, Al Wilson became a second degree member of the Caterpillar Club along with Captain Frank O'D. Hunter, Lieut. Eugene H. Barksdale (deceased) and Sergeant Fred P. Miller. Wilson's first jump took place on May 27, 1928, at Hollywood, Calif. As has often been mentioned in articles on the Caterpillar Club, Col. Charles A. Lindbergh is the Noble Caliph, Grand Vizier, High Mogul, or what have you, of the Order by virtue of the fact that he made four emergency jumps.

Data is at hand giving detailed accounts of a number of the emergency parachute jumps recently made, and these accounts are hereinafter quoted, viz:

AL WILSON. Trapped helplessly upside down in the forward cabin, Phil Jones, 29-year old airplane mechanic, plunged to his death while Al Wilson, noted stunt flyer, was drifting to safety in his parachute when the twin motor-ed giant Gotha German bombing plane collapsed at an altitude of 7500 feet and crashed to earth a quarter of a mile from the business section of **Pacoima**.

Wilson himself had a narrow escape from instant death when he had difficulty in opening his parachute, and dropped like a plummet a distance of 3,000 feet before he was able to jerk the ring of the contrivance. He sprained both ankles in landing a mile and a half from the scene of the crash.

The accident happened at about 4:30 o'clock during the filming of the last scene for "Hell's Angels," a motion picture being produced by Howard Hughes, who purchased the machine in Germany more than a year ago. With Wilson at the controls and Jones in the cabin ahead of him, the huge bomber took off from Cado Field, Van Nuys, at 4:00 p.m., followed by three camera planes and a fourth piloted by Hughes who was directing the scene. For half an hour the flight maneuvered, gaining altitude before undertaking the scene which was to have shown the relic of Germany's aerial circus executing a hazardous tail spin.

At a height of 7,500 feet, Hughes signalled Wilson to go into a spin. The stunt flyer threw the ship into a series of spirals with a view of testing its ability to withstand the strain. As it flopped over on its side, the left wing collapsed and the huge plane turned on its back and, as Wilson believes, hurling Jones upside down against the ceiling of the cabin. Down it plunged for

3,000 feet, Wilson desperately trying to regain control in spite of the loosened wing. Then he decided to abandon the ship. He shouted to Jones to jump, switched off the ignition, unfastened his own safety belt that had secured him to his seat, and worked himself free of the falling plane.

Handicapped by heavy gloves he was wearing, as well as the cumbersome goggles, Wilson struggled in vain to jerk the parachute ring, turning over many times in his descent. At 1,500 feet he succeeded in removing his gloves and goggles, enabling him to release the chute. Then he steered himself away from buildings and trees of Pacoima and struck hard as he landed at Pierce and Bradley Streets. During his fall, he says, he believed Jones had heard his command and was coming down safely. At about the same time Wilson came to earth the Gotha with Jones still in the cabin crashed at Terra Bella and Hadden Streets, plowed through a heavy iron fence, and brought up a demolished heap in the orange orchard of Dr. G. J. Saylin. Wilson was given emergency treatment at the San Fernando Health Center and returned to his home in Hollywood.

The great Gotha, valued at \$50,000, was, according to reports, brought to America from Germany to be reconditioned for service in the film. It was equipped with two Liberty motors of 425 horsepower each and was piloted across the country by Captain Roscoe Turner. Since its arrival in Los Angeles some months ago it has been flown by Ben Lyon and James Hall, two of the players in the picture, without mishap.

A short time ago Hughes broadcast an invitation for airmen to take it up and perform the needed tail spin. Twenty-five leading aviators refused to try it, saying that it would be next to impossible to do so. Wilson, however, backed by assertions of aircraft experts that the ship would stand the strain, tackled the job. He (Wilson) stated, however, that he begged Jones, who was his friend, not to accompany him, feeling equal to the job of handling the plane alone. But Jones insisted on going aloft as mechanic. It was the first time, Wilson declared, that he had ever taken anyone up with him on a stunt job.

Wilson had a narrow escape last summer while performing another aerial trick for the film, when the propeller of his plane dropped off in mid air over Hollywood. He landed in his parachute on the roof of a house on Fuller Avenue.

PAUL F. COLLINS, pilot of the National Air Transport, whose initiation into the Caterpillar Club was, to say the least, a rather wild experience, made the following report on his jump:

"Left Cleveland at 4:00 a.m. on November 18th with NAT Radio Ship #24, having approximately 600 pounds of mail and 200 pounds of express. The weather was good to Mercer; practically clear. Weather from Bellefonte to Hadley was reported good. There was a line squall traveling at the rate of about 25 miles per hour, which passed Cleveland at 11:00 p.m. with strong gusty winds, which I figured to hit in the vicinity of Clarion, and from pilot Underhill's report, then down at Mercer, it was practically impossible to fly under this storm, so I decided to go over it. Cloud formation started just beyond Mercer and kept getting higher. Was over clouds at this time. As I approached the vicinity of Clarion, the clouds looked lower to Northeast, so I changed my course, thinking that I could climb over them. Shortly after this, they began building up higher and higher and seeing that I could not get over them, flew into them at approximately 10,000 feet altitude, figuring to be in them not over 15 or 20 minutes and then have these clouds drop away and be over them again. For the first five minutes the air was fairly bumpy, but not bad; just kept me on my toes to keep ship on course. At this time in the darkness and black clouds I could see nothing but the instrument board and absolutely nothing outside the cockpit. The instrument lights were not turned on, because I wanted to be able to see any break in the clouds or stars, if they appeared overhead, but I could read the instruments perfectly.

Was maintaining a perfect southeast course, when suddenly ran into extremely rough air, however, not any rougher than I had flown through many times before. Suddenly the ship seemed to acquire great speed and the turn indicator was thrown hard to the right and stayed there despite my efforts to dislodge it. I pulled hard up on the stick and gave full left rudder, easing off the motor at the same time. The ship seemed to slow up and the air speed indicator came back to 60 or 70 miles per hour but the turn indicator was still to the right. This was only momentary and the ship immediately picked up terrific speed again. The last I noticed, the ship was traveling approximately 160 miles per hour with the turn indicator still hard right. I exerted all the pressure that I could on the

stick to pull it back and although there was slight elasticity in its action, I could not pull it back towards me, evidently due to great pressure upon the flippers. At this time there began a violent snapping. By snapping I mean nothing that I could hear, but just as if someone had hold of me and was shaking me. The snapping was so violent that my head was thrown back and forth and it seemed to me at this time that the speed of the ship was terrific. The last I noticed, the altimeter read approximately six or seven thousand feet, which was just before the snapping began. I was positive before the snapping began that there was something wrong with the ship and when it actually began snapping I knew there was nothing more that I could do. The motor was off at this time. The rudder action before the snapping began seemed O.K. for pressure but could get no response. The aileron action at this time is hard for me to judge, because all my efforts on the stick were to pull it back and try to get the nose up. The big ball seemed fairly well centered at all times before snapping began. I have been in many spins but this was entirely different - so much more violent. As I look back on it now, I cannot say whether the spinning or snapping was to the left or to the right. When the snapping began it was the first time that I thought of getting out and I immediately unfastened the safety belt and started to get up, but have no remembrance of getting out and actually jumping.

It seemed like I fell out, which would indicate that the ship was either on its back or at least more on its back than right side up. I saw nothing of the ship and it took me some time to locate the ring, probably falling 1,000 or 1,500 feet before I found it and opened the parachute. The parachute opened almost instantaneously, pinning my left arm upright. I might have disengaged it, but figured it better to leave well enough alone. Still I saw nothing except a possible shading of the surroundings to a darker tone color. I hit the ground without seeing it first. The parachute caught in the second growth trees and did not drag me and, although the wind on the ground was about 30 or 40 miles per hour, I landed behind a slight hill, which somewhat sheltered me from this wind. Neglected to say that shortly after the parachute had opened, I heard a dull crash, which was undoubtedly the ship. From the time I first went into the clouds until I hit the ground I saw nothing except the instrument board.

After forty-five minutes of wandering through the darkness along a pipe line, I came to a house and aroused its occupant, Mr. Himes, who immediately started gathering a number of men. These men arrived about eight o'clock in the morning and we started to search for the ship. I first went down to recover my parachute and near it we found the lower left wing, broken off about one-quarter way out, and three-fourths intact. Then we started through the woods, finding small debris from the plane as we proceeded 100 yards apart, 10 of us in a line, in the direction of the wing. Discovered ship three-quarters of a mile west by southwest of the wing. Sent back men for camera, took three pictures and then with axes, shovels and crowbars we started to reclaim the mail. This was recovered entirely, although most of the sacks were split open. We secured some wheat sacks and placed the loose and split sacks in them and took them to Brookville, Penna., which is 35 miles by road from the scene of the wreck. We arrived in Brookville at 1:30 p.m. and turned over everything to the Assistant Postmaster there. From inspection of the ship, could see nothing but few nuts and bolts to salvage. None of the trees around the wreck were touched, indicating that the fuselage hit directly on its nose. The nose of the motor was buried about seven feet into the ground."

J. ORDWAY WEBSTER, pilot in the employ of the National Air Transport, Inc., encountering fog, the airman's nemesis, was finally forced to abandon his plane and stake everything on his parachute. His report follows:

"I left Cleveland December 17th in plane 39, with the second section of Consolidated Frisco 14th and 15th and Night Chicago 16th at 10:35 a.m. by the clock in the ship. From Cleveland to Bellefonte I flew a 115 degree course, passing over Bellefonte at 12:42 p.m. At Bellefonte I changed my course to 120 degrees and went blind at the Mittany mountains. Changed my altimeter then to the last Hadley barometric report that I had received at Cleveland.

Came down to three thousand feet above sea level to miss Woodward and flew at that level until approximately 12:57 p.m. and then came down to twenty-seven hundred and flew at this altitude until 1:42 p.m. Came down to two thousand feet until 2:10 p.m. and then down to fifteen hundred for a short time and then gradually down to one thousand, and at two hours out of Bellefonte was flying at that level. Then I started to feel for the ground and came down to three or

four hundred feet and at that altitude had no visibility except down. Did this three or four times seeing trees each time not over fifty feet from the wings. Went back up to seven or eight hundred and flew until 3:10 p.m., when I came down again to four hundred and saw water beneath, very indistinctly. I thought it was Long Island Sound or the bay and flew for fifteen minutes on the same course at seven or eight hundred and then came down to two or three hundred and saw water beneath. I gradually gained altitude on same course and finally turned due North and cleared the top of the clouds at four thousand and flew at forty five hundred, looking for an opening in the overcast. After about thirty or forty minutes above the clouds came down to one thousand feet trying to find the ground and afraid to go any lower not knowing the altitude of terrain as I did not know my exact location; after this I changed my course to three hundred degrees and gained a little altitude.

The main tanks went absolutely dry at 4:25 p.m., and then I came down to twelve hundred feet and not seeing anything, started to climb back up on the gravity, gathering up my gloves, goggles, helmet and flashlight and fastening up my parachute, and then the motor stopped at an altitude of fifty-four hundred feet. Waiting until after the propeller stopped, I shut off the ignition switches, navigation lights, instrument board lights and wound the stabilizer all the way back. The ship was then at an altitude of fifty-two hundred feet. Crawling out, I climbed down to the bottom step and pushed myself off by pushing up on the exhaust pipe. After clearing the ship well, found the ring and gave it a strong pull, the parachute opening immediately. I saw nothing coming down until approximately two hundred feet from the ground, the parachute starting to oscillate as it neared the ground. Unable to distinguish much beneath due to darkness, I landed in some small trees about fifteen feet high, and after dropping down from the tree walked to a gas filling station about the distance of two city blocks and used their telephone to call the manager at Hadley. Inquired from the station attendant and found that I had landed at Suffield, Conn.

It is evident that I was out over the Atlantic when I sighted water, for the period of time that I flew north with approximately a fifty-mile south wind on my tail, I should have been up in Northern Massachusetts when the gas tanks went dry, if I had been over the Sound.

I did not hear the ship when it crashed and attempted to locate it through the Deputy Sheriff, and he asked station WTIC to broadcast the information, which was done at 6:20 p.m. Someone called up the Deputy Sheriff's wife saying that a mail plane had landed across the Connecticut River in Thompsonville, Conn. When I arrived at the place the ship crashed, which was in a swamp, I found that the Postmaster of Thompsonville had removed the mail and express and forwarded it to New York City via train 81 on N.Y., N.H. and H to Hartford. At this time I also noted that the ship clock and various other little things had been stolen from the ship and my flying boots had also been stolen. In the descent, I lost my gloves, helmet and goggles. I waited until Mr. Maxwell arrived to take charge of the crash and left at 5:00 a.m. on the 18th for Plainfield, arriving home at 11:00 a.m.

LIEUT. NORME D. FROST passed through a most unusual experience in attempting to release his safety belt in order to leave his fast spinning ship, the controls of which had been rendered useless. While in the act of opening his belt the fingers of his left hand were caught in the metal loop of the buckle, and it required almost superhuman efforts to pull them free. He was flying a PW-9C pursuit plane from Wheeler Field, T.H., and at the time of his jump was in an upside down position spinning with the nose nearly down. The speed of the plane was estimated as about 200 to 250 miles per hour.

"After having completed practice machine gun fire on a tow target," Lieut. Frost stated, "I proceeded to the immediate vicinity of the airdrome and began practicing aerial acrobatics. After about thirty minutes of such, I decided to do an upside-down (or outside) spin. I had performed this type of spin several times in the past month with no trouble in coming out of them. On this occasion I climbed to the usual altitude of 5,000 feet before going into the spin and climbed the ship as though to loop it. I stalled it at the top when bottom side up and then kicked right rudder and pulled the stick back in the right rear position. The ship began to spin in the inverted or bottom-side up position with the nose pointing downward slightly. The spin gradually became tighter and tighter and the nose pointed straighter towards the ground at every revolution with no further effort to make it do so.

After the usual third or fourth turn I attempted to bring the ship out of the spin. I deviated slightly as though it was going to roll out, just in the same manner as it had done in all the other spins, but immediately assumed the spin again only in a faster and tighter manner. I placed the controls in every conceivable position both gently and violently but they had no effect whatever and felt as they do when working them while sitting on the ground. I blasted the motor with the throttle a couple of times, but it only tended to tighten the spin. At the time I first attempted to check the spin I had lost about a thousand feet and had four thousand feet yet to go. I must have fought to bring the ship out of the spin in another two thousand feet and realized it was useless to try it any longer. By this time the speed downward was great, for everything was whistling and I felt it. I was spinning so fast that the different objects on the ground formed many concentric circles and I could not distinguish a single object. It was all a whirling blur and I could not tell how close to the ground I was, but I did realize that I had time to release myself from the ship.

I pushed off the rubber band that safetied the buckle on the belt and with my left fingers pulled the buckle to release it. Due to the nature of the spin the centrifugal force was terrific and tended to throw me outward and I hung heavy against the belt. My eyes felt the pressure and seemed like they were about to pop out, but I could see everything about the plane all right. As the buckle of the belt was pulled, the tips of the middle and ring fingers on my left hand became caught in the metal loop of the buckle and acted as a wedge which prevented the loop from slipping through the other half of the buckle and releasing me from the plane. My fingers were pinched numb and I looked in my lap and saw them caught there. I pulled on the bottom of the seat with my right hand to lessen my weight against the belt but the centrifugal force was too great and I could not move myself enough to loosen the buckle and free my fingers. I realized the situation and knew the ground was coming fast, so I grasped my left wrist with my right hand and had to yank hard twice to tear my imprisoned fingers loose. It was only then that the belt opened, and I was thrown out instantly like a rock from a catapult, face towards the sky and head downward.

I soon found the rip cord to my parachute and pulled it out, the chute opened at once and I floated only about 800 feet from the ground. I flew out of the plane so quickly that I did not know which way it or I went and never saw it again till after I landed. I was in the air in my parachute only long enough to slip it to prevent landing in the gulch which was coming towards me. I tried to twist myself around some so as to land properly, but had not time enough as I then hit the ground near the edge of the gulch. I was not hurt in the least, though it was an awful jolt as I fell in some backward position.

I heard the plane crash just after my chute opened, but was so busy preparing to land myself that I couldn't enjoy the scenery as I descended. As soon as I hit I jumped up and waved at a fellow pilot circling overhead to let him know that I was all O.K., and then examined my damaged fingers. I had landed only about 100 yards from where my plane crashed and soon discovered it only slightly visible above the ground.

As I shot out of the plane, I didn't waste any time grabbing for the rip cord, for I knew that the ground must be close. I never felt of so many strange belts and straps that go to make up a normal parachute in my life and I could not find the ring in its accustomed resting place for ages (so it seemed), but at last I discovered it up under my armpit and I jerked it clear. I saw the chute suddenly open against the sky and then more suddenly I was looking in the opposite direction and discovered the ground directly below me. All the time that I was feeling for the rip cord I was forcing myself to hurry, for I was sure that I would hit the ground before I could make anything happen. I had been fighting and struggling against that terrible centrifugal force for 4,000 feet and all my efforts seemed to move like the slow motion pictures on the screen. I felt the relief of being freed from the plane and felt it greater yet after I found the rip cord and the parachute opened. I thought of the relief that I must have given my spectators that saw me; I thought of the narrow escape that I had had from death and was glad to see the ground that was standing still once more. I didn't feel any fear at any time; I just seemed to realize what was coming if I didn't get out and get that chute to working. I was not dizzy and my eyes were normal. I felt no discomfort physically while floating in the air nor did I feel any effects from my spin in the plane. I thought of the possibilities of spraining my weakest ankle, and also my knee, which I had injured

two weeks before, but figured that was much preferred to what I had just avoided. After landing on the ground and discovering that I was unhurt except for my fingers, I gathered up my chute and started walking towards the field very happy in my thoughts that I was alive for my family's sake. I didn't experience any after effects nor did I feel excited, although the fingers on my left hand trembled considerably. I wanted to get in another ship as soon as I got back to the field and did after my fingers were dressed. I was not afraid of it and did all the usual stunts except another upside-down outside spin."

LIEUT. JULIAN B. HADDON, after becoming insensible through lack of oxygen and dropping 25,000 feet in his plane, regained consciousness in time to discover his ship in flames. In the following narrative he relates his thrilling experiences and graphically describes his escape from death.

"On Saturday, January 26, 1929, at 9:30 a.m.," Lieut. Haddon stated, "I took off from Wright Field, Dayton, Ohio, in an experimental single-seater Army pursuit airplane, equipped with a D-12, 430 h.p. motor, with side type exhaust driven supercharger. This was one of the regular scheduled test flights which are conducted on all types of airplanes and equipment by the United States Army Air Corps at Wright Field.

The purpose of this particular flight was to determine the best climbing speed and the maximum speed at service ceiling of this airplane when equipped with a supercharger. The supercharger is an apparatus for preventing decreased power of the motor due to the rareness of the atmosphere at higher altitudes. In an airplane of this type, the use of the supercharger has increased the altitude to which the plane will fly from about 21,000 feet to approximately 35,000 feet.

It has been found from experiments made by the Army Medical Corps and from actual flight tests that at all altitudes above 15,000 feet the atmosphere begins to get so thin that there is insufficient oxygen available for the average person to function normally. At the extremely high altitude which was contemplated on this particular flight, it was, of course, necessary to carry a supply of oxygen. This oxygen was inhaled through the mouth by means of a small tube with a rubber nipple, a valve being installed in the tube to regulate the amount required.

The extremely cold temperatures found at the higher altitudes makes very bulky clothing necessary. The coldest temperature I found on this flight was 50 degrees below zero Centigrade. I wore a heavy blanket-lined flying suit, moccasins, fur-lined, fur helmet and face mask and, of course, goggles and parachute.

The start of the climb was made at 90 miles per hour, with a decrease of speed of approximately one mile per 1,000 feet. This speed has been predetermined by calculations as the best climbing speed, and I was required to fly accordingly. At 20,000 feet, I was required to make a record of the following: Atmosphere temperature, engine revolutions, and engine temperature. This information was written on a card fastened on the leg of the aviator. Due to the heavy flying equipment and the extreme cold I had some difficulty in making the required notes. While at this time, I was flying at the correct speed and regulating the supply of oxygen to make certain that I was obtaining a sufficient amount.

I climbed to an altitude of 32,000 feet in approximately 35 minutes and found the temperature 50 below zero. At this altitude I experienced difficulty in breathing the oxygen through the nipple, as ice would form on and in the nipple from the saliva from my mouth. Excessive saliva is caused by inhaling oxygen through the mouth. At this time the card required that I fly for a few minutes at 61 miles per hour and I climbed to 34,000 feet. There I remember reaching in a half asleep fashion for the nipple of the oxygen tube, which had fallen out of my mouth. At this instant I became unconscious and did not regain consciousness until the aircraft had dived to about 9,000 feet.

When I regained consciousness, I felt nauseated, a condition caused by lack of oxygen. I immediately put the nipple in my mouth and took several long in-hales of the precious oxygen. I thought I had been unconscious for a few seconds only and was surprised to note the altitude meter recording 9,000 feet. I realized immediately that I had been unconscious for some time and during the period had dived about 25,000 feet towards the ground. I am thoroughly convinced that ice had formed in the nipple of the oxygen tube and prevented my getting sufficient to remain conscious, as I had more than sufficient oxygen for the flight.

As this type of aircraft is very stable, it is believed it went into a glide and dove at about a 45-degree angle for the 25,000 feet at a speed of approximately 320 miles per hour. This inherent stability is built into this type of aircraft to take care of such conditions as I encountered. An unstable airplane

would have gone into a vertical dive and disintegrated, due to excessive speed caused by gravity and the motor being wide open.

When I regained consciousness, I noticed that the motor was running unevenly and would not turn up more than 700 revolutions per minute, whereas normally this motor would turn up approximately 2,200 revolutions with full throttle. I immediately looked for Wright Field, as I realized that a forced landing was imminent. I started gliding toward the field, which was about 20 miles south. After losing about 3,000 feet altitude, gliding toward the field, I observed flames in the motor compartment, between the banks of the motor and forward of the fire wall and gasoline tank.

My first thought was not to jump but to try to land the plane. I continued to glide toward the field. I pulled the automatic fire extinguisher, which sprays a fire-extinguishing liquid over the motor. As it was later determined, the origin of the fire was in the crank case, and this liquid could not reach the flame. In consequence it did little good. After pulling the fire extinguisher and noting the fire was not dying out, I made the decision to leave the plane, knowing that the trusty Army parachute would open, provided I had sufficient altitude for it to open. At 3,000 feet I unfastened my safety belt and nosed the ship over suddenly, expecting to catapult myself out over the upper wing. While stationed at Selfridge Field, Mich., I had made up my mind that this was the best way to get out of a pursuit ship.

Instead of being catapulted out, I was merely thrown upon the headrest in rear of the cockpit. I still had hold of the control stick and immediately pulled the plane up into a stall and fell over the left side between the left wing and stabilizer. The question is often asked whether or not it requires much nerve to leave an airplane while several thousand feet up in the air and to dive into space, depending entirely on the proper functioning of a few yards of silk. I feel that I am qualified to state that when an airplane catches on fire in the air the pilot must make his decision and act accordingly so quickly that he has little time for fear.

The pilot knows that, sometimes, it is just a few seconds from the time the flames appear until the gas tank explodes - consequently, it is a feeling somewhat akin to relief when he finds himself free from the threatening flames, floating through space and tugging at the rip cord of the parachute. Immediately after clearing the ship I pulled the rip and the parachute snapped open.

I could see the pilotless airplane and it reminded me of hundreds of planes I had watched gliding into a field to make a landing. I estimated that it continued in a glide at about 45 degrees and at about 120 miles per hour air speed. If I had not known that it was the plane I had just left, I would have thought nothing of it, as it glided down to land as if piloted by a skilled pilot. The plane struck the ground in a right-side-up position, with the right wing slightly down. Part of the landing gear was knocked off and it slid about 200 yards over the frozen ground on the fuselage and rolled over. It continued to burn and was destroyed by fire within about 30 minutes.

I had been watching the plane with a great deal of curiosity and expecting it to explode at any instant, when suddenly I realized I was approaching the ground. I was drifting very fast, due to the wind, and from the best calculations I could make it seemed certain that I would land in the middle of a small clump of woods which was composed of pretty tall trees. I pictured myself hanging from the top of a tall tree by the shroud lines of the parachute and began to pull to one side, trying to slip the parachute over the woods. I had heard of professional parachute jumpers doing this and had been told that it was an easy thing to guide a parachute.

I pulled vigorously and finally slipped over the edge of the woods, due more, I believe, to a sudden gust of wind than my ability to guide the chute. I landed with quite a hard jolt on the frozen ground in a small field."

CHARLES W. HOLMAN, Operations Manager of Northwestern Airways, jumped from an airplane at Wold-Chamberlain Field, Minneapolis, Minn., on March 11th. His small monoplane fell into a tail spin and, being unable to regain control of it, he jumped with his parachute. No detailed report of this jump has yet been received.

Reports on other parachute jumps will be quoted in the next or succeeding issue of the News Letter.

CAPTAIN EAKER'S DAWN TO DUSK FLIGHT

By the Kelly Field Correspondent

In preparation for Captain Ira C. Eaker's "Dawn to Dusk" flight from Brownsville, Texas, to France Field, Panama Canal Zone, Lieuts. B.S. Thompson and D.H. Dunton took off from Kelly Field on March 14th and, after refueling at Brownsville, proceeded to Tampico, Mexico. Lieut. Dunton remained at Tampico to make the necessary arrangements for the rapid refueling of Captain Eaker's plane. Lieut. Thompson, with Colonel McNab as passenger, proceeded to Mexico City, where the latter resumed his duties at the Mexican capital. On the following day Lieut. Thompson proceeded to Minatitlan and Vera Cruz, where he assumed the duties of preparing for Captain Eaker's refueling stop there.

On the same day, March 15th, Captain Eaker flew to Brownsville, where he participated in the opening of the airport there, and where his plane was christened the "Pan American" by Miss Mary Fechet, daughter of the Chief of Air Corps.

On the following day, at 4:00 a.m., Captain Eaker made his departure for Panama. Due to strong headwinds, rainy weather, and very poor visibility, he was forced to land at Managua, Nicaragua, without completing his flight. Early the next morning he proceeded to France Field, Panama, where he made preparations for the proposed "Dawn to Dusk" flight from Panama to Brownsville. He took off at 4:00 a.m., but encountered adverse weather conditions between Minatitlan and Tampico; so bad, in fact, that he was forced to follow the shore line over most of his course and passed over the field at Minatitlan without even seeing it. The weather was so bad, the visibility so poor and the rain so heavy that he was forced to land at Tampico. On the following day the airport at Tampico was too muddy to permit him to take off, but on the 20th, accompanied by Lieut. Thompson, who had landed at the Mexican Aviation Company's municipal field, departed for Brownsville.

Captain Eaker, Lieuts. Thompson, Dunton and Gaffney - the latter having charge of the arrangements at Brownsville - departed from that point late that afternoon and landed at Kelly Field that evening. Upon his arrival at Kelly Field, Captain Eaker stated that his failure to make the proposed "Dawn to Dusk" flight was in no way caused by improper functioning of his plane, the arrangements, or the lack of fuel, but was due entirely to the adverse weather conditions which are characteristic of this section of that country during this time of the year.

After a stop at Midland, Texas, to visit his father who is recovering from a recent operation, Captain Eaker returned to Seattle, Washington, with his Boeing pursuit ship, turned same over to the factory officials, and then returned to Washington to resume his duties at Bolling Field.

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MRS. FECHET VISITS AIR CORPS TRAINING CENTER

Mrs. James E. Fechet, accompanied by her daughter Mary, arrived at Kelly Field, Texas, March 7th, as the guests of General and Mrs. Frank P. Lahm, and to take part in the "send off" that was given Captain Ira C. Eaker at Brownsville, Texas, at the start of his attempted "Dawn to Dusk" flight to Panama. While at Brownsville, the Chamber of Commerce placed a tri-motored Ford at the disposal of Mrs. Fechet and the party accompanying her. It is understood that a very pleasant trip was enjoyed by all. In this plane, which was piloted by Captain Sykes, were Mrs. Fechet, Miss Fechet, Mesdames Lahm, Lohman, W.E. Wright, Dunton, Thompson, and Miss Dorothy Dann.

About 100 military and civilian planes were present at the opening of the Brownsville airport, which took place the day prior to Captain Eaker's departure for Panama. This date also marked the opening of a new passenger line between San Antonio and Brownsville. Miss Fechet christened Captain Eaker's Boeing P-12 pursuit plane as the "Pan American," this being one of the events of the airport dedication.

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ATTACK GROUP PILOTS MAKE GOOD SHOWING IN ANNUAL RECORD SHOOT

The annual record firing at Fort Crockett, Galveston, Texas, under the provisions of TR 440-40, was completed on April 5th. The firing was done on west beach adjacent to the airdrome. According to the News Letter Correspondent, "fir-

ing this course with A-3's is not considered exactly a cinch, and we believe that the final showing made by Group pilots is a good one. Firing on the sleeve didn't improve the scores materially, but the percentage made on the ground targets was sufficient to keep up our average." All commissioned pilots of the 3rd Attack Group qualified, the following scores being made:

<u>8th Attack Squadron</u>		<u>90th Attack Squadron</u>	
2nd Lieut. Ivan M. Palmer	878.2	1st Lieut. John L. Davidson	773.4
1st Lieut. James T. Curry	798.6	2nd Lieut. Archibald M. Kelley	682.
Capt. Ralph H. Wooten	791.8	2nd Lieut. John G. Moore	662.8
2nd Lieut. Herbert M. Newstrom	776.	2nd Lieut. Elmer P. Rose	660.2
2nd Lieut. Walter W. Gross	747.2	2nd Lieut. Reginald Heber	652.6
2nd Lieut. George R. Acheson	682.6	1st Lieut. George A. McHenry	640.
Major John H. Jouett	653.8	Captain Horace N. Heisen	631.
1st Lieut. C.M. Childress, Res.	578.9	2nd Lieut. Otto C. George	621.2
2nd Lieut. H. Pennington	572.1	2nd Lieut. George H. MacNair	613.6
2nd Lieut. Robt. H. Lee, Res.	448.5	2nd Lieut. Francis M. Ziegler	578.5
2nd Lieut. Leo W. Desrosiers	426.2	2nd Lieut. Walter S. Lee, Res.	573.3
2nd Lieut. Clayton C. Berry	410.5	2nd Lieut. John H. Williamson, Res.	534.4
2nd Lieut. Julius T. Flock	388.8	2nd Lieut. George C. McGinley	527.4
		2nd Lieut. Robert Johnston	521.5
		1st Lieut. Jack J. O'Connell	497.8
		2nd Lieut. P.F. Carrier, Res.	483.3

This shows 16 Expert Aerial Gunners, 9 Aerial Sharpshooters and 4 Aerial Marksmen.

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MARSHALL FIELD PILOTS PRACTICE GUNNERY AT FORT CROCKETT

A Gunnery Detachment of 14 officers and 13 enlisted men departed in eight observation planes and two transports from Marshall Field, Fort Riley, Kansas, to Fort Crockett, Galveston, Texas, for two weeks of gunnery practice on tow targets. One transport was furnished by Dodd Field, Fort Sam Houston, Texas, and piloted by Lieut. Haney of that station.

Despite the customary fogs and bad flying weather of Galveston Island, the preliminary and record firing were completed and the detachment returned to their home station without mishap on March 30th. The detachment is very appreciative of the cooperation and hospitality of the 3rd Attack Group, and has nothing but favorable reports to make of the entire group.

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TC 10 AIRSHIP A TOTAL WASHOUT

The 19th Airship Company lost one of its two airships, the TC-10, when Lieut.-Colonel J.W.S. Wuest, in command, with Lieut. L.A. Skinner as pilot, made a forced landing in the Chesapeake Bay about two miles east of Grand View Beach. The mishap was due to a hole torn in the side of the bag above the right motor, putting the ship out of control and making a landing necessary.

It is believed by the officers of Langley Field that the fabric had become weakened to a great extent when the ship encountered and fought for two days a severe storm at Bolling Field, following its participation in the Inaugural parade. The accident occurred on March 11th and, although the airship was a total loss, most of the damage occurred during the salvaging operations. There were no injuries to any of the personnel. Sergeants Balacke and Horan were members of the crew as engineer and rigger.

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The Crissy Field Correspondent waxes very enthusiastic concerning the new tel-tape ticker which was received last October, remarking that it is the finest thing that has been installed for years at that field, or any other field for that matter. He goes on to say that this ticker tape system of obtaining weather data is remarkable compared to the old method used and that the field personnel sincerely hope that the powers that be see fit to appropriate funds for its continuance when the Guggenheim Fund ceases to do so in June. They feel that the outlay for the hook-up is money well spent.

CROSS-COUNTRY FLIGHT FROM MARCH FIELD, CALIF. TO SEATTLE, WASH.

Lieut. Mark D. Steenson, stationed at March Field, Riverside, Calif., recently made a cross-country flight to Seattle, Wash., and return. His report covering this flight is quoted below, as follows:

Departed from March Field, 10:10 a.m., March 6th, crossed the Mojave Desert, on through Tehachian Pass, Sierra Nevada Mountains, to Bakersfield, Calif., landing at 12:05 p.m. County airport three miles north of Bakersfield in excellent condition. Gasoline pump installed by Associated Oil Company on March 10, 1929, now allows immediate refueling at airport.

Departed from Bakersfield at 1:00 p.m., heading directly to Pacheco Pass, Diablo Range, and then to Crissy Field, San Francisco, landing at 4:15 p.m. Meteorological conditions from March Field to Crissy Field were excellent.

Departed from Crissy Field 9:30 a.m., March 7th. Weather reports indicated flying conditions fair and improving north of Redding, Calif. However, from Red Bluffs on into Redding was forced to zero altitude by fog and clouds. Landed at Redding on the Municipal Airport to refuel. While refueling I called on the U.S. Weather Bureau for a weather report and was informed that flying conditions through the Sacramento River Canyon, Siskiyou Mountains, were dangerous. Not being familiar with the Canyon, I decided to wait for more favorable conditions as the southbound Air Mail airplane was forced down at the same time at Vollmer's Ranch, Air Mail emergency field at Bayles, Calif., 35 miles north of Redding, and was waiting for the fog to break. I remained at Redding until March 11th, waiting for a favorable weather report from Weather Bureau Airways Station, through to Medford. Due to the fact that the Air Mail was flying over the clouds, which were solid, and there being no ceiling, I decided to delay departure.

The municipal field at Redding is on high ground, one mile west of town, and will accommodate all types of airplanes in all kinds of weather. The U.S. Weather Bureau Airways Meteorological station will be located on the airport by April 1, 1929. The City of Redding is preparing to construct a hangar which will accommodate the ordinary service ships.

Departed from Redding at 9:25 a.m., March 11th, with weather conditions excellent. Forty miles north of Redding, an exhaust rocker arm on my motor broke, so I turned back and landed at the Air Mail Emergency Field at Vollmer's Ranch. Called Crissy Field by telephone, requesting replacement rocker arm, which was sent me by airplane from that station. Vollmer's Ranch Field is of sufficient length to accommodate any airplane, but is narrow and bordered by a high tension line and canyon on one side and a fence on the other side. Field is subject to strong cross winds due to canyon drafts.

Departed from Vollmer's Ranch at 3:45 p.m., March 11th, and arrived at Medford, 5:05 p.m., landing at airdrome two miles south of town within fair grounds race track. Two cinder runways in good condition will accommodate any ships, and diverge from their southern extremities at a 25 degree angle. Standard Oil Company furnishes refueling delivery by truck.

Due to heavy snow storm, did not depart from Medford until 2:45 p.m., March 12th. Followed course passing over Grant's Pass, Wolf Creek, Canyonville, Roseburg, Cottage Grove, and landed at Eugene at 4:25 p.m. Municipal airdrome at Eugene will accommodate any service ship. Two gravel runways lying north and south and northwest and southeast are in good condition, but there is no runway provided for landings or take-offs into southeast or northeast winds. Field lightly sodded and soft in wet weather. Robi Airways Company located on airdrome, equipped to furnish refueling services.

Refueled and departed from Eugene at 4:45 p.m., and took direct course to Vancouver, Washington, landing there at 6:15 p.m. Meteorological conditions from Medford to Vancouver were poor with low ceilings, rain and snow storms. Pearson Field, Vancouver, Washington, in excellent condition.

Departed from Vancouver at 10:40 a.m., March 13th, heading east up Columbia River to a point opposite Hood River, Oregon, and then headed north to Yakima, Washington, landing there at 12:30 p.m. County Airport lies two miles southwest of Yakima. Two leveled runways lying at diverging angles of 30 degrees are of sufficient length to accommodate any service ship in prevailing winds. Poor wet airdrome. Standard Oil Company furnishes refueling delivery service by truck. Arrangements now being contemplated for refueling facilities located on airport.

Departed from Yakima at 11:00 a.m., March 16, heading northwest to Snoqualmie Pass, Cascade Mountains, landing at Sand Point, Seattle, Washington, at 12:40 p.m. Weather conditions through Cascades bad with fog, low clouds, solid over-

cast ceiling, and snow and rain storms. Conditions east and west of Cascades were fair. Sand Point Airdrome now being graded with east half being cut lower to eliminate slope from lake shore on north end, that portion being unserviceable. West half of airdrome sodded.

Departed from Seattle at 1:15 p.m., heading south to Puyallup, southwest to Tenino, and south to Vancouver, landing at 2:55 p.m. Weather flying conditions from Seattle to Vancouver were good.

Departed from Vancouver, Wash., at 8:50 a.m., March 17th, and landed at Swan Island Airport, Portland, at 9:00 a.m., to obtain weather report. Airport in excellent condition with cindered runways.

Departed from Swan Island at 9:25 a.m., and arrived at Eugene, Oregon, 10:50 a.m. Landed to repair stabilizer control which had jammed. Weather flying conditions from Portland to Eugene bad, with low cloud ceiling, fog and rain.

Departed from Eugene at 12:50 p.m., heading directly to Medford, landing at 2:30 p.m. Weather flying conditions changing from Eugene to Medford from poor to excellent.

Departed from Medford at 3:00 p.m., heading directly to Crissy Field., landing at 6:10 p.m. Weather flying conditions were excellent all the way.

Departed from Crissy Field at 9:20 a.m., March 19th, heading directly for Bakersfield, landing at 12:40 p.m. Refueled and departed at 1:45 p.m., landing at March Field at 2:30 p.m.

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OLD BOREAS FURNISHES PLENTY OF EXCITEMENT FOR AIRSHIP MEN

By the Langley Field Correspondent

The Airships TC-5 and TC-10, in command of Captain Wm. J. Flood and 1st Lieut. M.E. McHugo, respectively, 19th Airship Company, left Langley Field at 9:55 a.m. March 4th for Washington, D.C., flying in formation with two Navy airships J-3 and J-4, in command of Lieuts. Dennet and Tyler, U.S.N. The four ships flew in formation behind the dirigible "Los Angeles" down Pennsylvania Avenue during the Inaugural Parade and ceremonies, presenting what was described by Mr. Graham McNamee, noted radio announcer, as the most awe-inspiring spectacle he had ever witnessed.

During the Inaugural Parade a heavy rainstorm developed over Washington, causing all aircraft participating in the Aerial Review to return to Bolling Field, where the ships were landed, refueled, and made ready for the return flight to Langley Field. The two Navy airships put in at the Naval Air Station, Anacostia, while the "Los Angeles" returned to Lakehurst, N.J. It soon became apparent, however, that the ships would not be able to make their way back thru the heavy storm, and preparations were made for handling the ships at Bolling Field over night.

An emergency crew was called out and the TC-5 was moored to a truck, the TC-10 being moored to a block with the three-wire mooring device used on all Army airships. Everything went all right on the night of the 4th, the crews being able to keep the ships on the ground, and on the morning of the 5th Capt. Flood took off for Langley Field in the TC-5. After fighting the winds and fog for half an hour he returned to Bolling Field. At 1:30 p.m., both Army airships took off, the TC-10 heading for Langley Field and the TC-5 for Phillips Field, Md. Again the TC-10 was forced to return to Bolling Field by the high winds, but the TC-5, after a landing near Baltimore, Md., proceeded on to Phillips Field and was housed in the Airship hangar at that place.

During the night of the 5th the storm increased greatly, and for a while it seemed that the old cruiser TC-10 was doomed. With the careful maneuvering of the experienced crew and the cooperation of the emergency ground crew at Bolling Field, however, the ship was brought through the crisis and returned to Langley Field at 10:15 a.m. on March 6th. Much credit is due the crews of the two Army airships, as well as the ground crew at Bolling Field, for the most efficient manner in which they handled a very difficult situation.

An idea of the ferocity of the storm is readily seen in that both of the Navy airships, J-3 and J-4, were totally lost, this being to a great extent due to the absence of the three-wire mooring device on the Navy airships. This is the severest test the three-wire mooring device has received to date, the wind at times reaching a velocity of 60 miles per hour. At 4:10 p.m. on the 6th, Captain Flood in the TC-5 made an attempt to return to Langley Field. Encountering high head winds, he decided to put in at Lakehurst, and after landing for

refueling at Bolling Field, proceeded to Lakehurst Naval Air Station and was housed in the hangar at 2:40 p.m., March 7th.

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ANOTHER CANDIDATE INITIATED IN DUMBBELL CLUB

The Crissy Field Correspondent reports that 2nd Lieut. Wentworth Goss, the intrepid Engineering Officer of the Observation Squadron at that field, landed an amphibian plane on land recently with the wheels up. Goss's pride really suffered more from the mishap than the amphibian for, strange to say, the old duck skidded in to a perfect landing with no more damage being done than to rub the paint off its tummy. Goss is now a broken man, poor old fellow, and is looking for some other unfortunate to whom he can pass on the "dumbbell" trophy.

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FALSE ALARM STIRS UP SOME EXCITEMENT

An interesting flight was made by Captain W.C. Ocker and 2nd Lieut. Donald R. Lyon in two O2-H's from Crissy Field the other day. Word was received at the field that the north bound Western Air's tri-motored Fokker with a full load of passengers aboard was observed to be flying towards Oakland minus one wheel. The two Crissy planes, equipped with blackboard messages instructing the pilot to follow them, were sent out to find the ship and escort it to Crissy Field, where the Coast Guard were on the alert to pick up the passengers after landing in the water opposite that station.

Captain Ocker picked the plane up at San Jose and found the report to be a false alarm, but came back with an amusing story of how the passengers in the Fokker waved handkerchiefs at him, believing undoubtedly that he was some hot pilot attempting a formation with the big plane. Everyone was much relieved when the report turned out to be untrue.

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NOTED WRITER SERVES ACTIVE DUTY TOUR AT LANGLEY FIELD

Captain Samuel Taylor Moore, noted writer, recently completed a two weeks' tour of active duty at Langley Field, Va. During the war Captain Moore served in the lighter-than-air branch of the Air Service, and he has made it a point to come into active duty for two weeks with the Army each year in order to keep in touch with the service. One of the foremost writers on aviation and popular science stories in America, Captain Moore's articles and fiction stories have appeared in the best magazines of the country. He lives in Greenwich Village in New York City, and turns out about 10,000 words of fiction a week. In addition to this, he has been working upon a biography of Hetty Green which will soon be completed. He has spent considerable time in Europe during the past year gathering material for this book.

While on active duty at Langley Field, Captain Moore spent his time with the Lighter-than-Air Section, where he enjoyed talking over old times and no doubt obtained ideas for new stories.

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LANGLEY FIELD MEN FEED ON REINDEER MEAT

A representative of the Lomen Reindeer Corporation, named Mr. Posternock, recently visited among the organizations of Langley Field, Va., praising the virtues of reindeer meat. He had a conference with mess sergeants in the mess hall of the 58th Service Squadron, where some of the meat was cooked and passed around among the sergeants. Everybody who sampled this meat liked it, and the result was that 17 sample carcasses were ordered. The meat will come down from New York by boat in the frozen condition and will be delivered to the post immediately.

It seems that the Government is getting overstocked on reindeer in Alaska, due to the protection laws which have been in effect for many years, but the time has now come when the reindeer can be thinned out to the extent of nine million pounds a year and still leave enough prize animals for Santa Claus to pick from at Christmas time.

PROMOTION LEGISLATION ✓

With the opening of the first session of the 71st Congress, Representative M. J. Maas, of Minnesota, introduced in the House of Representatives on April 15th a Bill (H.R. 231) to increase the efficiency of the Air Corps.

This Bill provides that a separate Air Corps promotion list be prepared to embrace the names of all officers of the Air Corps of the Regular Army below the grade of colonel, and that these names shall be arranged in the same relative order as they are on the Army promotion list. Air Corps flying officers shall be promoted after years of commissioned service, as follows: to 1st Lieutenant, 3 years; to Captain, 7 years; to Major, 12 years; to Lieut.-Colonel, 20 years; to Colonel, 26 years. All flying officers of the Air Corps below the grade of Colonel shall be promoted in the order of their standing on the Air Corps promotion list. Non-flying officers of the Air Corps shall be promoted as provided for other branches of the Army.

The number of Air Corps officers in the grade of Colonel shall not be less than 4 nor more than 6 percentum, and the number of Lieut.-Colonels not less than 5 nor more than 8 percentum of the total number of officers on the Air Corps promotion list. The aggregate number of Air Corps officers in the grades of Colonel, Lieut.-Colonel and Major shall not be less than 26 percentum nor more than 40 percentum of the total number of officers on the Air Corps promotion list, and in so far only as their promotion will not cause said maximum percentages to be exceeded shall officers who have completed the prescribed years of commissioned service be promoted to the grades of Colonel, Lieut.-Colonel and Major. In so far as necessary to maintain the minimum percentage of field officers, Air Corps flying officers of less than the required years of commissioned service shall be promoted to the grades of Colonel, Lieut.-Colonel and Major.

When an officer of the Air Corps has served 30 years either as an officer or soldier he shall, if he makes application therefor to the President, be retired from active service and placed on the retired list. Except in time of war, in computing the length of service for retirement, credit shall be given for one and one-half the time heretofore or hereafter actually detailed to duty involving flying, and credit shall also be given for all other time now counted toward retirement in the Army. The number of such voluntary retirements annually shall not exceed 6 percentum of the authorized strength of the Air Corps. When a flying officer of the Air Corps reaches the age of 54 years he shall, if he makes application therefor to the President, be retired from active service and placed on the retired list. Officers of the Air Corps who become physically disqualified for the performance of their duties as flying officers shall be eligible for retirement for physical disability.

Senator Reed, on April 18th, introduced in the Senate a Bill (S. 4) to regulate promotion in the Army, and for other purposes. Section 3 of this bill reads as follows:

"That the Secretary of War shall cause to be prepared a list of all flying officers of the Air Corps of the Regular Army. The names on this list shall be arranged in the same relative order that they now have on the Army promotion list, and no officer whose name appears on such list of flying officers of the Air Corps shall be considered as having less commissioned service than any officer whose name is below his on this list. All flying officers commissioned in the Air Corps after the formation of the original list of flying officers of the Air Corps shall be placed thereon in accordance with length of commissioned service. Any officer whose position on the list of flying officers of the Air Corps is changed by sentence of a general court-martial or by law shall be deemed to have the same commissioned service as the officer next below whom he may be placed by such change.

All flying officers of the Air Corps below the grade of colonel shall be promoted in the order of their standing on the list of flying officers of the Air Corps and, except as otherwise in this section provided, shall be promoted to the grade of first lieutenant when credited with three years' commissioned service; to the grade of captain when credited with seven years' commissioned service; to the grade of major when credited with twelve years' commissioned service; to the grade of lieutenant colonel when credited with twenty years' commissioned service; to the grade of colonel when credited with twenty-six years' commissioned service: Provided, That the number of flying officers of the Air Corps in the grade of colonel shall not be less than 4 per centum nor more than 6 per centum, and the number in the grade of lieutenant colonel shall not be less than 5 per centum nor more than 8 per centum, and the aggregate num-

ber in the grades of colonel, lieutenant colonel and major shall not be less than 26 per centum nor more than 40 per centum of the total number of flying officers of the Air Corps, and in so far as necessary to maintain said minimum percentages, flying officers of the Air Corps of less than the required years of commissioned service shall be promoted to the grades of colonel, lieutenant colonel and major, and only in so far as their promotion will not cause said maximum percentages to be exceeded shall officers who have completed the prescribed years of commissioned service be promoted to the grades of colonel, lieutenant colonel, and major."

Section 4 provides that the percentages prescribed in the foregoing sections of this Act shall be computed on the effective date thereof and thereafter on July 1st of each year.

In so far as other branches of the Army are concerned, not including the Medical Department, chaplains and professors, officers in the grades of second lieutenant, first lieutenant, captain, major and lieutenant colonel shall be promoted to the respective next higher grade when they are credited with three, ten, fifteen, twenty and twenty-six years of service, respectively.

Provision for the retirement of flying officers of the Air Corps is provided in terms identical with those embodied in the Maas Bill.

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IMPROVEMENT OF FLYING FIELD AT CAMP NICHOLS, P.I.

Camp Nichols, Rizal, P.I., will soon boast of a flying field that will do credit to any airdrome. The field is in process of being enlarged both to the north and south. Plans are under way to fill the low land at the east part of the field. At the present time all areas dangerous for landings are marked by brilliant yellow tetrahedrons about a foot and a half high.

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AIR CORPS PARTICIPATES IN MANILA CARNIVAL

The Air Corps loaned their assistance to help make Manila's 1929 Carnival a success. On several days there were formations of all types ^{of planes} that the Army possesses in the Philippines. The Navy also flew formations. The Air Corps exhibit drew much attention. This exhibit was in charge of Lieut. George Goddard, Air Corps, and it comprised a very fine assortment of photographs of different parts of the Islands. There were also model planes, parachutes, motors and other subjects of interest.

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ACTIVITIES OF THE 88th OBSERVATION SQUADRON

Under the command of Major Lewis H. Brereton, the 88th Observation Squadron, reorganized in June of last year, is functioning smoothly in its work with the Field Artillery School at Fort Sill, Okla. Although somewhat handicapped by a shortage of planes, due to a fire in January which destroyed four O2-H's, all missions with the School are being performed as per schedule. In addition to daytime work, night adjustment of artillery fire by means of flares is being carried on.

Besides Major Brereton, the 88th has 13 pilots at present, viz: 1st Lieuts. T.L. Gilbert, H.K. Baisley, Wm. E. Bleakley, J.R. Reed, 2nd Lieuts. C.W. Cousland, G.V. Holloman, K.P. McNaughton, H.J. Flatequal, L.D. Fator, J.W. McCauley and R.I. Dugan. The other two are enlisted pilots, Tech. Sergeant C.F. Colby and Staff Sergeant W.S. Rosenberger. Lieuts. Bleakley, Reed, McCauley and Dugan are Air Corps Reserve officers on extended active duty.

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GRADUATES FROM AIR CORPS TECHNICAL SCHOOL

A total of 35 enlisted men graduated from various courses of instruction, taught at the Air Corps Technical School, Chanute Field, Rantoul, Ill., during the latter part of March. These graduates are, without exception, extremely beneficial to any organization to which they are assigned. Thirteen men graduated from the Aircraft Armorers course on March 22nd; 10 from the Radio Mechan-

ics and Operators course, March 22nd, and 12 from the Crew Chiefs course on March 29th, viz:

Aircraft Armorers

1st Sgt. Steve Stanowich, 19th Airship Company, Langley Field, Va.
Sergeant Earl W. Castlemaine, 96th Bombardment Squadron, Langley Field, Va.
Pvt. 1st Cl. Ian A. MacKellar, 15th Observation Sqdn., Selfridge Field, Mich.
Private Angelo Milazzo, 15th Observation Squadron, Selfridge Field, Mich.
Private William C. Milligan, 16th Observation Sqdn., Marshall Field, Kansas.
Private Jim Stockard, 8th Attack Squadron, Fort Crockett, Texas.
Private Michael Yankovich, 96th Bombardment Sqdn., Langley Field, Va.
Tech. Sgt. Edward G. Meckel, 104th Obs. Sqdn. Maryland National Guard
Master Sgt. Elmer Walder, 106th Obs. Sqdn., Alabama National Guard.
Private Lorrain S. Daly, Unassigned.
Private Clarence E. Hackathorn, Unassigned.
Private Wm. A. Johnson, Unassigned.
Private Ira D. Slater, Unassigned.

The four unassigned enlisted men will be assigned to stations, one each at Brooks Field, Texas; Panama Canal Department; March Field, Calif.; and Detachment, 22nd Obs. Squadron, Fort Bragg, N.C.

Radio Mechanics and Operators

Staff Sgt. Samuel Baron, 39th School Squadron, Kelly Field, Texas.
Corporal Charles M. Cox, 51st School Squadron, Brooks Field, Texas.
Pvt. Spl. 5th Cl. Eugene Pournelle, 11th School Group Hqrs., Brooks Field, Texas
Private Marvin W. Hogg, 16th Obs. Squadron, Marshall Field, Fort Riley, Kansas.
Private Theodore E. Atz, Unassigned.
Private Terris W. Fitzpatrick, Unassigned.
Private Dwight L. Kemper, Unassigned.
Private Harry E. Rinehart, Unassigned.
Private Walter E. Tyler, Unassigned.
Private Wm. B. Verhillion, Unassigned.

These six unassigned men will be assigned to stations, one each at Mitchel Field, N.Y.; Philippine Department; Panama Canal Department; Maxwell Field, Ala.; Kelly Field, Texas; Fort Crockett, Galveston, Texas.

Crew Chiefs

Staff Sgt. George R. Boston, A.C.T.S. Det., Chamute Field, Ill.
Corporal A.M. 2d Cl. Wilson F. Moul, 96th Bomb. Sqdn., Langley Field, Va.
Corporal Paul F. Starkey, 51st School Squadron, Brooks Field, Texas.
Pvt. 1st Cl. Gerald F. Fuchs, 48th School Squadron, Kelly Field, Texas.
Pvt. 1st Cl. Fred Sanford, 96th Bomb. Sqdn., Langley Field, Va.
Pvt. Sp. 6th Cl. Maurice L. Dyer, A.C.T.S. Det., Chamute Field, Ill.
Pvt. Fred F. Frey, A.C.T.S. Det., Chamute Field, Ill.
Private Elmer H. Anderson, Unassigned.
Private Charles F. Harrison, Unassigned.
Private Paul M. Langlands, Unassigned.
Private Virgil Neal, Unassigned.
Private Philip M. Peyran, Unassigned.

Four of the unassigned graduates will be assigned - two at Kelly Field, Texas; one at Fort Crockett, Galveston, Texas, and one at Selfridge Field, Mich. Two graduates of the above class were recommended for an additional course in parachute rigging, and will start with the Parachute Class commencing on May 6th.

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LANGLEY FIELD IS BASE FOR ANTI-AIRCRAFT TESTS

Once again the big anti-aircraft batteries of Fort Story, Va., bark into the midnight sky as airplanes towing targets dodge through the searchlights. A detachment from Mitchel Field, N.Y., under Capt. F.M. Brady and Lieut. John Case are operating out of Langley Field with the Fort Story batteries. A regiment from Fort Totten, N.Y., is on temporary duty also at Story. The airplanes from Mitchel Field are kept in the hangars of the 58th Service Squadron, Langley Field, but that squadron brought their own mechanics along for servicing.

In addition to firing at towed targets, the Fort Story personnel try to pick up airplanes at night with searchlights. Six huge searchlights are trained upon a certain area through which the airplane must pass, and it is not often that an airplane can run through the narrow gateway in the sky without getting picked up by one of the lights.

WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: Major John F. Curry from duty as student, Command and General Staff School, to duty as instructor, General Service Schools, Fort Leavenworth, Kansas.

Major Wm. C. McChord, upon completion of present course of instruction at Army War College, to Fort Leavenworth, Kansas, not later than August 1, 1929, for duty as Instructor at General Service Schools.

Major Davenport Johnson, upon completion present course of instruction at Army War College, to duty in Office Chief of Air Corps, Washington.

Lieut.-Col. Henry C. Pratt, Mitchel Field, N.Y., to Hawaiian Department, sailing from New York about July 23, 1929.

Lieut.-Col. James A. Mars, San Antonio Air Depot, Duncan Field, Texas, to Panama Canal Department, sailing from New York about July 11, 1929.

Major John D. Reardan, upon relief from duty as student at Air Corps Tactical School, Langley Field, Va., to Wright Field, Ohio, Materiel Division.

Following officers, upon completion of tour of service in Hawaii, to proceed to stations indicated: Lieut.-Col. John H. Howard to Mitchel Field, N.Y.; 1st Lieut. Frank M. Paul to Maxwell Field, Ala.; 1st Lieut. Harold R. Rivers to Chamute Field, Rantoul, Ill.

Captain Laurence F. Stone, Lakehurst, N.J., to Walter Reed General Hospital, Washington, D.C., for observation and treatment.

Captain Walter F. Kraus, Office Chief of Air Corps, Washington, to Crissy Field, Presidio of San Francisco, Calif., effective about August 20, 1929.

Captain Wm. E. Lynd, Kelly Field, Texas, to Army and Navy General Hospital, Hot Springs, Ark., for observation and treatment.

Captain Ross F. Cole, upon expiration course of instruction Air Corps Tactical School, Langley Field, Va., to Marshall Field, Fort Riley, Kansas.

1st Lieut. John A. Laird, Jr., Wright Field, and Stewart W. Towle, Jr., Chamute Field, to Hawaiian Department, sailing from New York June 25, 1929.

Captain Arthur E. Simonin, France Field, Panama, to Mitchel Field, N.Y.

1st Lieut. Frederick von H. Kimble, March Field, to OCAC, Washington, D.C., for duty in Office of Assistant Secretary of War.

1st Lieut. Norman D. Brophy, San Antonio Air Depot, Duncan Field, Texas, to Langley Field, Va., not later than July 9, 1929.

1st Lieut. Ronald A. Hicks, from duty with Organized Reserves, New York City, to Bolling Field, D.C.

1st Lieut. Kenneth N. Walker, student at Air Corps Tactical School, Langley Field, to report to Commandant of that School for duty as Instructor.

1st Lieut. John F. Whiteley, Kelly Field, Texas, to Fort Crockett, Texas.

1st Lieut. John V. Hart, Chamute Field, Ill., to March Field, Calif.

1st Lieut. Charles E. Thomas, Rockwell Air Depot, to San Antonio Air Depot.

1st Lieut. Robert V. Ignico, San Antonio Air Depot, to Langley Field, Va.

1st Lieut. Alfred A. Kessler, Jr., from Air Corps Engineering School, Dayton, O., to duty at United States Military Academy, West Point, N.Y.

2nd Lieut. Minton W. Kaye, Crissy Field, to March Field, Calif.

2nd Lieut. Leslie A. Skinner, Langley Field, to Philippines, sailing from New York about August 20, 1929.

2nd Lieut. Hansford W. Pennington, Fort Crockett, to Kelly Field, Texas.

2nd Lieut. Milton M. Towner, Fort Sam Houston, Texas, to Air Corps Training Center, Duncan Field, Texas, for duty as instructor.

Orders Revoked: Transfer of 1st Lieut. Edwin R. Page, Wright Field, to the Philippines; transfer of 1st Lieut. Isaiah Davies, Richards Field, Kansas City, Mo., to Bolling Field, D.C.; transfer of 1st Lieut. Cornelius J. Kenney, March Field, to Richards Field, Kansas City, Mo.

Promotions: 1st Lieut. Walter H. Reid to Captain, rank from April 3, 1929.

1st Lieut. John B. Patrick to Captain, rank from April 3, 1929.

1st Lieut. John Y. York to Captain, rank from March 30, 1929.

1st Lieut. Claire L. Chennault to Captain, rank from April 12, 1929.

2nd Lieut. Uzal G. Ent to 1st Lieutenant, rank from April 12, 1929.

Retirement: 1st Lieut. Carl H. Barrett, incapacitated for active duty.

Resignation: 1st Lieut. Robert Lyle Brookings.

Reserve Officers detailed to extended active duty: 1st Lieut. Edwin S. Delaplaine, Jr., to June 30, 1930.

2nd Lieut. Harry Nixon Harper, Morrow, O., to Ft. Sam Houston, Texas, to April 14, 1930.

1st Lieut. Melville C. Robinson, extended to June 30, 1930.
2nd Lieut. Stuart P. Wright, Dallas, Texas, to Selfridge Field to 4-14-30.
Detailed to Air Corps, and to Brooks Field, July 1, 1929, for training:
2nd Lieut., Robert G. Lowe, Cavalry 2nd Lieut. George P. O'Neil, Inf.
1st Lieut. Donald S. Burns
Relieved from Detail to Air Corps: 2nd Lieut. Wm. H. Hennig, to duty
in Hawaiian Department with Coast Artillery.

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CHANGE IN ASSIGNMENT OF AIR CORPS GENERAL OFFICERS

Under the provisions of Special Orders, No. 82, War Department, April 9, 1929, Brigadier General Benjamin D. Foulis, assistant to the Chief of the Air Corps, is relieved from further assignment and duty in the office of the Chief of the Air Corps, Washington, D.C., effective June 1, 1929, and will proceed upon expiration of such leave of absence as may be granted him, and not later than June 30, 1929, to Wright Field, Dayton, Ohio, reporting by letter to the Chief of the Air Corps for duty as chief of the materiel division.

Brigadier General William E. Gillmore, assistant to the Chief of the Air Corps, is relieved from further assignment and duty as chief of the materiel division, Wright Field, Dayton, Ohio, and will proceed to Washington, D.C., and report in person to the Chief of Air Corps not later than June 30, 1929, for duty in his office.

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AIR CORPS OFFICERS DETAILED AS STUDENTS AT COMMAND AND STAFF SCHOOL

The following-named Air Corps officers were designated as students at the Command and General Staff School, Ft. Leavenworth, Kansas, for the 1929-1931 course and directed to report to the Commandant not later than August 31, 1929:

Major Vincent E. Dixon	Major Frank D. Lackland
Major George H. Peabody	Major Jacob E. Rudolph
Captain Richard H. Ballard	Captain Francis M. Brady
Captain Carl W. Connell	Captain Asa N. Duncan
Captain Laurence F. Stone	

With the exception of Captains Brady and Stone, all of the above-named officers are at the present time on duty as students at the Air Corps Tactical School, Langley Field, Va. Captain Stone is on duty as instructor at this School, while Captain Brady is stationed at Mitchel Field, N.Y.

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DAYLIGHT FLIGHTS WASHINGTON TO HAVANA, CUBA, AND RETURN ✓

Captain Walter F. Kraus and 1st Lieut. John E. Upston, on duty in the Office Chief of Air Corps, Washington, just completed an air journey in a Curtis O-13 Observation plane from Bolling Field, D.C., to Havana, Cuba, and return, the trip involving a total distance of approximately 2500 miles.

The south bound trip, made on April 18th, was accomplished in an elapsed time of 13 hours and 25 minutes. The airmen left Bolling Field at 4:20 a.m., arriving at Charleston, S.C., at 8:36 a.m.; Miami, Fla. at 2:40 p.m., and Havana, Cuba at 5:45 p.m. A stop of 54 minutes was made at Charleston and 50 minutes at Miami.

The return trip from Havana to Washington was made in exactly 11 hours, the take-off being made at 7:00 a.m., April 21st, and the landing at Bolling Field at 6:00 p.m. that day. Only one intermediate stop was made on this trip, the airmen landing at Jacksonville, Fla., at 11:50 a.m., and taking off 50 minutes later. A violent storm overtook the flyers when within about 40 miles of Washington and forced them to deviate somewhat from their course in order to fly around it.

The object of the trip to Cuba was to inspect the work of the Air Corps Mission now assigned to that country, consisting of Captain Rosenham Beam, Lieuts. James M. Gillespie and Jack C. Hodgson. Both the south and northbound trips involved a flight over water for a distance of approximately 111 miles.

Landing at the Cuban capital was made at Camp Columbia, a large airdrome used by the Cuban Air Corps, on which various improvements are being effected which will tend to make it an ideal flying field.

NOTES FROM AIR CORPS FIELDS

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March Field, Riverside, Calif., April 5th.

The recent arrivals of commissioned personnel at March Field include the following named officers:

1st Lieut. Benj. B. Cassidy	2nd Lieut. John E. Bodle
" " John G. Williams	" " Wm. H. Doolittle
" " Harlan T. McCormick	" " John R. Hawkins
" " Dale D. Fisher	" " Oscar F. Carlson
	" " Ward J. Davies

With the exception of Lieut. Cassidy, these officers are all assigned to the Department of Flying as flying instructors. Lieut. Cassidy was assigned to the Department of Ground Instruction and is now teaching Aerial Navigation.

Major M.F. Harmon, Air Corps, accompanied by Major C.L. Chase, Medical Corps, left the Post via airplane on March 30th, to attend a conference at the Training Center, Duncan Field, San Antonio, Texas.

The upper class of Flying Cadets terminated their fifth month of instruction at the school, and are making satisfactory progress in the flying of DH's and the few Douglas O2's. The majority of the lower class, which commenced training March 1st, are now on the solo stage. The March Class has blossomed forth in the new regulation blue uniform prescribed for flying cadets. While it is an improvement over the old O.D. uniform, it is felt that it still leaves much to be desired. The upper class will continue to wear the old uniform while at this field.

The new hangars are now completed, and are housing the airplanes which were formerly sheltered in the old wooden war-time hangars. It is expected that the officers' quarters, which are now practically finished, will be ready for occupancy by the first part of June.

A few weeks ago, Capt. Keesling was passing around the cigars. No, it was not an increase in family but increase in rank.

March Field's championship basketball team left for Crissy Field, March 4th, to take part in the Ninth Corps Area basketball tournament at the Presidio of San Francisco. The trip was uneventful except for the fact that Lieut. Frederick V.H. Kimble, who piloted the Fokker C-2 loaded with the team and its trainers, ran into thick weather in the vicinity of San Francisco. Some of the players had never been in the air before, so naturally the trip was quite a sensation to them. The team was accompanied by Lieut. D.M. Allison, the Post Athletic Officer, and while at the Presidio, was quartered with the 91st Observation Squadron at Crissy Field.

In the first game on the night of March 6th, with Crissy Field, who had won the Championship of the Presidio, March Field had little trouble disposing of them by the score of 30-15. In the second game, March 8th, with the Presidio of Monterey, somewhat stiffer competition was offered, but March Field finally came through with a 33-29 victory. On the following night, the 30th Infantry, last year's Corps Area Champions, were taken into camp 27-24. On Monday night, March 11th, Corps Area Headquarters was taken down the line by a score of 40-20. Corps Area was handicapped because their star and center had been barred from further competition in the tournament play. On Wednesday night, the 13th, came the test. Fort Scott and March Field, the only undefeated teams left in the tournament, were scheduled for the first game of the evening. Fort Scott trimmed us that night, 38-25, but the score does not begin to tell the story of the game. It was one of those games where a lot of hard, clean playing is displayed by both teams. Fort Scott was the best team on the floor that night, but they did not win without a battle. In the last games of the tournament on the 15th, March Field defeated Letterman General Hospital, and established the high score of the tournament, 59-18.

March Field's line up included the following players at their positions: Graw, center; Hansen, forward; Cole, Captain, and forward; Hill, guard; Allison, guard; Lash, forward; Goldberg, guard; Arnold, guard. Hansen and Cole formed a mean scoring combination, while Graw played a marvelous game at center. Hill was by far the outstanding floor guard in the tournament. Arnold, in addition to taking his turn at guard, substituted at center for Graw and played some very good basketball. Lash, a newcomer, got into two or

three games and showed a lot of promise for next year. Goldberg, a football player, naturally was a tower of strength on defense. Allison, a former University of Georgia guard, played a consistent game and contributed to the victories quite frequently by his accurate and consistent long shots from near center.

All teams in the Ninth Corps Area are hereby given warning that next year March Field expects to make a much better showing on the floor than this year's team.

The official opening of the baseball season occurred on the afternoon of March 26th, when the 53rd School Squadron trimmed the 70th Service Squadron, in a very uninteresting game, to the tune of 11-1.

There are five teams entered in the Post League, the 47th, 53rd, 54th, 70th and Headquarters Squadrons. The 54th, last year's champions, and the 53rd look to be rivals again, when the final tabulations are to be made.

Several players of varying ability reported to this station recently, and some new faces have already been seen on some of the teams. Hild, the 53rd's new short stop, looks like a million at his post.

Lieut. Dixon M. Allison, Post Athletic Officer, has, in addition to his other duties, the destiny of the 54th team in hand, and he reports that they look very good. He says he has four pitchers, all of about the same quality, in Ballard, Tevis, McIlhenny and Arnold. Stoponski, 54th's mainstay on the slab last year, was shifted to the infield.

There seems to be lots of material for a Post team this year with all the new men who arrived recently. Lieut. Allison states that the Post team will go to Presidio of San Francisco to play three or four games at that station prior to the Corps Area Tournament. There are also the annual games with the Naval Training Station at North Island, San Diego and at March Field. The Navy trimmed March Field last year three games out of four, but their team was split up this spring when the fleet took a number of their players.

A very successful season is looked forward to by all the squadron teams, and especially the Post teams.

Fairfield Air Depot, Fairfield, Ohio, March 28th.

Fairfield Air Depot will be the scene of considerable activity from May 15th to May 25th when demonstrations and maneuvers of the following units will be held on the field: Second Bombardment Group, 95th Pursuit Squadron, Advanced Flying School, and the 15th and 16th Observation Squadrons, Third Attack Group and the Ninth Observation Group. These units will represent about 100 planes with 151 pilots and observers. In addition, there will be the Army Staff of about 40 officers and 134 Air Corps enlisted men and about 175 visitors.

After the cold and snow of winter, with the Golf Course looking rather dreary, along comes a few warm days and the whole Post is now covered with a carpet of green. The formal opening of the golf season at Fairfield is scheduled for March 31st, when a blind bogey tournament will be held for all members at 1:30 P.M. There will be a total of thirteen prizes awarded in the order of low net scores. This tournament will be played over the new nine-hole course recently laid out. It is expected that a large number of our players here will enter this golf tournament because in the memorandum to all members there is the following heartening sentence: "There will be no entrance fee for this tournament".

Capt. Edward Laughlin, who is temporarily in command at this Post, and Lt. Perry of the Reserves made a cross-country trip on March 9th, visiting the Commanding Officers at Schoen and Bowman Fields.

The Engineering Department of this Field sent a truck to Hagerstown, Ind., to bring back and repair a Douglas O2. Sgt. Swisher, pilot of this ship, had to come down at that place on account of weather, and taking off in a soft field, he nosed over and the ship was damaged. The Sergeant was uninjured.

Lt. Skance, Instructor of the Minnesota National Guard, ferried an O-11 airplane to Fairfield Air Depot for overhaul and reassignment to some other unit of the National Guard. Lt. Skance returned to Minnesota by train.

Lt. Hewitt, Instructor of the National Guard at Little Rock, Arkansas, accompanied by Lt. Schumate, arrived at this station by train and took back an O2-C and a PT, which were overhauled by the Engineering Department.

On March 27th at 6:00 P.M., three bombers in charge of Capt. Hale of the

Office, Chief of the Air Corps, arrived here en route for Bismark, N.Dakota, where they expect to assist in bombing loose the ice jam in that vicinity. On that evening, an engine was pulled from one of the bombers and another one installed at once, the bombers taking off early the next day for their destination.

2nd Lt. Harvey, with Sgt. Rhoades of Selfridge Field, in taking an overhauled Douglas O2-C back to Selfridge on March 14th, were forced down at Perryburg, Ohio, on account of weather and the ship was injured to the extent that it became necessary to return it to Fairfield for repair.

The Assistant Secretary of War Hurley arrived today, March 28, 1929, en route to Rock Island Arsenal. He was cleared on the morning of the 29th for South Bend, Ind.

Lieut. and Mrs. Greenslade entertained at their quarters on the evening of the 28th. Among the guests were Assistant Secretary of War Hurley, Major and Mrs. Fickel and Capt. and Mrs. Laughlin. After a very delightful dinner, bridge was played, Mrs. Laughlin and Lieut. Asp winning first prize. The second prizes were kept in one family, being won by Major and Mrs. Jones.

Langley Field, Virginia, March 25th.

Twentieth Bombardment Squadron, by Lt. M.M. Burnside, A.C.: Lt. Blaufuss returned to this station, March 18th, after being forced to remain in Mitchell Field, N.Y., for a week, due to failure of the engine on the transport to function properly, necessitating a forced landing.

Lieuts. Hammond, Daly, Hall, Higgins and Grater left this field in O-11's and A-3's on March 17, with instructions to report to the Commanding Officer of Maxwell Field, Ala., for duty in connection with relief work conducted in that area. An LB-5-A plane of this organization, piloted by Lt. Huggins of the 96th Squadron, with Lts. Fields and Campbell as observers and Tech. Sgt. Brantley as Crew Chief, left March 18th to join the above pilots in the relief work.

This organization received the first LB-7 plane last Saturday, followed by a second one on Monday. This organization is in great need of aircraft.

Ninety-sixth Bombardment Squadron, Air Corps, by Lieut. E.G. Schmidt, A.C.: The following Air Reserve officers arrived, who recently were assigned to this organization: Lieuts. Hensell, Armstrong, Bryan, Campbell, Nicholson, Colman, Davis, Goode, Hale.

Lieut. Hackman returned from leave on March 12th and departed for Bolling Field on a cross-country the next day.

Lieut. Armstrong was appointed coach for the Squadron baseball team.

Cpl. King and Pvt. Shilling returned on March 15th from furlough.

Langley Field, Hampton, Va., April 8th.

19th Airship Company, by Lieut. M.E. McHugo: Capts. Clark and Puryear, Lieut. Starkey and Warrant Officer Lassiter, of the 19th Company, successfully completed the Special Observers' Course at Kelly Field, Texas, February 28th. All will return to this Organization for duty upon the expiration of leave of absence.

The TC-5 in command of Col. T.A. Baldwin, Lieut. Otto Wienecke, pilot, arrived March 21st from Lakehurst, N.J., having been weather bound at that station since the 6th. The flight was made at night, as a night coast patrol flight. The ship left Lakehurst at 11:20 P.M., and arrived over Langley Field at 3:50 A.M. Col. Baldwin also made several training flights at Langley Field on the same date.

On March 24th, Capt. A.I. Puryear made a coast patrol flight in connection with a search being made in an attempt to locate a lost plane believed to have fallen in the water of the Chesapeake Bay between Norfolk and Annapolis. After a futile search of four hours the ship returned to Langley.

Several changes were made in the duty status of the officer personnel during the week. Capt. A.I. Puryear was detailed as Company Supply Officer and Mess Officer; Lieut. M.C. McHugo as Officer in Charge of the Airship Hangar and Hydrogen Gas Plant; Lieut. L.A. Skinner as Officer in Charge of Experimental Engineering Department and also Company Recreation Officer; Lieut. B.T. Starkey as Company Operations Officer; also Communications and Meteorological Officer

and Warrant Officer R.E. Lassiter as Company Engineering and Transportation Officer. Lieut. Otto Wienecke was relieved of all duties with the organization, as he received orders to report to Brooks Field, Texas.

Capt. William J. Flood, Company Commander, was detailed to temporary duty, Office of the Chief of Air Corps, for work in connection with a summer training program for the Air Corps. Capt. A.I. Puryear assumed command of the Company.

The baseball team representing the 19th Airship Company this year will be as good, if not better, than last year's Championship Team, although we lose Kasperek, fighting third baseman, voted the most valuable man on the team; and Douglas, star hurler. We offset the loss by the addition of Kowaleski, at short, Clark at first base, Johnson at second base and two new outfielders in Grant and Marks.

20th Bombardment Squadron, by Lieut. M.M. Burnside: Of the four bombers which were forced down in a muddy field about 50 miles northwest of Langley Field, due to fog, one was from the 20th Bomb. Squadron. All of these planes were returned during the past week. They were subjected to a strenuous test due to strong winds reaching almost the intensity of gales, but were not damaged beyond the control column fitting. Two of these were broken. It was found that it is better to lash the controls in a forward position, as one plane secured in this manner was not damaged.

Nine Reserve Officers, ordered to active duty from Kelly Field, were assigned to the 20th Bombardment Squadron. Three of the nine who reported so far are 2nd Lieuts. Leonard F. Herman, Edwin M. Day and Frank W. Raymond.

Tech. Sgt. Monroe Reynolds, ordered for a tour of service in the Philippine Islands, is to leave the squadron on or about May 1st.

The 20th Squadron, like all other organizations of the Group, has been flying five, six and nine-ship formations. Formation flying comes under the second phase of the Group training program which we have just entered.

Pvt. Clyde Tolley is attending the Cooks and Bakers School at Baltimore, Md.

96th Bombardment Squadron, by 2nd Lieut. Ernest G. Schmidt: Bad weather delivered a crushing blow to the entire 96th Bombardment Squadron, March 2nd, when it was forced down in a wheat field at Naylor's, Va., at 10:00 A.M. Lieuts. Malone, Wolfenbarger and Agee were piloting at the time. The condition of the field prevented the take off for several days, which necessitated the return of personnel by automobile. A fast Army reconnaissance car arrived at Langley Field about 8:30 P.M., March 3rd, with all members of the flight. Needless to say, the 8 hours' night run was a hard experience. On Thursday Lieuts. Malone, Agee and Schmidt, in company with Sgts. Martin and Peters, drove to Naylor's with a view to flying the ships back. Wind, however, had caused damage to the control systems so that it was impossible to fly the ships without making some repairs. Men and replacements were ferried to Tappahanock, five miles from Naylor's, on March 8th. The flight arrived at Langley at 4:30 P.M.

Lieut. Stranathan was transferred to Bolling Field on Feb. 6th.

Sgt. Arnold took the examination for Commercial airplane and engine mechanic.

Work is progressing rapidly on the new hangar.

49th Bombardment Squadron, by Capt. C.G. Sellers: The Squadron lost Sgt. Clarence W. Crouse, who left for Panama to replace Sgt. Matthew Thompson, who reported here March 1st. We were very sorry to lose Sgt. Crouse and we wish him a wonderful time while on Foreign Service. Sgt. Thompson has taken up his duties here and the Squadron is very fortunate in getting such a replacement.

Staff Sgt. Peyton E. Hutchens from the Philippine Department, who is a replacement for Staff Sgt. Samuel J. Richardson, arrived March 5th to take up his regular duties as Supply Sergeant. Here's luck, Sergeant Hutchens.

Monday, March 4th, the Squadron sent three planes to Washington, D.C., to attend the Inaugural. They were to return the same day but weather conditions delayed their return until the morning of March 6th.

Pvts. Percy G. Hunter and William McK. Andrews, both previous service men, submitted their names for service in Panama. We are very sorry to lose such men and hope them the best if we do.

Lieuts. Cassius H. Thomas and Charles S. Vaughn flew cross-country to Mitchel Field, N.Y., 3:00 P.M., March 8th and returned before sun down March 10.

Langley Field, Hampton, Va., April 11th.

2nd Bombardment Group - By Lieut. Howard E. Hall: Again the Group is back in shape with all the LB-5A's in commission after quite a long period consumed in getting their tails strengthened. With the arrival of 28 new officers, who graduated from the Advanced Flying School, Kelly Field, in March, we now have more pilots than ships. Our commissioned strength has been increased from 31 to 57, not counting 3 officers on permanent detached service at Aberdeen. The new officers were assigned as follows:

To the 49th Bombardment Squadron, 2nd Lieuts. Harry A. Saunders, Reginald F.C. Vance, Harry E. Campbell, Melvin S. Hollidge, William A. Matheny, Jack H. Neale, Edwin L. Tucker, James H. Wallace, Jack W. Wood, Harry J. Zimmerman; to the 20th Bombardment Squadron, 2nd Lieuts. Edwin M. Day, Glenn T. Fields, Harley R. Grater, Leonard F. Harman, Ralph A. Murphy, Frank W. Raymond and Wm.P. Sloan; to the 96th Bombardment Squadron, 2nd Lieuts. Otis F. Bryan, William G. Davis, Frank A. Armstrong, Jr., Charles W. Goode, Hugh G. Nicholson, Jr., William M. Campbell, Haywood S. Hansell, Jr., Dudley D. Hale, John W. Thomas, Jr., Thomas S. Power and William T. Colman.

Only six of the new officers have had any training in bombardment at the Schools, the rest being Pursuit, Observation and Attack men. It will be necessary to give these officers training in Bombardment in the Group, so it will be some time before they are ready to take part in Group Operations.

The old Liberty engines have been giving some pilots of the 2nd Bombardment Group a few thrills. Capt. Palmer and 1st Lieut. Hammond, of the 20th Squadron, had a real thrill a few days ago while taxiing out for a take-off. The crankshaft in the right engine snapped and the "prop" tore the "meat-box" up right in front of the two officers. Lieut. Vaughn was let down on a take-off from Langley Field due to a broken camshaft. Lieut. Vaughn said, theoretically, Major Knerr was shouting, "Don't turn back - land straight ahead!" Vaughn landed almost in a barnyard. Lieut. Blaufuss, while taxiing a Douglas C-1 transport for a return trip from Mitchel Field, had quite a thrill when the prop flew off due to warped crankshaft, tearing out part of the engine and playing havoc in general.

The first complete washout of an LB-5A, due to a forced landing, occurred March 26th. Lieuts. Campbell and Bryan were forced down in the Virginia Pines at Grand View. As yet, the cause is unknown. We are glad to announce that none of the personnel were injured and to know that the LB-5-A's are good tree cutters.

Lieut. Howard E. Hall, of the Bombardment Group, delivered a lecture last Sunday, April 7th, before the Men's Club of the Hampton Presbyterian Church, on the thrilling maneuvers connected with the flood relief mission in Alabama. Lieut. Hall piloted one of the Flood Relief Planes on this mission, and he was in the middle of all the activities. According to the local newspapers, the lecture was highly interesting and instructive. Following the lecture, there was a piano duet, and group singing led by the local pastor.

Lieuts. Huggins, Thomas, Matheny and Davis, in two LB-5-A's took off, March 25th, for Bismark, North Dakota, in compliance with orders from the Office, Chief of the Air Corps, for the purpose of bombing ice jams to prevent a flood condition. Commander Byrd has nothing on the 2nd Bombardment Group.

Capt. Frank D. Hackett, who reported from Chanute Field, is the Commanding Officer of the 59th Service Squadron in the Group.

49th Bombardment Squadron - By Lieut. Jack W. Wood: Lieuts. Fair and Buckman on April 1st completed their practice bombing missions from 800 feet with 50 lb. bombs.

Lieut. Buckman flew a searchlight mission over Ft. Monroe on April 2nd.

Lieuts. Thomas and Matheny returned from Rochester, Minnesota on the afternoon of April 3rd. The boys were quite discouraged because the ice jam which they were to have bombed at Bismark, N. Dakota, broke up and floated down the river before they could get to it.

On Thursday several of the new officers were checked off the LB-7 by Lt. Bentley.

The new officers of the Group were again fortunate in securing nine AT-5's from the school for Thursday afternoon and Friday morning for practicing Pursuit formation.

Due to the fact that all the Liberty motors in the LB-5's have been condemned, the 49th has been left high and dry as far as flying equipment is concerned. However, we have managed an occasional bombing mission in one of the LB-7's from the 20th and an airing now and then in an O-11 or a PT-1.

San Antonio Air Depot, Duncan Field, Texas, April 5th.

Majors Rush B. Lincoln and John B. Brooks of the Office of the Chief of Staff, Washington, paid an official visit to this Depot on Thursday, March 28th, in connection with their recent tour through this vicinity.

1st Lieut. Alfred J. Lyon, A.C., of the Headquarters of the Air Corps Material Division, Wright Field, was on temporary duty at this Depot, March 24th to 30th, on an investigation of engineering problems pertaining to DH-4M-1 and DH-4M-2 airplanes.

Among those present at the Annual West Point Dinner held in San Antonio, at the St. Anthony Hotel, on the evening of Saturday, March 16th, was the Commanding Officer of the Depot, Lieut.-Col. Mars, he was also one of the speakers of the evening.

The following Air Corps officers were visitors at this Depot for the purpose of ferrying planes from the Depot to various Fields:-

Lieut. Ivan M. Palmer, of Ft. Crockett, Texas, March 19th, ferrying a PT-1 to Schoen Field, Ft. Benjamin Harrison, Ind.

Lieut. John G. Moore, of Ft. Crockett, ferrying a PT-1 to Norton Field, Columbus, Ohio, March 20th.

Lieut. Russell L. Maughn, from Woodward Field, Salt Lake City, Utah, March 23rd, ferrying a PT-1 back to that station.

Lieut. Emile T. Kennedy, from Sand Point Airdrome, Seattle, Wash., March 23rd, ferrying a PT-1 to that station.

Lieut. Frederick W. Evans, of Mitchel Field, N.Y., April 2nd, ferrying an O-1 to Mitchel Field.

Lieut. Charles Douglas, of Ft. Sam Houston, April 2nd, ferrying an O2-H to Lowry Field, Denver, Colo., for the Colorado National Guard.

Camp Nichols, Rizal, P.I., March 1st.

The Air Corps was well represented with the Navy on their recently completed Southern Island cruise. Lieuts. Bob Nowland and Vince Meloy accompanied the fleet on the U.S.S. Jason to Zamboanga. Lieuts. Kelly, Goodrich, Hoag and Paul travelled on destroyers. They visited many of the out of the way places and enjoyed alligator hunting and shark fishing. It was noted, however, that they brought no trophies of their chase.

Feb. 9th saw the third joint maneuver with the Navy. This problem consisted in plane to plane and plane to ground communication. A joint maneuver in the vicinity of Lingayen Gulf will be held early in March. These maneuvers so far have been quite successful.

Lieut. D.G. Lingle departed for Baguio, Feb. 17th, to conduct a survey of new landing fields.

Capt. Volandt, of the Philippine Air Depot, recently acquired a zoo in the form of two Iguanas. Kind as he was, one of them thought too much of his freedom and cleared out. By means of persuasion in the form of a stronger cage, the other one decided to remain. So far, it has been trained to eat out of the Captain's hand.

66th Service Squadron: Lieut. John C. Kennedy, assumed the duties of Squadron Supply Officer, in addition to his other duties.

Staff Sgt. Archie L. Cathie, our parachute rigger, discharged on Feb. 1st, re-enlisted the following day.

Staff Sgt. James G. Blais was appointed Tech.Sgt. on Feb. 4th and ordered back to the States on the April transport. His new station is March Field.

The pistol practice firing of the Squadron has been in full swing since the 1st of February. Under Lieut. Kennedy, Range Officer, assisted by Staff Sgt. Norris Brock, the Squadron should make an excellent record.

Sgt. Hampton M. Drake, discharged on February 3rd, re-enlisted the following day. He leaves on the April transport for March Field.

Headquarters 4th Composite Group: Headquarters has the distinction of numbering two out of four of its officers as members of the Hole-in-One Golf Club. Lieut. Alfred Lindeburg qualified on the Baguio course last December, while Capt. Charles A. Pursley qualified on the McKinley course during the current month.

Cpls. Livingston and Carr were discharged the latter part of January and re-enlisted. They are now enjoying a two months' furlough visiting central and northern Luzon.

Pvt. Robert Lamoureux was promoted to Sergeant and placed in charge of the Headquarters mess. Pvt. Joseph Humphreys was rated Air Mechanic, 2nd Class, and assigned to Flight "B", 2nd Observation Squadron, for training. This promotion was the result of a recent examination for Air Mechanics in which three Headquarters men qualified, namely, Pvts. Humphreys, Pool and Barker. Only one vacancy existed in Headquarters for this rating.

E & R Office: Work on the additions to the E & R Building is fast drawing to a close. The two new bowling alleys are completed affording much enjoyment to the men of the Post. Interest runs high and not a few high scores have been made.

The new library and reading room will be opened shortly. A set of wicker chairs and tables, bright curtains for the windows, and a number of selected pictures, and new books and magazines will make the room both pleasant and comfortable.

Ray McMullen, Nichols intrepid boxer, won the inter-service lightweight championship belt, when he got the decision over Quinn of the Asiatic Fleet at the Manila Stadium on February 7th. He will fight the main go at another smoker to be held in the E & R.

The Nichols Tennis team came out on top in the inter-post tournament with 16 matches to their credit, losing only two. The team will be presented with a cup by the Army & Navy Y.M.C.A.

28th Bombardment Squadron: Lieut. Paul E. Burrows received his orders for Rockwell Field and will leave on the June transport.

The Squadron's LB's are again in commission, having been laid up for some time in order to change the tail fittings. With their return to active flying, the Squadron has again gone in for bombing.

Lieut. Dache M. Reeves was detailed as Post School Officer and has been well occupied with his duties.

Capt. Brock made a trip to Clark Field recently and enjoyed his stay there. He states that he is now proficient in dodging chickens, pigs, dogs, etc., that travel on the road in this part of the world.

3d Pursuit Squadron, Clark Field: Capt. L.P. Hickey has received word that his orders were changed to Post Field, Fort Sill.

A visitor from the Language School at Peking arrived in the person of Lieut. Thomas D. White. Since the Marines left China, he claims that "getting in time" is quite a problem.

During the recent maneuvers of the Philippine Division, Capt. B.F. Giles and L.P. Hickey delivered mail to the various regiments.

The Asiatic Light Cruiser Squadron pulled stakes on the 5th of February. The personnel enjoyed their stay here and were thoroughly pleased with the spirit of cooperation shown them. Our command received a letter of commendation from the Commander of the Light Cruiser Division for the assistance rendered the Naval detachment during their stay.

2d Observation Squadron, Kindley Field: There's weeping and wailing at Kindley Field: General Orders No. 3, Headquarters Philippine Department, is out and in no unmistakable terms sounds the death knell of our Island Paradise, at least as far as we are concerned. In other words, we move. Effective, April 1st, the 2d Observation Squadron takes station at Camp Nichols and the officers start house hunting in Manila.

We are losing two of our commissioned personnel on the April boat. Lieut. Vince Meloy goes to Washington and Lieut. Dudley Watkins to Dayton.

Lieut. Meloy had some interesting detached service during February when he, Tech. Sgt. Cox and Staff Sgt. Schultz, loaded one Amphibian aboard the "Jason", and departed with the fleet for the southern Islands. He had a two weeks' trip, some hard work and lots of fun.

February just about finished the Coast Artillery firing on the "Rock" and developed a few more enthusiasts about Air Corps spotting in the Artillery.

We're looking for an influx of visitors during our last few weeks here. Within the month we have had as guests - General Holbrook, Capt. and Mrs. Hickey, and Lieut. Murray from Stotsenburg; Capt. and Mrs. Whitesides and Miss LeBrou from Nichols and Capt. and Mrs. Silkman from Manila.

Marshall Field, Fort Riley, Kansas, April 4.

The spring thaws during the first part of the month made the field so muddy that gunnery practice was about the only schedule followed prior to the gunnery expedition on March 15th.

On March 12th, the Unit held a dance in the Squadron Mess Hall which was reported as "Very Successful".

The Squadron is now concentrating on radio communication practice. Numerous kinds of joint maneuvers with the Cavalry School are scheduled for this month.

Major H.H. Arnold, in school at Ft. Leavenworth, paid the Unit a visit yesterday.

Rockwell Field, Coronado, Calif., April 2.

On March 18th-23d, Seven Air Corps Reserve Officers, all graduates from the Advanced Flying School, Kelly Field, March, 1929, Class and now on a year's extended active duty at Rockwell Field, appeared before the examining board for examination for Commission in the Air Corps, Regular Army. These candidates were Lieuts. S.W. Cheyney; David D. Graves; John P. Kenny; Allen J. Mickle; Lewis R. Parker; James A. Ronin and R.W. Stewart.

The engagement of Miss Shirley Hunt, daughter of Capt. Hunt of Ft. Rosecrans, to Lieut. Frederick W. Ott, Air Corps, 95th Pursuit Squadron, was announced at a recent bridge-tea given in Miss Hunt's honor by Miss Ernestine Hunker, daughter of Capt. H.J. Hunker, Q.M.C., of Rockwell Field.

The long and anxiously awaited orders for pilots of the 95th Pursuit Squadron to proceed to the Boeing Airplane Company, Seattle, Wash., and ferry back new P-12 planes were received at Rockwell Field. The pilots who will fly the new planes on maneuvers are scheduled to go to Seattle for their ships.

The 95th Pursuit Squadron is engaged in aerial gunnery practice from 5:15 A.M. every morning until noon. Some remarkably high scores were made to date and every pilot is expected to qualify as "Expert".

Capt. John M. Stanley, Medical Corps, flight surgeon at Rockwell Field, was ordered to appear before the Examining Board, convened at Presidio of San Francisco, to determine his fitness for active duty and promotion.

Lieut. Eugene C. Batten, A.C., 11th Bombardment Squadron, left by rail for Aberdeen Proving Grounds, Md., to secure and ferry LB-7 Plane No. 28-390, to Rockwell Field.

Lieuts. Odas Moon and W.C. Kingsbury, 11th Bombardment Squadron, who have been in the East for several months on Detached Service at the Keystone Aircraft Factory, are expected to return shortly with two new LB-7 planes of the 11th Squadron.

Lieut. Ray H. Clark, A.C., in PT-1 plane No. 27-145, recently ferried same from Rockwell Field to Salt Lake City, Utah, and returned by rail to his proper station.

1st Lieut. C.E. Stafford, Q.M.C., reported for duty at Rockwell Field, on March 26, as Assistant Quartermaster.

1st Lieut. C.P. Kane, Depot Supply Officer, Rockwell Field Air Depot, accepted an invitation to deliver a talk on "Japan" before the San Diego Chapter of the Reserve Officers' Association.

Fort Crockett, Galveston, Texas, April 11th.

Under the command of Major Goolrick, the 16th Observation Squadron arrived at Fort Crockett for gunnery practice on March 16th and, upon completion of same on March 28th, returned to their proper station, Fort Riley, Kansas. The visit of this squadron was enjoyed immensely by the entire 3d Attack Group, and we hope that we will be able to have them with us for the firing season next year.

Major John H. Jouett, Commanding Officer, 3d Attack Group, Fort Crockett,

and Ellington Field, departed for Langley Field by rail on April 5th to sit with Capt. Kenney and Lieut. Carroll on a board of officers for the purpose of determining the requirements of an attack airplane upon which to base a directive for further experimental development.

The 90th Attack Squadron, by winning three of the four track meets held during the 1928-1929 season, comes into possession of the season cup.

Our new grand stand was completed last week and work on the two baseball diamonds is progressing. We believe that the Fort Crockett baseball field when completed will be the equal of any in this section of the country. Great hopes were held forth for the success of the Post team in the League but the loss of the 90th Squadron members has seriously handicapped the team. Should the 8th Squadron leave for border duty it is going to be necessary to withdraw from the League, however, we are hoping that the absence of the personnel on border duty will be of short duration.

Kelly Field, San Antonio, Texas, March 29th.

While Mrs. Fechet and her daughter Mary were at San Antonio, Texas, they were the guests of Capt. and Mrs. Trunk of Duncan Field. During their stay they were the guests of many attractive luncheons, teas and dinners given by officers and their wives of Kelly Field, as well as by civilian friends in San Antonio. Among their hosts and hostesses, all of whom are too numerous to mention, were General and Mrs. Lahm, Mrs. Fitzgerald, Major and Mrs. Chaney, Capt. and Mrs. W.B. Wright, Lieut. and Mrs. Thompson, Lieut. and Mrs. Dunton, and Lieut. and Mrs. Patrick. Every day of their three weeks' stay here, with the exception of a week-end spent as the guests of Mrs. Kearney at Catarina Ranch, was entirely taken up. Upon their departure from San Antonio last Thursday, they expressed themselves as having enjoyed their trip very much, and are in hopes that they might return again in the near future.

One of the incidents of their visit was an inspection by Mrs. Fechet and several other ladies, of the Cadet Detachment barracks and mess hall. The Cadet Detachment is now commanded by 1st Lieut. D.V. Gaffney and 2nd Lieut. D.T. Crow. Mrs. Fechet expressed herself as being very well pleased with the organization.

Through activities of Lieut. S.T. Smith, athletic officer of Kelly Field, a very interesting baseball game was held on the 68th Squadron diamond last Monday. Lieut. Smith arranged with Mr. J.J. (Muggsy) McGraw, manager of the New York Giants, to hold a game between his team and a picked, all star team from Kelly Field. Judge Kenesaw M. Landis, czar of baseball, as well as Secretary James J. Tierney, attended the game, which resulted in 11 to 2 victory for the Giants. Representatives from every squadron team in Kelly Field played in this game.

Batteries for Kelly Field were pitchers Goodwin and Drobina, catchers Smith and Vielock; for the Giants, pitchers Mays and Scott, catchers Hogan and Allen. Many other well known players participated in the game. "Old Man" Bill Brennan, who is known as the "Father of Umpires", officiated at the game.

Many of the players of the Giant team were given airplane rides in ships from Kelly Field.

Baseball activity at this field is progressing very rapidly and much interest is being shown. The Kelly Field League will start officially on April 6th.

It has been noted with a considerable amount of approval that the recently arrived class of 98 flying cadets have been conducting themselves in a manner which brings credit not only to themselves, but to all the officers and personnel who have had a hand in their training.

Cadets have manifested considerable interest in athletics and have already organized teams in the various sports, which will, undoubtedly, prove strong competitors in the many matches which it is expected they will enter.

Polo activity at Kelly Field, under the direction of Capt. H.A. George, suffered something of a slump as compared with the frequent games and tournaments which took place here during the mid-winter term. This has been occasioned by the prevalence of ringworm, of which there are many cases throughout the Corps Area. It is hoped, however, to have the ponies in shape in the very near future, so that the A.C.T.C. polo team, which is now composed of Lieuts. Beverly, Craw, Connell and Capt. George, with Lieuts. Brown, Van Meter and Sims as substitutes, may compete in the Houston tournament next month, to which they have been invited.

In the past the A.C.T.C. team has been able to give an excellent account of itself in competitions with Army and civilian teams and it is expected that, with the advent of new material, it will continue to do so.

Mayor J.C. Duncan of Palestine, Texas, requested the presence of thirty Government airplanes to take part in the opening of the Palestine Municipal Airport, Saturday, March 30th, many pilots from this station looking forward to participating in this event.

The possibilities were that a stop would be made at Lufkin, Texas, to assist in the opening of a municipal airport in that city. It is interesting to note the number of towns in Texas which are becoming increasingly air-minded, and which have gone to the expense of building and maintaining airports and regular flying service.

Due to the activity incident to the arrival and training of a class of 104 students, there has not been an especial amount of cross-country flying at this station during the last two weeks; however, there have been numerous flights to such points as Dallas, New Orleans, Muskogee as well as trips to Laredo, Eagle Pass and other border cities.

Brooks Field, San Antonio, Texas, April 15th.

1st Lieut. Thomas M. Lowe and Mrs. Lowe left Brooks Field, April 3d, for San Francisco, sailing on the next U.S Army Transport for duty in Hawaii.

Lieut. Lowe was Commanding Officer of the 20th Photo Section for over a year, having come here from Langley Field, Va., on June 25, 1927.

2nd Lieut. S.A. Gilkey with Major F.B. Dwyer, Med. Corps as passenger, flew to Laredo, Texas, March 29th, returning the same day.

2nd Lieut. M.E. Tillery, with Sgt. Kanzanback as passenger, flew to Beaumont, Texas, March 30th, returning on the afternoon of the next day.

2nd Lieut. Daniel M. Ramsay, with Pvt. E.W. Latham, Jr., as passenger, flew to Brownsville, Texas, March 30th, returning the 31st.

1st Lieut. A.F. Glenn, as Flight Commander, with a formation of five DH's, flew to Palestine, Texas, March 30th, to take part in the inaugural ceremonies of a new airport thereat, making the return trip the next afternoon. Those making the trip were 2nd Lieut. L.H. Rodieck, Pvt. Moser; 2nd Lieut. H.E. Engler, Capt. R.K. Simpson, Med. Corps; 2nd Lieut. F.E. Cheattle, Pvt. R.C. Holt; 2nd Lieut. B.M. Hovey, Jr., Capt. L.C. White, Med. Corps and Pvt. Dodgen.

Lieut. Rodieck and Pvt. Moser, who boast of Palestine as their home, attended the ceremonies as guests of honor at the request of the Palestine Chamber of Commerce.

2nd Lieut. F.L. Neville, with Sgt. Sodervall as passenger, flew to Oklahoma City, Saturday, returning Sunday afternoon.

2nd Lieuts. R.E. Randall, B.A. Bridgett, Claire Stroh, Capt. N. Muney, Med. Corps, Sgt. Howard E. Ritter, and Pvt. C.F. Williams proceeded to Matagorda Island, March 30th, returning Sunday afternoon. Fishing was reported as excellent.

Major Sheplar W. FitzGerald, Commanding Officer of Brooks Field, accompanied by Congressman Melvil J. Maas, of Minnesota flew to Galveston on Saturday, returning Sunday afternoon.

1st Lieut. John R. Morgan was detailed as Assistant Director of Flying Instruction.

1st Lieut. Warren R. Carter, who has been in charge of the basic flying stage, left April 6th for a leave of absence of three months. During this time Lieut. Carter will be connected with the flying school being established at Roosevelt Field, Long Island.

Major S.W. FitzGerald, as pilot, with Congressman Melvil J. Maas of Minnesota as passenger, left April 10th for Fort Huachuca, and Naco, Arizona, to obtain first hand information about our southern border conditions. The trip was made in an O2-K, the return to Brooks Field, being made on April 12th.

Selfridge Field, Mt. Clemens, Mich., March 27th.

On the evening of March 22nd the officers entertained the ladies and several visitors at a most enjoyable steak dinner and picture show party in Mt. Clemens. The dinner was held at the Crystal Cafe. Due to the large number present the Cafe was crowded to the point of overflowing.

Lieut. Morgan was called upon to express his feelings, anticipations and wonders of that great thing which comes to some of the more fortunate bachelors,

called "Love". But he being of a bashful type, in a crowd, blushed and, looking to his beloved, betrothed and befuddled chosen one, reluctantly rose and in a weak but convincing voice explained, "Gee, its great!" Whereupon those assembled cheered him and the blushing bride to be, and wished them happiness. The young lady is Miss Helen Johnston, daughter of Capt. and Mrs. Clyde Johnston.

Lieut. Harvey was called upon to express himself on the thrills of washing out an O2 in Ohio. He was returning from Dayton and due to fog and bad weather, landed at Toledo. The field was very muddy and the O-2 refused to roll forward and, instead, went over on its back. The pilot and passengers were uninjured but shaken up and muddy when they climbed from beneath the ship.

The Bi-monthly mixed card party was held at the Officers' Club on the evening of March 26th.

The Engineering officer is quite busy, now that the field is very soft and that Pl's refuse to roll through mud holes. March 26th saw two on their backs and one stuck but which did not "nose over". Lieuts. Garrison, Air Reserve, and Moore, Air Corps, were the unfortunate ones to experience the thrills of partially completing an outside loop. Due to low altitude they landed very suddenly with their heads in the mud. Fortunately, no one has been injured, but the ships will have to be overhauled.

Lieuts. Winefordner, Air Corps, Rodgers, Underhill and Rhudy, Air Reserve, went to Buffalo, March 24th to ferry Pl-C's for the 94th Squadron. Due to bad weather they were forced to remain over until Tuesday, March 26th. The stay-over, however, was very entertaining and enjoyed very much as the Curtiss Company took them through the factory and they were guests at the Buffalo Aviation Show, which was very interesting, about 38 different ships being on display.

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

Lieut. Duke with Cpl. Severson to Oscoda, Mich., and return, March 18th - Lieut. Hine to Kelly Field to accompany three Mexican flyers from Wright Field to that point, March 19th - Lieut. Robinson to Bolling Field, D.C., March 22nd - Lieuts. Elliott and Moor to Miller Field, N.Y., March 22nd, returning the 24th - Lieut. Morgan to Wright Field, March 23rd, returning following day - Lieut. Gehlbach to Chanute Field, March 23rd, returning following day - Lieut. Klein to Scott Field, March 23rd, returning the 26th - Lieuts. Curtiss and Harvey to Jackson, Mich., March 23rd, returning the 24th - Lieuts. Richards and Selzer to Wright Field, March 5th, returning the 6th - Capt. Reynolds to Bolling Field, March 8th, returning the 18th - Lieuts. Harding, Lybarger and Bartles to Wright Field, March 5th, returning the 6th - Lieut. Klein to Lansing, Mich., March 8th, returning same day - Lieut. Warren to Chicago, Ill., March 9th, returning next day - Lieuts. Cobb, Bartles and Barr to Ft. Sheridan, Ill., to participate in communication exercises, March 11th, returning the 13th - Lieut. Egan to Chanute Field, March 12th, returning the 14th.

The following Air Corps officers visited the Field recently: Capt. Duncan from Chicago, March 6th, leaving same day - Capt. Finter from Wright Field, March 8th, returning same day - Lieut. Haddon from Wright Field, March 8th, returning same day - Lieut. Lyons from Wright Field, March 11th, returning the 14th - Lieuts. Valentine and Tyndall from Wright Field, March 20th, returning same day - Lieut. Wolf from Wright Field, March 20th, returning same day - Lieuts. Ross and Dorr from Chanute Field, March 23rd, leaving the 24th.

Lieuts. Barr and Harding departed for Scott Field in the Fokker to take the athletic team there for the Corps Area Meet on March 23rd. The center motor burned out at Chanute Field, so Lieut. Barr took a Chanute Field C-1 with 7 passengers and Lieut. Harding on O-2 with the remaining passenger and proceeded to Scott Field on the 24th. Chanute Field will get another engine for the Fokker from Fairfield.

Lieuts. Prindle and Sanders departed for Edgewood Arsenal to participate in the Chemical Warfare Demonstration held at that place. Both ships were equipped with smoke tanks.

Capt. Reynolds, Lieuts. Yoder and Abbott flew to North Dakota, March 26th, in three O-2's with three enlisted mechanics for the purpose of bombing ice jams in the North Platte River.

We have received eight more P-1-C's, which brings the total up to 29 received. Two have since been cracked up, so we have 27 left.

Lieut. Murray, Reserve officer on inactive status, while piloting a PT-1 on March 18th, nosed over and washed out the landing gear. He escaped injury.

Major Dixon, Capts. DeFord, Ferson and Lieut. Walker, from Langley Field,

arrived here to ferry four P-1's to their home station. Capt. De Ford and Lieut. Walker left, March 26th for Langley via Buffalo, N.Y., and Middletown, Pa.; Capt. Ferson left on the 26th via Wright Field, and Major Dixon on the 27th via Bolling Field.

Lieut. Alden D. Ferley, Reserve, inactive status, nosed over in landing a P-1 on March 17th. He escaped uninjured, but the plane was slightly damaged.

Lieut. Winefordner, in landing a P-1 on March 8th, nosed over, breaking the propeller. No injury to pilot.

Post Field, Fort Sill, Okla., April 15th.

As all our armament was destroyed in the recent fire, and the new supply was received only a short time since, our machine gun and bombing practice is speeding up the usual spring rush.

Although this station has no photo section, the photographic detachment of the 88th, under Lieut. Baisley, performed several mapping jobs in addition to routine work. Two maps, one of the military reservation and one of the Forest Reserve, were made with the four lens, T2 camera.

All Air Corps buildings and barracks were repainted this spring, which makes the area shine like a new dollar.

Col. Charles A. Lindbergh dropped in for a few minutes on his way to Mexico, February 16th.

Capt. Ira C. Eaker and Lieut. Elwood R. Quesada were here over night last month. Capt. Eaker's trip was rather a triumphal march through Oklahoma, which hails him as a native son.

Lieut. Batten, ferrying a new LB-7 to the west coast, was an over night visitor this week.

1. The first part of the document discusses the importance of maintaining accurate records of all transactions and activities. It emphasizes that this is crucial for ensuring transparency and accountability in the organization's operations.

2. The second part of the document outlines the various methods and tools used to collect and analyze data. It highlights the need for consistent and reliable data collection processes to support informed decision-making.

3. The third part of the document focuses on the role of technology in data management and analysis. It discusses how modern software solutions can streamline data collection, storage, and reporting, thereby improving efficiency and accuracy.

4. The fourth part of the document addresses the challenges associated with data management, such as data quality, security, and privacy. It provides strategies to mitigate these risks and ensure that data is used responsibly and ethically.

5. The fifth part of the document discusses the importance of data governance and the establishment of clear policies and procedures. It stresses that a strong governance framework is essential for maintaining the integrity and trustworthiness of the organization's data.

6. The sixth part of the document explores the future of data management and the potential of emerging technologies like artificial intelligence and machine learning. It suggests that these technologies will play an increasingly significant role in optimizing data-driven processes.

7. The seventh part of the document concludes by summarizing the key findings and recommendations. It reiterates the importance of a data-driven approach and the need for continuous improvement in data management practices.

8. The eighth part of the document provides a list of references and resources for further reading. It includes books, articles, and online resources that offer additional insights into the topics discussed in the document.

9. The ninth part of the document discusses the role of data in strategic planning and decision-making. It explains how data can provide valuable insights into market trends, customer behavior, and operational performance, enabling leaders to make more informed choices.

10. The tenth part of the document addresses the importance of data literacy and training for employees. It suggests that investing in data-related education and skills development is essential for maximizing the value of the organization's data assets.

11. The eleventh part of the document discusses the ethical implications of data collection and analysis. It emphasizes the need to respect individual privacy and to use data in a way that is fair, transparent, and accountable.

12. The twelfth part of the document provides a final summary and outlook. It expresses confidence in the future of data-driven organizations and encourages a commitment to ongoing learning and innovation in the field of data management.

13. The thirteenth part of the document discusses the importance of data security and the implementation of robust security measures. It highlights the potential consequences of data breaches and the need for a multi-layered security approach.

14. The fourteenth part of the document addresses the role of data in customer experience and engagement. It suggests that personalized data-driven insights can help organizations better understand their customers and tailor their offerings to meet their needs.

15. The fifteenth part of the document discusses the importance of data in supply chain management and logistics. It explains how data can optimize inventory levels, reduce costs, and improve delivery times, leading to a more efficient and resilient supply chain.

16. The sixteenth part of the document provides a final summary and outlook. It reiterates the key points discussed throughout the document and expresses a strong belief in the power of data to drive positive change and growth in the modern business landscape.

Serial No. 282. LIST OF NEW MATERIAL ADDED TO INFORMATION DIVISION FILES
APRIL 5 to APRIL 20, 1929

DOCUMENTS

- A 00.51/27 Memorandum by the Secretary General on the Origin of the Air Convention of October 13, 1919, Its Progressive Extension from 1922 to 1928 and the Problem of Its Revision.
- A 10/192 Impact Waves and Detonation, by R. Becker. March, 1929. (Nat. Nos. 505, 506 Advisory Committee for Aero. Tech. Memo. Nos. 505, 506.)
- A 10/192/#508 Aeronautical Experimentation (wind tunnel tests) by R. Katzmayr. April, 1929. (Nat. Advisory Com. for Aero. Tech. Memo. No. 508)
- A 10/192/#507 Landing and Braking of Airplanes, by L. Breguet. April, 1929. (Nat. Advisory Com. for Aero. Tech. Memo. No. 507.)
- A 10/US/100 Airway Strip Map List. (Dept. of Commerce. Aero. Branch, Aeronautics No. 10 Bulletin No. 10. Supersedes Airway Bulletin No. 11)
- A 10.231/33 An Investigation of the Aerodynamic Characteristics of an Airplane Equipped with Several Different Sets of Wings, by J.W. Crowley and M.W. Green. (Nat. Advisory Com. for Aero. Report #304, 1929.)
- C 50.09/17 Army Correspondence Courses; Air Corps Squadron and Company Officers' Course, 1929/30. Contents: Pursuit, Bombardment and Attack Aviation (Heavier-than-air officers) Aerial Photography and Interpretation of Aerial Photographs. Bomb Racks and Sights.
- C 53/US/4/ Air Corps Engineering School, Wright Field, Dayton, Ohio, Courses 1929. Pt. 8 - Aerodynamics and Wind Tunnel Tests. Pt. 9 - Aerodynamics. Pt. 10 - Wind Tunnel Tests.
- C 71.6/US/47 Refueling Endurance Flight, Los Angeles, Metropolitan Airport, Major Carl Soetz in Command. Jan. 17, 1929.
- D 00.12/105 Anti-knock Compounds, by A.E. Thiemann. (Air Corps Materiel Div. No. 237 Trans. #237, March 4, 1929.)
- D 00.12/122 Questionnaire on TC. Nose Cone Designed for 60 Miles per Hour Air Speed, by F.D. Swan. (Air Corps Materiel Div. Tech. Report #2941.)
- D 00.12/122 Chest, Armorer's Tool (A.C.) Field, by L.J. Eyler. (Air Corps Materiel Div., Tech. Report #2981, Dec. 10, 1928.)
- D 00.12/122 Revolving Beacon, Air Corps Type B-5, Equipped with Lamp Changer No. 3032 Type A-3. (Air Corps Materiel Div. Tech. Report #3032, March 18, 1929)
- D 10.1/88 U.S. Army Air Corps Standards. Pt. 2- Specifications Which Form a Part of Air Corps Standards Book. Oct. 8, 1928.
- D 10.13/30 Anti-seize for Use with Threaded Parts of Aluminum Alloy. (Navy Dept. Bureau of Aero., Tech. Note #200, March 26, 1929.)
- D 11.21/3 Investigation of Damping Liquids for Aircraft Instruments, by G.H. Keulegan. (Nat. Adv. Com. for Aero. Report #299, 1929.)
- D 52.1/525 Model Designation of Airplanes. April 1, 1929. (Air Corps, Mat. Div.)
- D 52.151/77 The Effect of Wind, Weight and Atmospheric Conditions (including semi-tropical conditions) on the Distance to Take-off and Land an Aircraft, by B.H. Rolles and H.L. Stevens. (Great Britain Aero. Research Committee Report & Memo. #1172, May, 1928.)
- D 52.16/80 NBS-4 with Curtiss Radial Engines, by F.W. Herman. (McCook Field. Engineering Div. Design Studies Nos. 9, 9A.)
- D 52.19/8 Service Test Requirements and Manual on Target Gliders, Type G-3, by G.E. Brower. (Air Corps Materiel Div. S.T.R. #220, March 28, 1929.)
- D 52.31/19 Test of Duralumin Monocoque Fuselage for Fighter Airplane. (Navy Dept. Bureau of Aero. Ser. #R-8530, March 27, 1929.)
- D 52.325/3 Test of OL-6 Rudder Horn, Design #2999. (Navy Dept. Bureau of Aeronautics. Serial #9816, March 26, 1929.)
- D 52.33/78 Proof Loading of Handley-Page Slot on T-4M-1 Wing. (Navy Dept. Bureau of Aeronautics Serial #103-28, April 8, 1929.)
- D 52.41 Isot- Performances and Description of the Isotta Fraschini "Asso-Caccia" ta/Fraschini Air Cooled Aviation Engine. (La Fabbrica Automobili Isotta Fraschini.)

- D 52.414/9 Test of Mechanical Strength of FB-5 Center Section Radiator. (Navy Dept. Bureau of Aeronautics Serial No. 1910-A) March 26, 1929.
- D 52.6/46 Mooring of Seaplanes - Spoiler Boards. (Navy Dept. Bureau of Aeronautics. Tech. Note #199, March 2, 1929.)
- D 52.6/0.2U/2 Rear Lift Wire Eye-bolt Failures O2U-2 Airplanes, Contract #10174. (Navy Dept. Bureau of Aeronautics Serial #9895, March 30, 1929.)
- D 52.6/02U/3 Test of Unusual Behavior of Stabilizer Adjustment of U2U-1 Airplane. (Navy Dept. Bureau of Aero. Serial #9578, Feb. 23, 1929.)

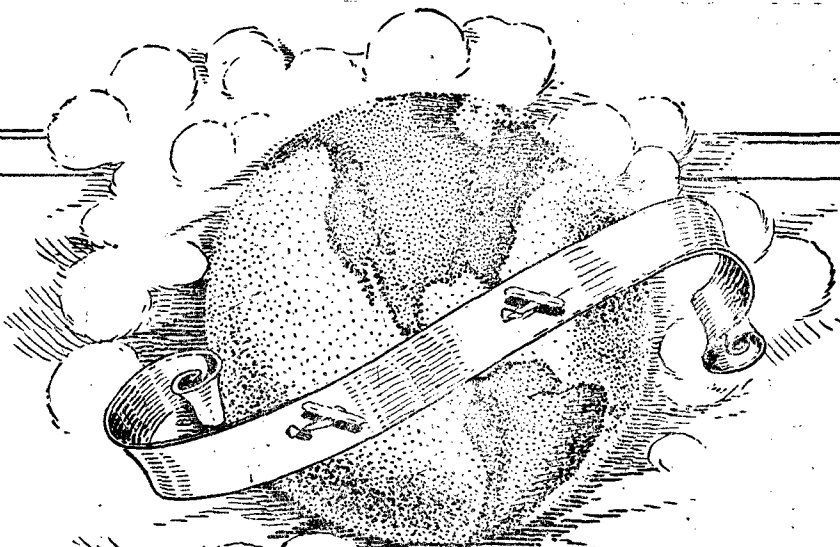
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- 355.7/P94 The Propeller; Secretary-Treasurer's Report of the 3d Annual Reunion of the Veterans' Association of the Second Regiment Air Service Mechanics.
- 355.7/Un3ma The Mailing List of the General Service Schools, Ft. Leavenworth. V. 8, N. 2. U.S. Army Service Schools, Ft. Leavenworth.
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- 378.32/N21 Annual Report, 1927. National Research Council. 1927.
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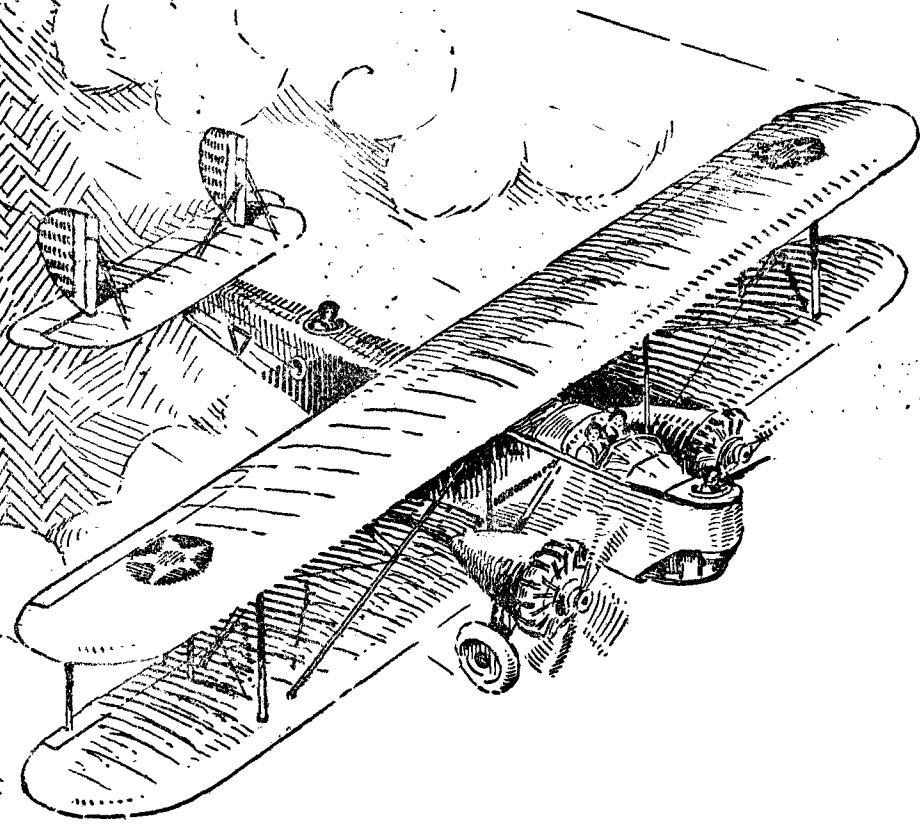
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Information Division
Air Corps

May 16, 1929.

Munitions Building
Washington, D.C.

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

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THE AIR CORPS HOUSING PROGRAM

Funds aggregating \$13,458,950 have thus far been appropriated for the construction of barracks for enlisted men, quarters for officers and noncommissioned officers, and hospital buildings at Air Corps fields and stations. Of the items making up the above total, a sum of \$2,383,000 was appropriated under H.R. 15547 (1st Deficiency Bill); \$2,410,000 under H.R. 7009 (Second Deficiency Bill); \$2,814,000 under H.R. 17243, Fiscal Year 1929, and \$5,851,950 under H.R. 11134, Fiscal Year 1930.

There remain to be appropriated for Air Corps housing projects \$8,145,010, authorized under H.R. 13825, Fiscal Year 1931, and \$6,079,280 under H.R. 1665, Fiscal Year 1932, now under consideration by the House Military Affairs Committee. It will thus be noted that a total sum of \$27,683,240 is involved in providing new housing accommodations for Air Corps personnel.

The building program at the various Air Corps fields and stations is summarized in the following tabulation:

STATION	Appropriated			Authorized		
	H.R. 15547 1st Def'y	H.R. 7009 Public 61 2nd Def'y	H.R. 17243 Public 764 F.Y. 1929	H.R. 11134: P.D.806 F.Y. 1930: F.Y.1931	H.R. 13825 F.Y. 1931	H.R. 1665 In House Com. F.Y. 1932
<u>BOLLING</u>						
Barracks			\$240,000			\$118,000
N.C.O.						162,000
Officers						285,000
New site					\$660,000	
Dispensary						20,000
<u>CHANUTE</u>						
Barracks				\$150,000		
Officers				70,000		
<u>HAWAII</u>						
<u>WHEELER</u>						
Barracks				504,000		
N.C.O.				300,000	111,600	
Officers				666,000	150,000	
Hospital					40,000	
<u>LANGLEY</u>						
Barracks					764,160	
N.C.O.				300,000	216,000	382,000
Officers					480,000	750,000
Hospital					175,000	
Sea Wall					200,000	
<u>PANAMA</u>						
<u>FRANCE FLD.</u>						
Barracks					360,000	
N.C.O.					324,000	
Officers					427,200	
Hospital					30,000	
<u>PANAMA</u>						
<u>ALBROOK</u>						
Barracks			560,000			
N.C.O.			126,000	413,000		75,000
Officers			400,000	378,000		
Hospital					30,000	

STATION	Appropriated				Authorized	
	H.R. 15547 1st Def'y	H.R. 7009 Public 61 2nd Def'y	H.R. 17243 Public 764 F.Y. 1929	H.R. 11134 F.Y. 1930	H.R. 13825 P.D. 806 F.Y. 1931	H.R. 1665 In House C F.Y. 1932
<u>POST</u>						
Officers						\$200,000
<u>MARSHALL</u>						
Barracks					\$125,500	
N.C.O.					144,000	
Officers					300,000	
<u>MAXWELL</u>						
Barracks					178,000	
N.C.O.					188,150	
Officers			\$40,000		300,000	
<u>MARCH</u>						
Barracks	\$550,000					
N.C.O.				\$150,000	100,800	257,400
Officers	750,000					405,000
Hospital					150,000	
<u>MITCHELL</u>						
Barracks				280,000		
N.C.O.				120,000	216,000	180,000
Officers					660,000	375,000
Hospital					150,000	
<u>ROCKWELL</u>						
Barracks			240,000			
N.C.O.			78,000		108,000	105,880
Officers			200,000		150,000	150,000
<u>RANDOLPH</u>						
Barracks	1,011,000	\$700,000	480,000	180,950		
N.C.O.		540,000		540,000	61,200	
Officers		1,020,000	300,000	1,250,000	600,000	
Hospital		150,000			50,000	
<u>SELFRIDGE</u>						
N.C.O.				100,000		150,000
Officers	72,000			250,000	465,000	150,000
Hospital			50,000	50,000		
Sea Wall					230,000	
<u>SCOTT</u>						
Barracks			100,000			
N.C.O.				150,000		
<u>SHREVEPORT</u>						
Barracks						843,000
N.C.O.						646,000
Officers						825,000

When appropriation is made covering all of the amounts enumerated in the above tabulation, funds will be available for new housing projects in accordance with requirements, as follows:

Bolling Field - For all of the 19 officers, 374 enlisted men and 30 out of 40 noncommissioned officers.

Chamute Field - For 5 out of 66 officers and 163 out of 767 enlisted men.

Wheeler Field - For all but 7 officers and for all noncommissioned officers and enlisted men.

Langley Field - For 798 out of 1330 enlisted men; 178 out of 253 noncommissioned officers and 82 out of 207 officers.

France Field - For all enlisted men and for approximately half the number of officers and noncommissioned officers.

Albrook Field - For all commissioned and enlisted personnel.

Post Field - For 13 out of 27 officers.

Maxwell Field - For all enlisted men, 39 out of 45 noncommissioned officers and 23 out of 81 officers.

March Field - For all enlisted men, 115 out of 132 noncommissioned officers and 87 out of 128 officers.

Mitchel Field - For 69 out of 95 officers, 105 out of 119 noncommissioned officers and for all the 594 enlisted men.

Rockwell Field - For 35 out of 48 officers, 43 out of 103 noncommissioned officers and 300 out of 548 enlisted men.

Randolph Field - For 246 out of 260 officers, 214 out of 248 noncommissioned officers and for all of the 1269 enlisted men.

Selfridge Field - For 67 out of 96 officers, 66 out of 135 noncommissioned officers and for all of 685 enlisted men.

Scott Field - For 20 out of 67 noncommissioned officers and 100 out of 652 enlisted men.

Shreveport, La. - For 34 out of 195 officers, 84 out of 222 noncommissioned officers and 691 out of 1120 enlisted men.

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BIDS SUBMITTED FOR CONSTRUCTION WORK AT ROCKWELL FIELD

Twelve contractors submitted bids on the construction program at Rockwell Field on April 29th. These bids will be forwarded to the Quartermaster General for action. Barracks, officers' quarters and other buildings are to be erected, \$518,000 having been appropriated for the work. When the bids are sent on to Washington, the award will be made by Major-General Cheatham, Quartermaster General of the Army. Work on which the bids were submitted include a two-company barracks, 13 noncommissioned officers' quarters and 16 company officers' quarters. The barracks building will accommodate 300 men.

Approximately 50 persons were present when the bids were opened, and the bids ranged from \$407,000 to \$488,480. Work on construction will probably start June 1st, and it is estimated that the time required for completion of construction will be from 7 to 10 months.

---oOo---

ALLEGED BOMB FALLS IN INFANTRY OFFICER'S BACK YARD

The France Field Correspondent reports that Dr. S.M. Burka (on duty at the Materiel Division, Wright Field) stirred up quite a commotion when he was there recently demonstrating the practicability of the equipment lately devised for night photographic work.

The first night Dr. Burka went up for a test, he forgot the fact that the natives down in Panama had never witnessed bombing exercises, etc. and, therefore, did not advise all concerned of his proposed experiment. The result was that the flash bomb scared the population into the belief that some unknown enemy was dropping bombs. In fact, one Infantry officer called and said: "This is Lieut. ---- of the --- Infantry, the Officer of the Day. I wish you would inform those ---- crazy Air Corps pilots to be more careful in the future when hauling bombs around, as one of them dropped a bomb in Captain ---- back yard. as he passed over a few minutes ago. Fortunately no serious damage was done, but the results could have been serious."

About that time the tie lines into the France Field telephone switchboard began to hum and, before the excitement was over, everyone from the Commanding General, the Governor of the Canal, down to the cops walking their beats in Balboa, had called and advised the field that the Air Corps was maliciously bombing the poor defenseless population.

Regardless of the fact that Dr. Burka scared the populace, his experiment was considered successful, although a few mechanical failures in the equipment were experienced.

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CRISSY FIELD PILOTS ENCOURAGE MARKING OF BUILDINGS

The pilots of Crissy Field, Presidio of San Francisco, Calif., have been actively engaged in pushing along the idea of the marking of buildings in small towns along the airways. The Standard Oil Co. of California has aided greatly in this work by plainly marking all their sub-stations in the towns they serve on the West Coast. All pilots of the field are instructed to aid civil authorities in every way possible regarding matters relative to civil aviation. This is a pleasant duty and allows the pilots to make many interesting acquaintances which would not otherwise be possible.

DAWN TO DUSK FLIGHT BY TWO ROCKWELL FIELD PILOTS

A dawn to dusk border to border flight was made on April 11th by Captain H. M. Elmendorf and Lieut. J.G. Hopkins, flying two Boeing P-12 airplanes. The two pilots took off from the Sand Point Airdrome at Seattle, Wash., at 5:10 a.m., and landed at Rockwell Field, Coronado, Calif., at 6:10 p.m. The P-12's are the first of eight to be received by the 95th Pursuit Squadron.

Adverse weather was encountered at several points enroute south, but no mechanical trouble of any kind developed. The flight was a very successful test of the new planes, and the 95th Pursuit Squadron pilots are very enthusiastic in their praise of the tiny pursuit jobs.

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PHOTOGRAPHIC PROJECTS BY THE 15th PHOTO SECTION

The 15th Photo Section, stationed at Crissy Field, Presidio of San Francisco, Calif., accomplished several bits of good work in the last six months. Last Fall Lieut. Bobzien photographed Yosemite Park and Tuolumne Meadows for the United States Geological Survey. A new Hegerschoff camera was used in this work. Lieut. Bobzien also photographed several proposed airdrome sites which have lately been offered the Government.

In July Lieut. Bobzien is expected to leave for the Mt. Olympus region of the State of Washington. He will establish his base there while shooting sections for the U.S. Geological Survey. Upon the completion of this work he will move to a base in Idaho and photograph the Newsome Quadrangle for the above Government bureau.

---oOo---

EXCELLENT SHOOTING BY FRANCE FIELD PILOTS

The Sixth Composite Group recently completed its gunnery and bombing for this target year with the highest percentage of experts ever attained at France Field, Panama Canal Zone.

Bombers of the 25th Bombardment Squadron, firing the Bombardment Course, qualified as experts 100%.

Aerial gunners of the 24th Pursuit Squadron, firing the Pursuit Course, qualified - 83.3% as Experts and 16.6% as Sharpshooters.

Members of the 7th Observation Squadron, firing the Pilot's Course, qualified - 73% as Experts and 27% as Sharpshooters. In the Observers' Course, 50% qualified as Experts and 50% as Sharpshooters.

In connection with the Observers' Course, this is the first year where more than one or two officers have qualified, and this is the first time any have attained a qualification of Sharpshooter or above.

The two high Bombers were Captain A.E. Jones and 1st Lieut. Charles H. Howard, with a score of 1537.

The highest mark by a Pursuit pilot (1082.5) was made by 1st Lieut. Charles G. Percy.

The highest score for an Observation Team was 301, and this was attained by 1st Lieut. Orin J. Bushey and 2nd Lieut. John N. Jones.

The Department Commander's Trophy was awarded in each case to the officers who attained the highest score.

---oOo---

PILOT BEFOGGED AFTER MAKING LANDING

Lost on Rockwell Field! Such was the plight of Lieut. E.L. Meadow of the 95th Pursuit Squadron. And for nearly 45 minutes both pilot and plane were shut off from the rest of the world by a thick blanket of fog which enveloped the plane immediately after landing. Lieut. Meadow endeavored to taxi to the line by watching his compass, but failed to allow for declination and landed up on the edge of Whalers Bight, at the southwest corner of the field.

After climbing out of his ship and performing a distance reconnaissance mission on foot, he again attempted to taxi to the hangar line. This time he succeeded in reaching a Navy outpost on the northwest shore line. The fog was low, extending upward not more than 15 feet above the ground, so Lieut. Meadow

stood on top of the upper wing of his plane and tried to get his bearings. He was not quite tall enough to look over the thick fog bank, so he finally settled down to wait for it to lift, or for someone to rescue him. In the meanwhile, the other pilots of the 95th Pursuit Squadron stood on line listening to the sound of the D-12 as Lieut. Meadow cruised around in the fog completely lost. His "rescue" was finally effected by several mechanics, after the vapor thinned out a bit.

---oOo---

CAPTAIN EAKER RECEIVES A DECORATION L

Having delivered to the Boeing factory at Seattle, Wash., the pursuit plane which he used in his attempted "Dawn to Dusk" flight to Panama, Captain Ira C. Eaker, Air Corps, returned to Bolling Field. On April 6th the troops turned out for him in a review, on which occasion Major Howard C. Davidson, Commanding Officer of the Post, presented him with the Oak Leaf cluster for the Distinguished Flying Cross. At the time of writing Captain Eaker is on leave of absence.

---oOo---

CRISSY FIELD ACTIVITIES

A bit of work which was enthusiastically carried out last Fall by Air Corps personnel at Crissy Field, Presidio of San Francisco, Calif., was the checking of the coast strip maps. As a result of this work the new strip will now be correct in all features, especially regarding the location of beacons and landing fields. So many new airdromes have been established within the past year or so that the old maps were quite obsolete.

Several new beacons were erected recently in the Bay Region, the two important ones being the San Jose beacon at the San Jose Airport and the lighting of the pillars on the new San Francisco Bay Bridge which crosses the Bay at San Mateo. While on the subject of beacons, it might be stated that the S.O. Diablo Beacon is the greatest aid to night flying which has been given the Bay region in many a moon. It tends to instill in the night flyer the same feeling that is experienced upon seeing a light in the home window after dark.

Three night flights of interest were made by Crissy Field pilots on March 3rd last. The telephoto pictures of the pre-inaugural parade were received at Crissy Field at 11:10 p.m., and rushed by three planes from Crissy to various members of the Associated Press, from Sacramento, Calif., south to Fresno. Lots of fun and good training, this sort of work breaks the monotony of routine night flying, such as artillery contacts and the like. All planes were safely back in the hangars by 1:00 a.m., and the papers on the morning of the 4th carried the pictures as front page stuff.

---oOo---

AIR CORPS PILOTS SEARCH FOR LOST AMPHIBIAN ✓

Bolling Field received orders on March 25th to search for a Sikorsky Amphibian which had departed from Norfolk, Va., on March 22nd at 6:00 a.m. and failed to arrive at Curtiss Field. Bolling Field was made the control center for the different posts designated by the Chief's office to assist in the search. The amphibian was piloted by Harry Smith and had three passengers and a mechanic.

Mitchel Field sent out two ships as far as Cape Henry. Langley Field dispatched four ships and an airship along the coast to Ocean City, and Bolling Field sent two ships to search the area of Chesapeake Bay to the Atlantic. Maj. Howard C. Davidson and Lieut. L.M. Merrick in a PW-9 covered this area very thoroughly without any signs of the missing plane. On the afternoon of the same day, Lieut. Stranathan in an O2-H and Lieut. Merrick in an amphibian conducted the search along the Atlantic coast. To date no word has been received of the lost amphibian.

---oOo---

The Crissy Field Correspondent states that among the many contraptions and contrivances which are being constantly received at that field for the betterment of airplanes there are two which are worthy of note. The first is a light equipped with a Stone lens to use in lighting fog covered areas. It has promise. The second is an electric oil heater for crankcase installation, the advantage of which can well be appreciated, and needs no explanation.

AIDING THE ESTABLISHMENT OF COMMERCIAL AIRPORTS

Carrying out the program outlined by the Chief of the Air Corps in which Air Corps units are instructed to aid in the establishment of civil airports and landing fields, Crissy Field has in the last six months attended airport dedications at Salinas, Santa Maria, Tracy, Mines Field (Los Angeles), and Delano, Calif., and ~~Ely~~ Nevada.

Several more dedications are scheduled for the near future, one of them at Redding, Calif., which is to take the name of Benton Field, in memory of 1st Lieut. John Benton, formerly of the 91st Squadron, who was killed in a collision at Buenos Aires, Argentina, while on the Pan-American Flight. In addition to naming the field after Lieut. Benton, a memorial to him is to be unveiled at the dedication ceremonies. This memorial was erected by his fellow citizens of Redding.

The News Letter Correspondent states that this sort of work constitutes one of the many pleasant duties which the Crissy Field personnel engage in and he expresses the hope that the stock of airport openings ^{does} not run out.

---oOo---

DEATH OF LIEUT. KEEFER

Second Lieut. Howard W. Keefer, Air Reserve, 95th Pursuit Squadron, Air Corps, while testing a PW-9D airplane on April 21st last, collided with a Maddux tri-motored passenger monoplane. This accident over the outskirts of San Diego occurred at an altitude of about 1800 or 2,000 feet. Lieut. Keefer was instantly killed when his ship fell out of control and crashed into a canyon. The Maddux plane, according to witnesses, fell to the ground, bottom side up. Both pilots and one passenger were dead when reached by rescue parties. The remaining two passengers were dead before the ambulance reached the hospital.

Lieut. Keefer learned to fly while he was employed at the Rockwell Air Depot. He applied for a Reserve commission and one year's active duty and had completed nearly ten months of this duty when the fatal crash occurred. He was Assistant Engineering Officer of the 95th Pursuit Squadron, and when the accident was engaged in a routine test flight in a ship which had just had a new engine installed. He is survived by his widow and his mother.

---oOo---

AIR CORPS OFFICERS ATTEND YACHTING PARTY

Lieuts. Givens, Ashley and Fisher, as pilots, with Captains Peters, Hobbs and Cowan, passengers, in three PT-3's, left March Field, Riverside, Calif., on Saturday, April 13th, for Santa Maria, Calif., to spend the week-end as guests of Mr. Hancock, financier and sportsman, and Dr. Cinch. Mr. Hancock, by the way, is the man who financed the "Southern Cross" on its flight to Australia. Recently he endowed an aeronautical college at Santa Maria which will duplicate the training given by the Army Air Corps.

On the flight over, adverse winds were encountered and the flight was forced to stop at Santa Barbara to refuel. On landing at the field, Lieut. Givens brought down a sea gull, and this victory was confirmed by the rest of the flight. No damage occurred to the plane, as the sea gull hit the undercarriage.

Upon arriving at Santa Maria, the flight was met by Mr. Hancock and his friends and greeted in due and ancient form. They were then taken to town, where an excellent luncheon was served. After the luncheon the party repaired to Mr. Hancock's private theatre and radio broadcasting station, and there a film was shown portraying the flight of the "Southern Cross." After this the party was taken out to Mr. Hancock's farm upon a tour of inspection. They then went back to the flying field to inspect the aeronautical college. From there they went to the Santa Maria Club where a barbecue was given in their honor. This was followed by a dance fostered by one of the ladies' bridge clubs of Santa Maria.

The next morning, after a delightful breakfast at the Santa Maria Inn, the party was driven to Pismo, where they boarded Mr. Hancock's yacht and were taken for a few hours' cruise. Luncheon was served to the tune of a radio program coming from Mr. Hancock's broadcasting station at Santa Maria. The party then left the yacht in time to fly back to March Field before dark.

PHOTOGRAPHIC OFFICER TURNS LANDSCAPE ARTIST

Few of the numerous people who inhabit March Field for duty and rest care realize and appreciate the enormous amount of very fine work as a landscape artist which Lieut. Donald G. Stitt, Air Corps, accomplished since first coming to that station two years ago.

Lieut. Stitt, who has taken a great interest in the nursery business, and looking forward to the needs of having appropriate shrubbery around the barren wastes of March Field where the new construction has grown up, diligently set about to beg, borrow and steal all shrubbery from the surrounding country which was not set out in concrete. The neighboring cemeteries suffered the most severe losses in the matter of shrubbery. Plants loaned the County Fair have also mysteriously disappeared and later turned up at March Field.

His ability as a high financier being on a par with his ability as a nurseryman, Lieut. Stitt has also bid in on several fire sales and came out so successful each time that people are beginning to doubt his religion. His latest coup was in obtaining \$1,000 worth of shrubbery for about \$110. Knowing full well that there would be any number of bids of \$100 and \$105, he went them one better and brought out the sale, not knowing where the money was coming from to make good his bid. It is presumed that the Construction Quartermaster had to order \$110 more worth of nails to complete the construction of the officers' quarters.

Lieut. Stitt now has a nursery at March Field which is on a par with any nursery in California, and as fast as grading is completed around the new March Field he and his faithful gang will start planting shrubbery.

March Field, present and future, owes a heavy debt of gratitude to Lieut. Stitt for making the desert wastes of this place into a garden spot that will not be equalled in the Army.

---oOo---

FLIGHT SURGEON VERSUS CHINAMAN

Captain Andy Smith, Flight Surgeon at March Field, Riverside, Calif., after leaving the Victoria Golf Club in a Ford Coupe was run into by a Chinaman driving a Nash Coupe.

Result: Andy, whose vitality was low as a result of losing a strenuous golf game, suffered a fracture of a lower left longeron just above the landing gear, a fractured left flipper, just above the receptacle for holding a cocktail shaker, with numerous abrasions about his intake manifold. Having first hand information on what to expect in line of treatment at the Post Hospital, he was immediately rushed to the Community Hospital at Riverside.

Andy's Ford executed a flat spin and lost both rear wheels.

Result to Chinaman: In jail. Nash coupe, washout, and God help the Chinaman if Andy ever gets his hands on him.

---oOo---

PROMOTION OF LIEUT. PATRICK

"It's Captain John B. Patrick now," remarks the March Field Correspondent, and he then goes on to say: "The popular commanding officer of the Headquarters Squadron at March Field has been receiving the congratulations of his fellow officers as his promotion from first lieutenantcy was made public. Capt. Patrick has been closely associated with March Field, being one of the first officers to be transferred here at the field's opening two years ago. He was transferred from Kelly Field, where he served in the important post of Adjutant during 1926-1927. He came here with the 70th Service Squadron and subsequently was moved to command the Headquarters Squadron.

This officer has been with the Army since November 27, 1917, when he was commissioned 1st Lieut. in the Reserve Corps. He was assigned to active duty on the same day he was awarded his Reserve commission, and served in this rank until 1920, when he was given a commission as 1st Lieut. in the Regular Army.

One of his first assignments in the Air Corps took him to the Philippines. Returning from there in 1921, he served at a number of fields. He was located for a time at Crissy Field, then at Fort Bragg, N.C., from which place he was shifted to Kelly Field. Captain Patrick is 39 years old and was born in South Carolina.

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THE BORDER PATROL AT FORT HUACHUCA, ARIZONA.

By Lieut. W. C. Farnum, A.C.

Here we are in the field on border patrol, and you may be interested in our situation, activities and the why and wherefore of our being here.

There is here a detachment of the 12th Observation Squadron of Dodd Field, Fort Sam Houston, Texas (part of the 2nd Division Aviation), and a detachment of the 90th Attack Squadron of the Attack Group at Fort Crockett. The situation along the border became so exasperating to the border people and finally dangerous, due to bombs dropping on the American side, that the Commanding General of the 8th Corps Area ordered us out here to stop it. Both the 2nd Division Aviation and Attack Group have anticipated some such move, so our orders were not out of a clear sky.

On Saturday morning just before noon, April 6th, verbal orders were issued for 12 ships of the Attack Group (12 officers and 12 men) and for six ships of the 2nd Division Aviation (8 officers and 4 men) to proceed at once to Fort Huachuca. These ships left within an hour and spent Saturday night at Fort Bliss, arriving at Huachuca at noon Sunday. Orders were also issued for four officers and 20 men of the 2nd Division Aviation and six Air Corps officers, one Flight Surgeon and 44 men of the Attack Group to proceed at once by rail. The Dodd Field detachment entrained at 4:00 P.M., Saturday and arrived at Fort Huachuca Sunday at 6:00 P.M. The Attack Group detachment arrived at Fort Huachuca on Monday at 6:00 P.M.

The flight of six Observation planes was commanded by Major Eugene A. Lohman, A.C., Commanding Officer of the 2nd Division Aviation, and included Captain W.B. Mayer, 2nd Lieuts. J.F. Haney, J.A. Berry, W.D. Hening, G.H. Pfeuffer, E.H. Rice and LeRoy Hudson. The detachment was commanded by 1st Lieut. W.C. Farnum, and included 1st Lieut. E.A.E. Pratt, 2nd Lieuts. F.A. Pillet and M.H. Anderson.

The flight of 12 Attack planes was commanded by Capt. H.N. Heisen and included 2nd Lieuts. G.H. McNair, E.P. Rose, J.G. Moore, R. Heber, O.C. George, F.M. Zeigler, R.D. Johnston, W.S. Lee, T.L. Moseley and J.H. Williamson. The detachment was commanded by 2nd Lieut. J.T. Flock, included Capt. C.E. Brenn, Flight Surgeon and 2nd Lieuts. W.W. Gross, C.K. Roath, W.L. Lee, T.H.E. Hertzberg and W.H. Maverick.

The Air Corps troops here in the field are commanded by Maj. Lohman, with Capt. Mayer in charge of the Observation and Capt. Heisen in charge of the Attack. We are quartered in a National Guard cantonment. Our airdrome is about four miles from camp and the airdrome and our camp are each about ten miles from Fort Huachuca. This is "great open spaces" for some. We are up in the hills, 5,000 feet above sea level. The nearest town of any size is Douglas, and it is about 75 miles by road. The air is clear and bracing. How bracing it was may be surmised from the fact that in the first few days we nearly froze. The wind blew a gale, and all of us from Texas were not used to the cold.

A word about the situation here. Naco, a border town, half in Mexico and half in the United States, is one of the last towns in the State of Sonora still held by the Federals. The Rebels control Sonora, but are being pushed by Calles from Chihuahua and need Naco to complete their holding. They have attacked it several times. Each time bullets have come on our side and each time both sides have been warned. General Lassiter, Commanding General of the 8th Corps Area, sent General Cocheu to take charge of the Border situation out here. His warnings passed unheeded, and finally Rebel airplanes in dropping bombs let some light in American Naco. This was too much, so we were sent to stop it. Our ships are all loaded with guns and ammunition, and we test the guns each flight to see that they are ready.

Our first job here was to stage an aerial parade along the border. We all (18 ships) flew in column (so they could count us) down over Naco to Douglas, circled it and then flew back to Naco, circled it, and flew to Nogales along the border. After circling the latter town we all went to Tucson and landed. Quite a delegation came out to see the ships, and we made quite an impression. The next day our patrols started, and that afternoon we all flew to Douglas, where we landed and remained two hours so that the populace could look us over. It was also a gesture of reassurance to the border people.

General Cocheu makes his headquarters at Camp Harry J. Jones at Douglas. The Douglas papers spoke well of us, saying that it was so different from most exhibits of aircraft where the rule was "Hands Off". The paper said that all

the officers made a fine impression, were very courteous and pleasant and appeared anxious to explain everything about the planes. Well, good for that. We enjoyed it a bit, too. It was interesting to see all the people, but I can tell you we were glad to get back - quite a strain and worry that someone might stick a foot through a ship. But no accidents.

Maj. Lohman has been busy in conference with the General and other authorities. His knowledge of the border and his ability to handle the Mexican lingo has made his services invaluable. He reports that our presence is most gratifying to all, including the 10th Cavalry and the 25th Infantry, who have been unable to cope with these bombs coming down on them.

Our routine is as follows: A dawn patrol consisting of two ships leaves the airdrome at dawn and flies the route - Naco, Douglas, San Bernardino, Douglas, Naco, Nogales, Patagonia and back. This takes from two to two and one-half hours. We fly the border about two miles in our side and watch for airplanes and note activity on the ground. I was on this morning's dawn patrol, and the following describes the Naco situation: The Federals have intrenched the town. The trenches run from the border south and then east and west below the town and up to the border on the other side (a U shape). There are parapets, barbed wire and communicating trenches. Since yesterday they have started a second line of trenches. It is expected there will be a battle here soon, as the Rebels are about 12 miles away now. I wish I had the space to tell you the amusing things we have heard about their fighting. Maj. Lohman was over with General Cocheu to confer with the Federal commander of Naco (General Gonzales) yesterday. He saw forty Rebels who had been captured. They were lined up in the square. He said they looked well equipped. They wear the same uniform as the Federals except for a red band on the hat and cap.

The Rebel Airplanes: Reports are that they are old commercial planes, mostly with 180 Hissos in them. They have a Lewis gun for the observer, no port guns. The observer has his bombs in his lap and to fire them unscrews a screw and throws them out when the pilot banks. He must bring back to the General (Topete, the Rebel C.O.) the same number of screws as he takes bombs, or he won't get paid. Do you wonder that the bombs have been falling on our side? I believe, from what we have heard and seen, that they do not intentionally drop them over here, but their aim is very poor and the wind since we have been here has blown always from Mexico.

I didn't finish telling you about our routine. We have a dusk patrol at 3:00 P.M., also, with the same route, and two ships and crews remain on the alert all day. This is run by roster, so it is not too onerous, but any time there is activity we will have two ships in the air from dawn to dusk, and this will keep us busy. As I am writing, there is reported some smoke near Naco that may be a gas attack, and two ships with Maj. Lohman are just now leaving for there. The dusk patrol is due to leave in a few minutes.

We are handicapped by lack of transportation, but it is on the way and we will be sitting pretty when it gets here.

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FAMOUS ARCTIC PILOT ONCE FLEW AT LANGLEY

By the News Letter Correspondent

Some of the older personnel of Langley Field are more than casually interested in the recent award of the Distinguished Flying Cross to Lieut. Carl B. Eielson, famous Arctic flyer, because he did a turn of active duty at that Field shortly before leaving to participate in his history-making flights in the frozen northland.

Lieut. Eielson, in fact, has served two tours of active duty at Langley Field. As a Reserve Officer he came to Langley first in August, when he served a period of 15 days' active duty. On his second assignment, he reported for duty August 1st, 1927, but on September 19th, the following month, he asked to be relieved for the purpose of returning to Alaska. Nobody knew exactly what he was going to do up in the Arctic country on this trip, but soon he startled the world when, in company with Sir George Hubert Wilkins, he flew from Point Barrow, Alaska, to Spitzbergen, a non-stop flight of some 2,200 miles.

It was for this "extraordinary achievement" that Eielson was awarded the Distinguished Flying Cross under the recently issued War Department General Order No. 3, 1929.

When Lieut. Eielson was at Langley, he was on duty with the Second Bombardment Group, where he flew the "big ships" with multiple motors. Personnel at the Field who were here at that time remember well the skill and precision with which he handled the controls of all the aircraft which he flew. "A pilot of superior judgment and superior technique", remarked Colonel Culver, the local Commander, who knows Eielson and his work quite well.

On the famous flight from Alaska to Spitzbergen, Eielson showed his skill and common sense by landing at the edge of a heavy storm and waiting until the weather cleared before resuming the flight. He landed on the snow and ice.

This famous flight, however, was not the first of Eielson's Arctic exploits. Two years before, with Captain Sir George H. Wilkins, established a preliminary base at Fairbanks, Alaska, and a temporary outpost base near Point Barrow and flew over unexplored areas of the Arctic Sea in an endeavor to discover land, which he and Capt. Wilkins were of the belief existed in that portion of the globe. Tri-motored Fokkers were used in this work. Great areas were explored, and during the flights the aviators would be "lost" for days at a time. Hard luck and bad weather terminated this expedition before its completion. The machines were damaged and repairs were difficult to get as they had to be pulled over snow and ice on sledges.

This north-of-Alaska exploring was sponsored partly by the North American Newspaper Alliance, a syndicate, and one of the officers, at present on duty at Langley Field was the aviation writer for the syndicate, Steffansson, the famous Arctic explorer, was the Arctic writer for the syndicate. The Langley Field aviator remained in his hotel in Washington during certain hours each night to receive long distance calls for interview from the New York office of the syndicate and in addition, he wrote a column of Arctic aviation material which was mailed to all the newspapers in the syndicate. Steffansson operated his Arctic stories from his Greenwich Village address, in New York City.

After the return of Eielson from the expedition mentioned above, he began the search for an airplane which could be landed on large cakes of ice, if necessary, as his zeal for Arctic exploring was far from quenched by the earlier misfortunes. He and Wilkins had bigger plans this time. They found a machine to their liking down in California, and had it changed somewhat to fit their particular needs. Then with little advance notice, they set up shop at the northern rim of Alaska and one day the world was startled by their spectacular flight across a vast unexplored region of the Polar Sea.

Many other Polar flights at the time were attracting much attention. The North Pole had been flown to and from and around, but the world paused and applauded the exploit of Eielson and Wilkins in their little, single motored machine, which swept the Arctic rim north of America and added a chapter in the knowledge of Polar geography.

The citation of Eielson, according to statements of Colonel C.C. Culver, is one of the most meritorious in the annals of flying. This opinion is general among all flying officers, and the wording of the citation only hints at the hazards which every man who wears wings upon his left breast knows so well. Section IV of General Order No. 3, printed February 1, 1929, but issued to the local flying fields recently, states:

"By direction of the President, under the provisions of the Act of Congress approved July 2, 1926, a distinguished flying cross is awarded by the War Department to the following named officer:

'Carl B. Eielson, First Lieutenant Air Corps Reserve, United States Army. For extraordinary achievement while participating in an aerial flight. Lieutenant Eielson, as pilot, accompanied Captain George H. Wilkins (an English subject) from Point Barrow, Alaska, to Dead Man's Island, Archipelago of Spitzbergen, on April 15-16, 1928, without stop, a distance of more than 2,200 miles. The severity of the weather, the storm area through which they passed, with no hope of outside aid in case of a forced landing, and the complete success of the enterprise, distinguishes this as one of the most extraordinary aerial accomplishments of history. Residence at enlistment, Hatton, North Dakota.'

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"STEVE" MUSTERED OUT OF THE SERVICE

"Steve", the flying goat mascot of the 24d Bombardment Squadron at Luke Field, T.H., severed his connection with the Air Corps by request.

Readers of the NEWS LETTER will recall that away back last summer, Steve was rescued atop a mountain crag by hikers and later brought to Luke Field by airplane. He was nurtured and cherished by the boys of the 23d until he outgrew the gawky stage and became a delight to all lovers of rough and tumble play. Unfortunately, however, Army life was his undoing. Association with a crowd of men who continually nagged him resulted in his developing an onery disposition equal to that of any "Top" in the Army.

Not only did his disposition militate against him in the final tests, but his appetite helped to damn him. Trees, shrubbery and, in fact, any and everything softer than tempered steel suffered his ravages. And then came time for the annual inspection. The Commanding Officer, looking over the field and its environs, decided that steps must be taken to conserve the natural resources. As a result, Steve was banished from Ford Island by official decree. He is now headquartering at the residence of Lieut. Carl B. McDaniel in Pearl City and proving to be an ideal playmate for young "Mac".

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PLAY TIME AT FAIRFIELD AIR DEPOT

By the News Letter Correspondent

Thursday evening is a weekly social event at the Fairfield Air Depot. Then the officers' families assemble at the "Gym" and play awhile. There the talents of the Post are expended in volley ball and bowling. We begin to arrive at 7:00 o'clock, and the early arrivals get warmed up by a game or two of ten pins, and graciously meet the late comers with: "I just made a spare", or, "I just made a strike, I certainly am improving my game". Then the party splits up; some to play volley ball; others to continue to bowl; and some (bless their hearts) to participate in both games. Do the ladies play volley ball? I'll say they do. Wasn't Lt. O'Connor designated as instructor to their ladyships, and didn't he turn out teams? It is now every lady for herself.

The games are on.

Bowling seems to be the best game as far as technique is concerned; but as for fun we invite you to join in the volley ball game. There's excitement for you. In bowling we all have our little idiosyncrasies of technique. We actually strive to make a strike everytime by carefully raising the ball in air, taking a stance (golf players will please pass this up), aiming the ball a little to the left of the center of pin No. 1, and then let 'er go. If it is Lt. Savage at the bat (here I go again) and he knocks down 9 pins, he looks a little abashed, and says, "I should have gotten a strike out of that". We agree, because he is really our best bowler. Then he tries for the odd pin and knocks it over without even taking the trouble to aim at it. On the other hand, if the batter (this technique is terrible) happens to be the present writer, he feels lucky if his ball doesn't jump clean out of the alley and knock over a few volley ball players, but smiles jubilantly when he notices that he has killed eight pins. But joy is turned to chagrin when the experts sing out: "Say! You got a split; too bad!" But even we sometimes make a strike, -- the laws of chance do help out.

In the meantime the volley ball game seems to be far more important, and much more fun. Now, there is a game as played here by both-sex nights which would make the heart of Walter Camp stand still. The women are in it, and for the moment, not a sound. Mrs. Kessler has the ball, and gets her serve over the net (as she usually does) and Mrs. Stace returns it -- just over the net. There is a tense moment as the ball, undecided what to do, finally falls on Mrs. Kessler's side. We cut loose, -- screams, yells, orders come in rapid succession, except the screams and they rather overlap like pleats (pardon the simile). The ball is passed from side to side with more screaming, until finally it touches the floor and some one who knows calls out: "Point", whereupon Mrs. Redman takes the ball, and, all at once, at the top of all our lungs: "It's Polly's serve". (By this time we are calling each other by our given names) So Polly serves again, a good hot one right down the side lines to Lt. Asp, who, good player as he is, misses it, in spite of the cries of the ladies to "get it", "get it". Then you should see, dear reader, the looks these ladies throw at him. But we have not time enough to describe them, as we hear thru the din our name, and: "Time to bowl again", and some one says under his breath: "Why don't you play one game or the other and stick around?" To which we reply, also under our breath, -- but on second thought we won't print that. So we go

over and make two strikes in succession and accept with easy indifference the congratulations of all.

It is a merry party, as we said above, some bowling and some volley balling, and some of us just drop in to see the games, gossip, eat candy, chew gum and drink soda pop.

Oh, yes, we nearly forgot the scores. The volley ball scores are not important. Nobody knows them anyway, except to say who is the best player with a beaming look at Lt. O'Connor; and who is the worst with a look (without the beams) at us. But the bowling scores are really very good. W.O. Brewer has the high average of 175, followed by Lt. Savage with 166. Capt. Laughlin used to be near the top of the list, but lately his average has dropped to 151. The best game was bowled by Lt. Savage, 258, which we are all going to beat some day. Mrs. Van Pelt is high for ladies, 139. Mrs. Redman is high among the officers' wives with 118, but she bowled the highest single game of 192.

While we have been looking at the scoreboard, the game was going on, and excitement almost as intense as the volley ball game is evident. There is no screaming, however; but everybody is watching Capt. Healy, whose big black pill goes unerringly down the alley, hits the center pin just right, and he makes a 200 score. Then there are congratulations and handshakings all around, and everyone saying, "The 'Doc' is getting good". So the 'Doc' orders coke all around, and then we all go home vowing to come to the Gym next Thursday, and watch the Doc get another 200 score, and hear those ladies play volley ball at the Fairfield Air Depot Post Gymnasium.

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PREPARATIONS FOR MACHINE GUN AND BOMBING MATCHES ✓

Advance preparations are being made for the forthcoming Machine Gun and Bombing Maneuvers at Langley Field which will be held in June.

Following is a partial line up of the officers who will act as officials in the matches:

Executive	Major L.S. Churchill
Adjutant	1st Lt. L.F. Young
Operations Officer	Capt. J.F. Doherty
Assistant Operations Officer	Lieut. J.P. Hodges
Assistant Operations Officer	Lieut. E.C. Schmidt
Range Officer	Lieut. F.B. Tyndall
Assistant Range Officer	Lieut. G.R. Geer
Officer in charge Bombing Range	Lieut. F.L. Fair
O.I.C. Attack Bombing Range	Lieut. B.T. Starkey
O.I.C. Machine Gun Range	Lieut. J.W. Hammond
O.I.C. Tow Target Range	Lieut. R.W.C. Wimsatt
Engineering Officer	Lieut. F.B. Wolfe
Supply Officer	Capt. E.S. Schofield
Statistical Officer	Lieut. Corley P. McDarment
Communications Officer	Capt. Amory V. Eliot

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JOINT MANEUVERS WITH THE NAVY IN THE PHILIPPINES ✓

The "Fighting Armada" of Camp Nichols moved to Clark Field on the morning of March 5th to participate in a maneuver with the Navy in the vicinity of Lingayen Gulf. Six bombers (3 Martin's and 3 LB-5's), together with five O-2H's, comprised the force from Camp Nichols. The Amphibians from early morning kept patrol in the vicinity of Lingayen to spot the fleet and make known their whereabouts.

At 10:45 A.M., on March 6th, orders were issued by the Air Force Commander (Major W.G. Kilner), and the Bombers forthwith took the air, followed after a short interval by the O-2H's and Pursuit. From his plane the Air Force Commander issued the orders by radio to the different flights as to the point of rendezvous. Later on in the problem orders were issued to the different units to change their positions, and finally to go to the attack and then to return back to their base at Clark Field. This maneuver took the Group well out over the China Sea and, although there were Navy seaplanes and boats in the vicinity, the estimated size of the waves below made all feel that they would rather stay up than come down. The formation, however, did not get out to the Navy, for to

have done so would have made the chances of the formation's return to Clark Field highly problematical.

It goes without saying, however, that it was with a certain feeling of relief that all saw the varied terrain of that part of the Island beneath them. So far as the Group functioning as a whole was concerned, this problem must be considered very successful. Also, the communication as established by radio between the different planes, as well as the U.S.S. "JASON", which was anchored up near Lingayen Gulf, must be considered as exceptional in its efficiency. This communication worked practically 100% between all units, and too much credit can not be given the operators of the different units who made this efficiency possible.

Many thanks must be issued to Clark Field for their very hospitable manner of looking after all those who were the guests of their field for the night of March 5th. After landing at Clark Field at the completion of the maneuver those ships that were short of gas were serviced and all returned to Camp Nichols that evening. This maneuver was completed with no engine trouble or accident to any plane, which speaks very highly for the efficiency of the various ships' crews and engineering departments. The Navy now have left Manila. It is to be hoped that the Joint Maneuvers of next year will be uniformly as successful as those during this past season.

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A FINE START FOR A ZOO AT CAMP NICHOLS

Step this way, ladies and gentlemen, and see a genuine reptile, captured in the wilds of Camp Nichols. This reptile is an eight-foot Python which was sneaking around in "verboten territory" - the polo stables. It was captured by means of a noose attached to a piece of bamboo, which was slipped over the reptile's head. It took the combined efforts of six brave men to put said reptile in a gunny sack. For a few days it was kept in a large box with a screen front down to the polo stables and, had admission been charged to view this really beautiful snake, the detachment fund would no doubt have been raised to a considerable extent. This snake had evidently just shed its skin because of its very beautiful and glossy color.

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CHANUTE FIELD PERSONNEL STAGE AIR DEMONSTRATION

An airplane formation from Chanute Field, Rantoul, Ill., departed April 23d for Schoen Field, Indianapolis, Ind., where the annual Reserve Officers' Convention was being held. An A-3 was completely equipped with 25 pound bombs, six machine guns and parachute flares. Sgt. Holtzman dropped the bombs, giving a creditable exhibition. There was also a radio demonstration from plane to ground which was highly successful.

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LIEUT. KELLY STRIKES A BARGAIN

It was learned from authentic sources that while on the recent cruise with the Navy in the Southern Islands, Lieut. Oakley G. Kelly, A.C., stationed at Camp Nichols, P.I., endeavored to imitate the well known "Trader Horn". The News Letter Correspondent states that while in Jolo, Lieut. Kelly, after much arguing, cajoling, threatening, and what not, became the proud possessor of a few articles reputed to be hats, the cost of same being P 1.50 each.

Lieut. Kelly was highly elated regarding his purchases, particularly the low cost thereof. It happened that upon his return to Zamboanga he sought to verify his apparent good fortune. Making inquiries of a native as to the prices, Lieut. Kelly, during the course of conversation, asked: "How much are there hats worth?" Whereupon the native answered: "They are worth about fifty cents each, Lieutenant, but they are not hats; they are food covers."

Which exemplifies one of Aesop's old fables, namely: "Accept what you get and don't ask too many questions."

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LIEUT. REEVES ALSO DICKERS WITH THE NATIVES

Not to be outdone by Lieut. Kelly, Lieut. Dache M. Reeves, of Camp Nichols, also set forth upon a dickering expedition. The News Letter Correspondent

states what while the 4th Composite Group was at Clark Field during the course of the joint maneuvers with the Navy, Lieut. Reeves induced a couple of officers and horses to accompany him on expedition into the hills in search of various native armament. Laden with a couple of old watches, flashlights, cigarettes and determination to strike a good bargain, he set forth. He must have had a good horse, inasmuch as early the next morning he was down on the line and walking around with apparently no discomfort. Words can not adequately describe Lieut. Reeves' glowing account of his expedition. Suffice it to say, after much sign language, the issuance of cigarettes, the display of flashlights, allowing the natives to listen to the ticking of the watches and with the exchange of a few pesos, Lieut. Reeves acquired quite a collection of bows and arrows. It has been stated that after the years roll by, this expedition, completed about three miles from Camp Stotsenburg, will develop into a week's journey into the heart of a head-hunter country. Inasmuch as Lieut. Reeves is Post Schools Officer, it may also be expected that archery will be one of the courses in the curriculum. Plans are under way at the present time for another such expedition and no doubt, because of the previous experience, this latter will also be highly successful.

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NATIVES OF THE PHILIPPINES STILL CLING TO OLD CUSTOMS

Members of the 3rd Pursuit Squadron, stationed at Clark Field, Pampanga, P.I., went out into the country on Good Friday to witness the yearly ritual of the Flagellantes. In a few words this consists of all members going through the ordeal, binding themselves with rope about the arms, body and legs. The Head Man then scrapes their back with broken glass to start blood flowing. All are equipped with a bamboo flail with which they, on their way to the church, whip themselves with at times, adding salt water to make the wounds smart.

Upon reaching the church they lie flat on their faces in the road and are whipped by the Head Man. Thus endeth the process. The custom is barbarous and is the result of the old days prior to the American occupation of the Islands. It is gradually dying out in the Islands and can now be seen only at Manila and Angeles.

Good Friday also saw a very disastrous fire at Angeles. About a third of the town burned down. Soldiers from Camp Stotsenburg aided to what extent was possible. The town mayor extended thanks to the Commanding General for the assistance rendered.

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ARMY AIR CORPS OFFICIALS TO MAKE INSPECTION TRIP TO PACIFIC COAST

The Assistant Secretary of War for Air, the Honorable F. Trubee Davison, left Washington on the morning of May 8th, by air, to make an inspection of military posts and garrisons that will take him to the Pacific Coast. He will use the C-5, 1200 horsepower Fokker Transport and will be piloted by Lieut. Lester J. Maitland, Air Corps. His tentative itinerary includes stops at the following places: Wright Field, Dayton, Ohio; Scott Field, Belleville, Ill.; Muskogee, Oklahoma; Dallas, San Antonio, Texas, at the Air Corps Training Center; Fort Bliss, Texas; Rockwell Field, San Diego, Calif.; March Field, Riverside, Calif.; Crissy Field, San Francisco, Calif.; Los Angeles, Calif.; Seattle, Washington; Spokane, Washington; Salt Lake City, Utah; Omaha, Neb.; Wright Field, Dayton, Ohio, (to attend the Fifth Corps Area Maneuvers).

In addition to the Secretary and Lieut. Maitland, the party includes Colonel David L. Stone, Infantry; Major Delos C. Emmons, Air Corps, and Staff Sergeant Roy W. Hooe (mechanic).

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Preliminary calculations have been made of a small balloon for use by the Parachute Branch of the Materiel Division, Wright Field, O., in connection with tests to be conducted to determine the practicability of using a small balloon in place of a pilot chute to draw the parachute from the pack.

Flight tests of the D-12 engine at Wright Field, using Prestone as a cooling medium, are progressing very satisfactorily. Cross country flights are being undertaken and to date no difficulty has been encountered with this installation.

WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: Upon completion of present course of instruction at Command and General Staff School, Fort Leavenworth, Kansas. Major Frank M. Andrews to report for duty in Office Chief of Air Corps, Washington, D.C.

Major Robert LeG. Walsh, upon completion of present course of instruction at Command and General Staff School, to Paris, France, for duty as Assistant Military Attache for Air.

Lieut.-Colonel Ira F. Fravel from Middletown Air Depot, Pa., to New York City for duty as Procurement Planning Representative, August 1, 1929.

Major Michael F. Davis, Instructor, Air Corps Tactical School, Langley Field, Va., to Office Chief of Air Corps, Washington.

Major Augustine W. Robins, upon completion of present course of instruction at Air Corps Tactical School, Langley Field, Va., to Duncan Field, Texas.

Major Leo G. Heffernan assigned as Commandant, Air Corps Technical School, Chamute Field, Rantoul, Ill.

Major Junius H. Houghton from Rockwell Field, Calif., to Middletown, Pa., Air Depot for duty.

Major Maxwell Kirby from duty at University of Illinois, Urbana, Ill., to Hawaii, sailing from New York May 28, 1929.

Major Robert Coker, Little Rock Air Depot, Ark., to Fort Sam Houston, Texas, not later than June 30th, for duty as Air Officer, Hqrs. 8th Corps Area.

Captain Romeyn B. Hough, Office Chief of Air Corps, to Bolling Field, D.C., for temporary duty, then to duty as student at School of Business Administration, Harvard University, Cambridge, Mass.

Captain Donald Wilson, upon completion of tour of duty in Philippines, to Langley Field, Va.

Captain Wm. D. Wheeler to Selfridge Field, Mich., upon completion of tour of duty in the Philippines.

Captain Vernon L. Burge, Mitchel Field, N.Y., to Philippines, sailing from New York about August 20th.

Captain Earl H. DeFord, upon expiration of present course of instruction at Air Corps Tactical School, Langley Field, Va., to Air Corps Training Center, Duncan Field, Texas.

Captain Ray A. Dunn from Office Chief of Air Corps, upon completion of present course of instruction at Army Industrial College, to Middletown, Pa. Air Depot.

Major Wm. O. Ryan, Organized Reserves, 2nd Corps Area, to Mitchel Field, N.Y., for duty, August 1st.

Captain Frederick F. Christine, Middletown, Pa., Air Depot, to Mitchel Field.

Captain Frank W. Wright, upon completion of present course of instruction at Quartermaster Corps School, Philadelphia, Pa., to Materiel Division, Wright Field.

Captain Wm. J. Flood, Langley Field, Va., to Office Chief of Air Corps.

Captain Warner B. Gates, Marshall Field, Kansas, to Air Corps Training Center, Duncan Field, Texas, not later than June 30, 1929.

The following-named officers to report to Commandant, Air Corps Technical School, Chamute Field, Ill., not later than October 1st for duty as students in course of instruction in communications: 2nd Lieut. Roland O.S. Akre, Mitchel Field; 2nd Lieut. Lindsay M. Bawsol, Maxwell Field; 2nd Lieut. George H. Sparhawk, Brooks Field; 2nd Lieut. John A. Winefordner, Selfridge Field; 2nd Lieut. Donald R. Lyon, Crissy Field.

Major Arnold N. Krogstad relieved as student, Command and General Staff School, Ft. Leavenworth, and to New York City for duty as Air Officer, 2nd Corps Area.

1st Lieut. Edward M. Powers, Materiel Division, Wright Field, Dayton, O., to New York City for duty as student, New York University, effective September 15th.

Following-named officers to proceed to Brooks Field, Texas, not later than July 1, 1929, for duty as students at Air Corps Primary Flying School: Captain Karl S. Axtater, 2nd Lieut. Wm. O. Zareckson, 2nd Lieut. John P. Kidwell (Inf.) from Scott Field, Ill.; 2nd Lieut. John L. Hitchings, Fort Crockett, Texas; 1st Lieut. Walter D. Buie, Langley Field, Va.

Orders assigning 1st Lieut. Albert F. Hegenberger to duty as student, Air Corps Engineering School, Wright Field, Ohio, revoked.

1st Lieut. Frank M. McKee from Office Chief of Air Corps to Bolling Field.

1st Lieuts. James C. Cluck and Bennett E. Meyers, Wright Field, and 1st Lt. James B. Jordan, Scott Field, to duty in Office Chief of Air Corps, not later than August 1st.

Upon completion of present course of instruction at Air Corps Technical School, Chamute Field, Ill., 2nd Lieut. Richard W. Gibson to proceed to Brooks Field, Texas, for duty; 2nd Lieut. Herman F. Woolard to Selfridge Field, Mich.; 2nd Lieuts. Charles A. Ross and Russell Scott to Chamute Field.

The following officers to proceed for duty to the Hawaiian Department, sailing Sept. 27, 1929: 1st Lieut. Franklin O. Carroll, Wright Field, O; 1st Lt. Ulysses G. Jones, Pope Field, N.C., 1st Lieut. Harold F. Rouse, Fairfield Air Depot - Sailing about Oct. 19, 1929: Captain John P. Temple, Ross Field, Arcadia, Calif.; 1st Lieut. Harvey H. Holland, Brooks Field, San Antonio, Texas.

1st Lieut. Lewis S. Webster, Langley Field, to San Antonio Air Depot, June 30.

1st Lieut. Gilbert Hayden, Signal Corps, to Primary Flying School, Brooks Field, Texas, for training, commencing July 1.

1st Lieut. Hugo P. Rush relieved from duty as student, Massachusetts Institute of Technology, Sept. 15th, and to duty at Materiel Division, Wright Field, O.

Upon completion of present tour of duty in Panama Canal Department, 1st Lt. Dwight J. Canfield to proceed for duty to Kelly Field, Texas; 1st Lieut. Pardoe Martin to Mitchel Field, N.Y.; 1st Lieut. George C. McDonald to Langley Field, Va.; 1st Lieut. Wm. B. Souza to Chamute Field, Rantoul, Ill.

Following officers ordered to Panama Canal Department, sailing from New York about September 19th: 1st Lieut. Lloyd E. Hunting, Kelly Field; 1st Lieut. Arnold H. Rich, Brooks Field; 1st Lieut. Archibald Y. Smith, Fort Sam Houston, Texas; 1st Lieut. Fred E. Woodward, Mitchel Field, N.Y.

1st Lieut. Cornelius J. Kenney, March Field, to New York City, for duty with Organized Reserves, 2nd Corps Area.

1st Lieut. Harold Brand, Fort Sam Houston, Texas, to Office Chief of Air Corps, Washington, D.C.

1st Lieut. John S. Gullet, March Field, to Office Chief of Air Corps, not later than August 20, 1929.

1st Lieut. Clarence R. MacIver, upon completion of present course of instruction at Air Corps Technical School, Chamute Field, to Langley Field, Va.

Following officers to proceed to Air Corps Technical School, Chamute Field, Rantoul, Ill., to pursue course of instruction in Maintenance Engineering, commencing October 15th: 2nd Lieut. Herbert C. Lichtenberger, Rockwell Field, Calif.; 1st Lieuts. Aubrey B. Ballard, Kelly Field; Claude E. Duncan, Brooks Field; John M. McCulloch, Mitchel Field; Henry H. Reily, Kelly Field; 2nd Lieut. Joseph H. Atkinson, Marshall Field; 2nd Lieut. Leo W. Desrosiers, Fort Crockett, Texas; 2nd Lieut. Ford L. Fair, Langley Field, Va.

Following officers to proceed to Air Corps Technical School, Chamute Field, not later than October 1, 1929, for duty as students in course of instruction in Aerial Photography: 1st Lieut. James W. Spry, Brooks Field; 2nd Lieuts. Narcisse L. Cote, Maxwell Field; James G. Pratt, Maxwell Field; Claire Stroh, Brooks Field; James L. Stowell, Rockwell Field.

2nd Lieut. Turner A. Sims, Jr., Kelly Field, to United States Military Academy, West Point, N.Y., for duty about August 24th.

Following officers, upon expiration of present course of instruction at Air Corps Engineering School, Wright Field, Dayton, Ohio, to report to the Chief, Materiel Division, for duty: 1st Lieuts. Harold H. Carr, Clements McMillen, Charles H. Caldwell, George P. Tourtellot and 2nd Lieut. John W. Bowman.

Captain John Y. York, Jr., and 1st Lieut. Henry G. Woodward, upon completion of present course of instruction at Harvard Graduate School of Business Administration, to Wright Field, Dayton, Ohio, for duty in connection with procurement planning.

Upon completion of present tour of duty in Hawaiian Department, Captain Lloyd L. Harvey to proceed for duty to March Field, 1st Lieuts. Fred S. Borum to Chamute Field; Joseph H. Hicks to Fort Sam Houston, Carl B. McDaniel to Brooks Field; Langhorne W. Motley to Pope Field.

2nd Lieut. Willard R. Wolfenbarger, 2nd Bombardment Group, Langley Field, to duty with Organized Reserves, Boston, Mass.

2nd Lieut. Frank D. Klein, Selfridge Field, Mich., to Wright Field, Dayton, Ohio, for duty as student, Air Corps Engineering School, not later than July 1.

2nd Lieut. Joel G. O'Neal, upon completion of present course of instruction at Air Corps Technical School, Chamute Field, to Fort Sam Houston, Texas.

Resignation: 2nd Lieut. Donald E. Broughton.

Promotion: 1st Lieut. Arthur K. Ladd to Captain, rank from April 23, 1929.

Relieved from Detail to Air Corps: Major Carl H. Strong, Cavalry, assigned

as Instructor, Cavalry, Texas National Guard, Fort Worth, Texas.

1st Lieut. Louis J. Tatom, to Signal Corps, 2nd Div., Fort Sam Houston, Texas.

2nd Lieut. Donald C. Hawkins to Co. B, 29th Engrs., Ft. Sam Houston, Texas.

2nd Lieut. John M. Reynolds to 16th Infantry, Fort Jay, N. Y.

2nd Lieut. Frank R. Maerdean to 28th Infantry, Fort Niagara, N.Y.

2nd Lieut. Thomas F. Trapolino to 10th Cavalry, Fort Huachuca, Arizona.

1st Lieut. Joseph P. Shumate to 52nd Coast Artillery, Fort Eustis, Va.

1st Lieut. John W. Dwyer to 52nd Coast Artillery, Fort Eustis, Va.

Detailed to the Air Corps, and to Primary Flying School, Brooks Field, Texas, not later than July 1, 1929, for training:

2nd Lieut. Arthur L. Cobb, Infantry.

2nd Lieut. Robert L. Easton, Field Art

2nd Lieut. Leander L. Doan, Cavalry.

Major Walter D. Mangan, Field Art.

2nd Lieut. James K. DeArmond, Signal Corps

2nd Lieut. Charles P. Bixel, Cavalry

2nd Lieut. Joseph F. Trent, Infantry.

2nd Lieut. Wm. L. Ritchie, Field Art.

2nd Lt. Laurence S. Kuter, Field Artillery

2nd Lieut. Delma T. Spivey, Infantry

Reserve Officers assigned to extended active duty: Tour of duty of 1st Lieut. Wm. E. Bleakley, Air Reserve, extended to June 30, 1930.

2nd Lieut. Wm. Merle Taylor, Claremont, Calif., to Crissy Field, May 15, 1929, to May 14, 1930.

2nd Lieut. John Joseph Keough to active duty with 2nd Division, Fort Sam Houston, Texas, to April 30, 1930.

2nd Lieut. David Robert Johnson, May 15, 1929, to May 14, 1930, at Marshall Field, Fort Riley, Kansas.

2nd Lieut. Charles Sloan Vaughn, tour of duty extended to June 30, 1930.

2nd Lieut. Edward Valentine Pettis, Berkeley, Calif., to Crissy Field, May 1, 29, to April 1, 1930.

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CHANUTE FIELD MEN DEFFY THE OLD "JINX."

Thirteen men, attending the Parachute School at Chanute Field, Rantoul, Ill., made a live parachute jump on the 13th of April last. Sergeant Jackson flew a C-1 for the men who were in the Parachute class graduating on that date. Every one made a good jump and all wanted to try it again.

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AERIAL HOBOES MAKE THEIR BOW

Not long ago Lieut. "Bob" Finley and Lieut. John Davies, stationed at Chanute Field, Rantoul, Ill., left on an extended cross-country flight to the Pacific Coast. After weathering several storms, they found themselves without an airplane at Tucson, Arizona, for the reason that they were forced to ship it to a repair depot. After much wandering over the country by "chiseled" airplane rides, the aerial hoboos finally arrived at their home field.

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JAPANESE CATERPILLAR CLUB GROWING

Major W.B. Duty, Philippine Scouts (Air Corps) on duty at Camp Nichols, Rizal, P.I., writes under date of April 12th, as follows:

"I have just been informed by a friend of mine in the Japanese Air Service that the Caterpillar Club of Japan has been increased by one member. Facts, as given me, are as follows:

On August 22, 1928, Sub Lieutenant Taro Miyasawa, while flying over the Tokorozawa airdrome, had his ship fall into a flat spin from which he could not recover and was forced to jump. He used his parachute and came safely to the ground, tho slightly injured."

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The new home of Flight "B", 2nd Observation Squadron, at Camp Nichols, Rizal, P.I., will soon be finished. Work on the new barracks is rapidly nearing completion, and it is expected that the Flight will move into their new quarters very shortly. The barracks are large and airy, being a two-story building, and large enough to quarter Flight "B", and Flight "A" from Corregidor, which is expected to move to the mainland within a short time. The old barracks are to be turned into a consolidated mess hall and quarters for the Flight Non-Coms.

SELFRIDGE FIELD A WET PLACE

It would appear from the following account by the News Letter Correspondent of the present condition of Selfridge Field, Mt. Clemens, Mich., that it would be an ideal place for the operation of amphibians. He goes on to say:

"Since flying has been called off because of rainstorms and a wet field for the past week, a class in swimming and other water sports is in process of organization under the able management of our Operations Officer, Captain Victor Strahm. The only trouble he has encountered so far is keeping Lake St. Clair from flooding the field until he teaches the pilots the art of making P-1's swim.

Another rumor has it that the Group is to be equipped with amphibians, so that we can keep up the work and go to maneuvers without such a great loss of flying time due to a flooded field.

We at Selfridge Field are beginning to realize the suffering those poor unfortunates along the Mississippi River must experience when it decides to go cross-country without even the courtesy of putting in a request for same. Our ever beloved Lake St. Clair, not to be outdone by the great Father of Waters, has this past Spring been trying to do likewise, and at the present writing more than ever is it slashing, banging and tearing at the dikes, to the great alarm of those who live on the post, and particularly the enlisted men who have been putting their every effort into the piling of sand bags where the water threatens to break through.

We hope that before Fall and Winter come again and we begin to use skis that the field may dry up enough so that we can land somewhere other than on the one semi-solid spot in the field, 'on the circle' without the ever present thought of - 'I wonder if I will nose over?' and 'Goodbye old P-1!'"

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OFFICERS LEAVING THE SERVICE

"And still they leave us," is the mournful wail of the Marshall Field Correspondent, adding: "This squadron (16th Observation) continues to be a training school for ~~****~~ Air Transport, Inc. The War Department accepted the resignation of Lieut. Donald E. Broughton and Lieut. Lee F. Duncan last month. They will fly by the mail between Salt Lake City and Cheyenne. Lieut. Broughton received his commission last February. Lieut. Duncan, commissioned a year ago, has been with the squadron since his graduation from the Air Corps Advanced Flying School two years ago and was on detached service commanding Offut Field, Fort Crook, at the time of his resignation. Excellent officers and pilots, both. We are sorry to see them leave but wish them well in their new venture."

The Selfridge Field Correspondent states that "The rumor section of G-2 has published the information that several of our popular officers and good pilots have heard the call of the mighty dollar and civilian clothes and answered same by 'going commercial.' We who 'choose' to remain and fly for Uncle Sam wish them luck, happiness, prosperity, tail winds, no fog, and happy landings. Two of these young gentlemen of whom we speak are no other than Lieut. Cliff Abbott, of Fremont, Indiana, and Lieut. Joe Bartles of Hillsboro, Ill."

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"CRASH"

Injustice is frequently done aviators and aviation by the careless use of words in describing air mishaps, and the progress of aviation is retarded by unfair publicity given to airplane accidents, even though the unfairness is not intentional. The word "crash" is used too often. Most of the time there is no crash. Only a few days ago an airplane at East Boston was slightly damaged and two men slightly injured during a forced landing on rough ground. Word goes out to the public of another airplane "crash". Public confidence in flying is lessened.

The facts of flying are these: Millions of miles are flown annually without injury to planes or passengers. This does not make sensational news. A forced landing, to the mind of the man not air-minded, is a thing full of hazard. To the persons who know aviation, it is an incident. It is about on a par with a motorist driving over a curbing. Flying is a reasonably safe means of transportation. For example, Harry E. Jones of Old Orchard, Me., in seventeen years has

carried nearly 30,000 passengers without the slightest damage or injury to plane or passenger.

There are very few crashes in flying. Let us not be careless in describing mishaps to airplanes. A "crash" in aviation is when the planes come down out of control. We do not become excited about minor automobile accidents. Give aviation a chance!

- AIR TRANSPORTATION.

WINNERS OF MASON M. PATRICK TROPHY TO RECEIVE REPLICAS ✓

In order that the winner of the Mason M. Patrick Trophy will have something tangible to keep in his possession as a reward for his winning efforts, in addition to having his name inscribed on the large trophy, the Honorable F. Trubee Davison, Assistant Secretary of War for Air, has turned over to the custody of Major-General James E. Fechet, Chief of the Air Corps, fourteen plaques, replicas of the above trophy.

The Mason M. Patrick Trophy was donated by Mr. Davison as a perpetual memorial to General Mason M. Patrick, upon the latter's retirement as Chief of the Air Corps, and is competed for annually at the National Air Races. Entrants to this contest are limited to members of the Third Attack Group of the Air Corps.

The first contest for this Trophy took place on September 12th of last year during the five days' program of the National Air Races at Los Angeles, Calif. Lieut. G.R. Acheson, Air Corps, piloting a standard Army Attack plane, was the winner, averaging a speed of 139.5 miles over a 120-mile closed circuit.

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AN ECHO OF THE WORLD WAR ✓

A prayer book, lost by a German soldier during the Battle of the Marne over ten years ago, was recently restored to him by an Air Corps officer. Captain Walter J. Reed, on duty in the Office of the Chief of the Air Corps, Washington, found the book not long ago while rummaging through his collection of war relics. On seeing the book he recalled finding it on the battlefield at Epieds, near Beauvarde, France, after the Second Battle of the Marne. Noting the owner's name inscribed on the front page and desirous of returning it to him, the book was forwarded through military channels to the American Military Attache at Berlin.

Captain Reed had the satisfaction of receiving the other day a letter from Johannes Meyer, of Dortmund, Germany, which was translated and reads as follows:

"My dear Captain:

Through the kindness of the Military Attache of your government and that of the Statistical Division of the German War Ministry, I have got back my prayer book from you. Please accept my most cordial thanks.

I lost the book over 10 years ago on the Marne. I felt quite bad over the loss, particularly just after it occurred. It had been a Christmas gift from my sister. Now I have it again and am very glad of it. I should be very glad if I could return this kindness. If you would be willing, I should like to write more in detail next time. By that time I may have a picture of myself which I would like to send you. But for the present I send only my best thanks for your courtesy."

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COLOMBIAN OFFICERS TO ATTEND FLYING SCHOOL

The War Department has granted permission to the Republic of Colombia, South America, to send three officers to the Air Corps Primary Flying School at Brooks Field, San Antonio, Texas, to pursue the regular course of Army flying training. These officers, Lieuts. Ernesto Buenaventura, Enrique Santamaria and Alfredo Duarte, will join the class of Regular officers, Reserve officers and Flying Cadets who will commence a period of eight months' primary flying instruction commencing July 1st next.

The South American officers will reach Brooks Field about June 1st in order to make the necessary preparations for the flying course.

49th Bombardment Squadron - By Lt. Jack W. Wood: Capt. Cecil G. Sellers, Lieuts. Thomas, Bently, Geer and Warrant Officer Bradshaw flew record bombing missions Monday and Tuesday, using nine 100 pound bombs for each mission.

The new officers have been getting in most of their flying time this week in AT-5's loaned through the courtesy of the Air Corps Tactical School.

Lieut. Vance had a forced landing, Wednesday, in an AT-5. Lieut. McKiernan tactfully explained to him afterwards that he shouldn't kick the altitude adjustment open with his knees getting into the ship.

The C-1-C came into service again this week end with a new heavy duty motor installed and took the following officers to their respective destinations: Lieut. Tucker to Baltimore, Lieut. Bentley to Philadelphia and several officers from other squadrons to other points along the route.

Lieut. Vance took a PT-1 to Fredericksburg, Md.

Rockwell Field, Coronado, Calif., May 1st

Eight members of the 95th Pursuit Squadron, going in pairs, ferried new P-12 Boeing Pursuit airplanes from Sand Point Airdrome, Seattle, Wash., to Rockwell Field. The first two P-12 airplanes, ferried by Capt. Elmendorf and Lieut. J.G. Hopkins, made the trip down in one day, leaving Seattle at 6 A.M. and arriving at Rockwell Field 6 P.M. The other pilots went up in the following order: Lieuts. A.F. Roth and J.E. Mallory; Lieuts. K.J. Gregg and E.L. Meadow and Lieuts. I.A. Woodring and F.A. Solter. Washington and Oregon were pretty cold and wet, for most of the pilots, each of whom at one time or another (or all the time) wished for some of the sunshine to be found at Rockwell Field.

The officers of the Post are still having exercise period in the afternoons from three to four o'clock. Attendance has fallen off somewhat due to the extra work of preparing for maneuvers, but there are always enough present for tennis and "work-up" baseball, if nothing else.

The following officers, from various fields, visited Rockwell Field recently:

From the "War Zone": The following pilots came in from Fort Huachuca, Ariz., where they are temporarily stationed, Capt. Heisen, home station, Fort Crockett, in an A-3; Lieuts. Haney, Hudson, Pfeuffer and Pratt in O2-H's, home station, Dodd Field. From all reports there is not much doing in the "War Zone".

Lieut. Knapp came through ferrying a new O2-K to Brooks Field.

Lieut. C.V. Haynes, Air Corps, now on duty with the National Guard ferried an O2-C from Rockwell Field, to Seattle, Wash.

Maj. H.B. Claggett, Air Officer of the Ninth Corps Area, and Maj. A.L. Sneed, Commanding Officer of Rockwell Field, have been firing the course in machine gun fire from Pursuit ships. For several days they got up with the sun, in order to fire while air conditions were most favorable.

Major-General John L. Hines, Commanding General of the Ninth Corps Area, accompanied by Col. A.L. Singleton, Assistant Chief of Staff for Plans and Training, arrived at Rockwell Field on April 19th, for purpose of inspecting the Post. General Hines gave an interesting talk to the assembled officers, and later watched formation work performed by the 95th Pursuit Squadron and 11th Bombardment Squadron. General Hines spoke favorably of the work of these Squadrons.

Major Henry P. Carter, Medical Corps, Assistant Surgeon, Headquarters, Ninth Corps Area, arrived on April 10th, for purpose of making annual Sanitary Inspection of Rockwell Field.

Three LB-7 planes of the 11th Bombardment Squadron, carrying nine officers and six enlisted men of this organization, made a cross-country flight to Phoenix and Tucson, Ariz., on the 19th. The flight left Rockwell Field on the 19th, and arrived at Phoenix, 2 hours and 40 minutes later. On the 20th the flight arrived at Tucson and returned to Rockwell Field on the 21st.

1st Lieut. Archie F. Roth, Air-Res., who has been a member of the 95th Pursuit Squadron, since July 1, 1928, requested to be relieved from active duty before the end of his year's period for business reasons. He is returning to his position on the sales force of the Black and Decker Company, Portland, Oregon.

It is regretted that Lieut. and Mrs. Roth could not have stayed for at least another year's active duty. Both made a host of friends in social activities, and it has always been a pleasure to deal with "Archie" in a business way (paying telephone bills for instance). Lieut. Roth has been Post Signal Officer in addition to his other duties as a member of the 95th Pursuit Squadron.

On April 23rd, Mrs. J.E. Mallory and Mrs. N.H. Ives, were hostesses at an

afternoon bridge party given in honor of Mrs. Roth at the Officers' Club. An enjoyable time was had by all present, nearly all of the ladies of the Post attending.

On the evening of April 26th, Capt. and Mrs. Elmendorf gave a farewell dinner and bridge party in honor of Lieut. and Mrs. Roth. The guests assembled at the Elmendorf's quarters before the party and then drove to Coronado, to the "Blue Lantern Inn". Dinner was enjoyed and then the guests adjourned to the party room and played progressive bridge until a late hour.

At Officers' meeting on April 29th, it was decided to discontinue "Officers Unit Training School", until after maneuvers. The course in "Army Mess Management" at this writing has been completed although the final examination in this course has not been taken, and at present the course in "Combat Orders" is being started.

Plans have been started for the Second Annual Rockwell Air Depot Picnic, to be held at Le Monte Park, Calif., some time during the month of May. Lieut. C.P. Kane was appointed chairman of the committees, and the various committees are working hard and earnestly to make this picnic a success in every way.

1st Lieut. E.C. Batten and 2nd Lieut. H.R. Baxter, Air Corps, departed, via rail, from Rockwell Field, to Bristol, Penna., on May 1st, for the purpose of securing and ferrying two LB-7 airplanes to Columbus, Ohio, reporting upon arrival thereof to the Commanding Officer, 11th Bombardment Squadron, for temporary duty to participate in Air Corps demonstrations and the Command and Staff Exercises to be held in the Fifth Corps Area, during the period, May 14th to 27th inclusive. Upon completion of this duty Lieuts. Batten and Baxter will return to their proper station, Rockwell Field.

Lieut. E.M. Robbins, Station Supply Officer of the Rockwell Air Depot and Mr. Charles S. Kingston, civilian employee of the Station Supply, are now at Wright Field, Ohio, studying new property accounting system for the Station Supply. The Depot Supply Department is looking forward to sending personnel from that department as soon as Wright Field is ready to instruct in the new accounting system for Depot Supply Activities. All of the equipment in connection with the new system, consisting of Moon-Hopkins Billing Machines, stands and filing cabinets was received.

Bolling Field, D.C., April 18th

Capt. Ernest Clark reported for duty at this station on March 18th and took command of the Air Corps Detachment, relieving Capt. Devery.

Lt. Robertson reported for duty on March 12th, having been transferred from the 9th Observation Group at Mitchel Field.

On March 24th, Lieut. R.T. Zane landed at Bolling Field in an Amphibian. At the present time he is on leave and is flying this plane for the McFadden Company of New York City. He expects to continue this work for about two weeks before reporting for duty at Selfridge Field.

Lieut. Stranathan, who reported for duty here on March 5th, was assigned as Detachment Supply Officer and Assistant Operations Officer. Prior to reporting here he was stationed at Langley Field since his graduation from Kelly Field.

On March 28th the new Asst. Secretary of War, Mr. Hurley, left Bolling Field in an O-1 powered with a new 1570 motor, piloted by Lt. L.M. Merrick, on an inspection trip to the Rock Island Arsenal, Rock Island, Ill.

Mr. Hurley stopped at Wright Field and inspected the new buildings, etc., and from there he went to South Bend, Ind., and to Rock Island where he inspected the Post. The Secretary returned to Bolling Field on March 31st.

The Curtiss Company recently loaned this station a Curtiss Oriole for use and test by the Officers of the Station and those in the Chief's Office. Many officers availed themselves of the opportunity of giving rides in this plane to some of their friends who would not have the privilege of riding in Government ships.

Bolling Field expected to have a severe wind storm on April 1st, similar to the one experienced last month, when a number of the panels were blown off the hangars.

The Navy brought several ships over here to our hangars in order to prevent their being blown away.

At the time of writing the river is slowly receding from an unusual high level which at one time threatened to inundate the whole flying field.

S-Sgt. Jacob Stein reported here for duty on April 5th, having completed a tour of Foreign Service in the Canal Zone.

On March 28th a successful dance was held by the Detachment in the Officers' Club, about seventy couples attending. Everything went off so well on April 13th, another dance was held with approximately the same number in attendance.

A Smoker was held in the Mess Hall on April 2nd honoring 1st Sgt. Michael Garvin, who retired on that date. Artistic talent was furnished for the occasion by the Post Orchestra, some local artists and two distinguished visitors from nearby Fort Washington.

S-Sgt. James Mallon was promoted to 1st Sgt. vice Sgt. Garvin, retired. Unfortunately, his well deserved promotion causes considerable consternation to the baseball team. But they'll get by.

For a few days here we sweltered under a Summer sun with the mercury around 90 degrees in the shade. Lawn mowers whirred and screens were rushed out from their winter storage. It didn't last very long, however, and those who put away their winter woollens reluctantly dragged them out again.

The baseball team started the season off well with two wins over Company teams from Fort Washington. The first game was played at Ft. Washington in a cold drizzle and the second was on the home lot with weather conditions not much better.

France Field, Panama Canal Zone, April 9th

1st Lieuts. Harmon, Davidson, Bushley Percy and 2nd Lieut. John W. Jones will represent France Field at the National Gunnery and Bombing Matches at Langley Field this year.

The course in Small Arms Target Practice with the .45 caliber Automatic Pistol is now being held at this station and from all indications the percentage of qualification this year will be higher than ever before.

One hundred recruits who arrived on the last transport reported for assignment. Due to the lack of barrack space for them, a tent city was erected, a provisional recruit camp organized, and for the past four weeks all we could hear was "Squads East" and "Squads West".

The Baseball season and the dry season ended about the same time. We didn't do so well in baseball, but we have fond hopes of winning the Basketball Cup.

Say! You should see our Trophy! Yes, Sir! We have just added a cup to our collection, 4 silver medals and 4 bronze medals for boxing, 2 gold medals for winning the Department Pistol Competition, also 2 bronze medals for swimming and jumping. This has been our banner year in athletics and, from all indications, our athletics are going to be hard to keep up with this year.

During the month of March, eleven planes of the Pan-American Airways were taken care of upon their arrival at this station. France Field is becoming a prominent Commercial Airport.

Through the courtesy of Mr. Donald Duke, formerly Lieutenant, Air Corps, the wives of practically every officer and W.C.O. were given joy rides in the Ford and Sikorsky Cabin Planes.

Pursuant to authority of the Chief of the Air Corps, fifteen enlisted men were transferred from the various squadrons of the Group to the Panama Air Depot Detachment, as follows: 3 Master Sergeants, 2 Technical Sergeants, 5 Staff Sergeants, 1 Sergeant AM 1st Class, 3 Corporals AM 1st Class and 1 Corporal without AM rating. All of them are to be the key men in the various departments of the Depot.

The N.C.O.'s transferred were Master Sergeants E. Cote, F.B. Haney and K. Wajdowicz. Tech. Sgts. H. Glasscock, H. Tupper, Staff Sgts. G.R. Blunden, C.O. Miller, G.B.Scott, C.L. Hamsher, H.F. Watson, Sgt. A.Everdell, Cpls. D.C. Farmer and A.O. Grist.

Capt. A.F. Herold was detailed as Executive Officer of the Depot and Lieut. H.C. Downey as Chief Engineering Officer, with Lieuts. R.B.Williams and G.C. Jamison as Assistants.

Rockwell Field, Coronado, Calif., April 16th

The 11th Bombardment Squadron flew in formation over Rockwell Field in real Bombers - LB-7's - for the first time on April 12th. The three huge Keystone Panthers, powered by P & W "Hornets", caused considerable attention to be directed skyward as they roared over Coronado and vicinity on their premier flight.

Ten pilots of the 95th Pursuit Squadron qualified as "Expert" in the record Aerial Gunnery Firing just completed. Fifteen pilots shot the course, and the five who failed to make "Expert" easily qualified for the "Sharpshooter" rating. The scores were all higher than expected, in view of the fact that 1917 ammunition was used in Model 1918 Machine Guns mounted in PW-9 airplanes.

Eighteen applicants for Flying Cadet Examination appeared at Rockwell Field, April 9th, and were examined by local board.

Lieut. W.C. Kingsbury, ferrying an LB-7 from the Keystone Aircraft Corp., arrived at Rockwell Field on April 3rd.

Lieut. Odas Moon, also ferrying an LB-7 from the same factory, arrived at Rockwell Field on April 5th.

Lieut. Eugene C. Batten, ferrying an LB-7 from Aberdeen Proving Ground, Md., arrived at Rockwell Field on April 11th.

These three LB-7 Bombers are assigned to the 11th Bombardment Squadron.

Major Henry B. Carter, Medical Corps, Hq. 9th Corps Area, arrived at Rockwell Field, April 10th, for purpose of making Sanitary Inspection of the Post.

Lieuts. B.R. Dalles and C.E. Thomas, Jr., recently departed from Rockwell Air Depot, via rail, to the San Antonio Depot, to ferry two PT-1 planes to this station. They returned on April 14th.

Mr. Walter S. MacDonald, electrical engineer and Signal Service at Large, arrived at Rockwell Field, on April 9th, for purpose of making preliminary survey in connection with the new telephone system.

Mr. J.M. Bailey, Aeronautical Mechanical Engineer, Superintendent of the Engine Repair and Machine Shop, Rockwell Air Depot, left, April 15th, for temporary duty at Material Division, Dayton, Ohio, for purpose of studying the method used at Wright Field, for installing new valve seats in Wright "E" engines with a view to the adoption of similar methods at the Rockwell Air Depot.

Orders were received for 1st Lieut. E.M. Robbins, Station Supply Officer of the Rockwell Air Depot, and Charles Kingston, civilian employee, to proceed by rail to Wright Field, Dayton, Ohio, on temporary duty for purpose of conference, observing and receiving instructions in the operation of the machine book-keeping system now installed at Wright Field.

San Antonio Air Depot, Duncan Field, Texas, April 24th

At the invitation of the San Antonio Chapter of the National Aeronautic Association, the Depot Commander, Lieut.-Col. James A. Mars, was the speaker on the evening of April 10th, on the Subject, "Some Problems in Connection with Maintenance of Airplanes", for the Weekly Radio Aviation Lecture, given under the auspices of the San Antonio Chapter over Station KPSA in San Antonio.

Mr. D.G. Richardson, Operations Manager of Pan-American Airways, Inc., of Mexico City, was a visitor at this Depot on April 6th.

1st Lieut. James E. Duke, Jr., A.C., of Selfridge Field, and formerly a member of the Depot command, called at this Depot on April 16th, renewing old acquaintances, while on a visit to this vicinity.

Among recent visitors at the Depot were the following Air Corps officers, obtaining planes turned out by the Depot:

Lieuts. Burnie R. Dallas and Charles E. Thomas, Jr., April 11th, ferrying PT-1's back to their home station, Rockwell Field;

Cpts. Robert Kauch and S.A. Blair, and Lieut. John A. Laird, Jr., from Wright Field, April 15th, piloting three PT-1's to the Fairfield Air Depot.

Lieuts. F.P. Kenny, Ray H. Clark, and James A. Ronin, from Rockwell Field, ferrying three PT-1's to that Field, April 20th.

During the month of March the Engineering Department of the Depot overhauled and repaired 10 A-3, 5 Pl-D, 1 Pl-E, 2 DH-4M-1, 1 DH-4M-1T, 1 DH-4m-2P, 3 DH-4M-2T, 1 O1, 1 O2-B, 1 O2-C, 1 O2-M4, 1 O-11, 8 PT-1, Total 36 Airplanes; and 14 Curtiss D-12, and 17 Wright J-5, Total, 31 engines.

March Field, Riverside, Calif., March 18th

March Field's enlisted men may again begin studying in the near future their "three R's".

At a conference recently between forty soldiers, Chaplain C.F. Graeser of the Post, and Supt. Ira C. Landis of the city school department, plans were evolved from which may grow a night school to begin shortly if arrangements can be completed.

Before the next meeting is held, Capt. Graeser will make a survey at the Post to determine the demand for the school and what facilities could be offered. It is intended that the Army men make the school self-supporting and the School Department here will cooperate fully, the Superintendent assured the officer. He declared that the forty men present seemed "greatly in earnest". Where the School will be conducted is a point yet to be determined, it being undecided whether to bring the men here or take the teachers to March Field. The instructors, it was agreed, will be hired by the students.

The Post League baseball schedule is now in full swing. Three games were played with the following results: On April 12th the 54th Squadron defeated the 53rd Squadron, 8 to 5; on the 15th the 47th swamped the 70th, 30 to 9; on the 16th the 54th bested the Headquarters team, 10 to 2.

Lieut. Frederick V.H. Kimble's classy March Field Flying Cadets turned out for their first practice of the night ball season at the Post. They utilized their basketball floor in one of the hangars for the workout.

The Cadets, despite their greenness to the sport, are expected to make a strong showing in the American League schedule, as practically every one of them has had some sports experience in their college career. In addition, they are required to be in a most fit condition at all times. The lack of a lighted field at the Post may handicap Lieut. Kimble's cohorts somewhat, but it is believed that later on they will arrange to practice on an outdoor diamond. For games that do not conflict with Roy Hunt's squad, the Cadets will use the local stadium, and when it is in use they have arranged to play on the Colton Field.

Crissy Field, Presidio of San Francisco, Calif., May 1st

By way of apology for Crissy Field's negligence in participating in News Letter activities during the past few months, it might be said that due to the fact that this Field has been short handed up to the present time and has suffered from constant change of personnel, no officer was found available to carry on this work. Now that the Squadron has a full complement of officers, it is once again able to pick up the loose ends which have been left dangling.

Following the inspection on October 23rd last the Chief of Staff, Major-General Chas. P. Summerall, he directed the Commanding Officer, Lieut.-Col. Gerald C. Brant, to express to his command his, the General's, sincere appreciation of the excellent condition of the equipment, buildings and grounds, at this Field and, in addition, to compliment the personnel of the Field on their excellent appearance.

We regret very much seeing the project for the enlargement of this Field fall through for the lack of appropriated funds. The project called for the building of a seawall and fill which would have made a good field out of the present one. It is hoped that at some future date this project will be carried out.

The Commanding Officer recently led a formation of five planes up to Navato in Marin County to inspect the airdrome site offered the Government at this town. The C.O. and his boys were entertained at lunch, and as a memento of the occasion each pilot was presented a pair of leather flying mittens.

An item worthy of interest is the fact that Lieut. Maitland dropped in the other day, having traveled across the continent commercially. Say, that is wire traveling in style! How does it feel to be a passenger, Lester?

Capt. David A. Myers, Flight Surgeon, is busily engaged these days sorting Cadet material. Doc is happy, naturally.

Keen interest is shown in the Sunday trap shooting sponsored by Lt.-Col. Brant. Several good shoots have been held so far, and the coming shoot promises to be a "wow". The Colonel has had some aluminum birds made, and we expect to get much enjoyment out of watching the crack shots try to break them.

Planes and pilots from this Squadron have been engaged lately in cooperative missions with the Coast Defense outfits here in the Bay region. This spotting is interesting work, but one cannot help but wonder what a good airplane bomb would do to the target.

Lieuts. J.R. Hargrove and G.W. Hansen attended the Joint Army and Navy Maneuvers held at Rockwell Field. Very satisfactory results were obtained. These contacts help a lot to get better acquainted with our fellow Navy pilots.

We are not boasting at all, but we feel sort of proud of our formation

flying out here these days. It sort of makes one feel good to see photos of the 91st formations in the papers, especially when they appear in the New York Times.

The boundaries of Crissy Field will be extended appreciably when the old Engineering buildings on the east side of the field are removed and the land levelled. This provision will help the cross wind landing situation to a marked extent.

We also have a new gymnasium here now, having converted one of the old Reserve Hangars into such. The Officers of this Command are becoming quite expert at Volley Ball.

We are all very much interested here at Crissy Field in watching the development of the Air Depot situation. The Bay Cities seem very generous in their offer of the Alameda site, and on the face of it this site seems the logical one for a large Army Air Corps Base.

Brooks Field, San Antonio, Texas, April 30th

Lieut. Harvey H. Holland, Air Corps, instructor in Navigation, Meteorology, and Maps, in the Department Ground Instruction, was granted two months' academic leave of absence for the purpose of visiting his home at Axton, Virginia. Lt. Holland expects to leave, June 10th.

Lieut. Lewis A. Dayton, A.C., who recently reported to the Post, was assigned to the 11th School Group Hdqrs. He will assume the duties of Post Adjutant, relieving 1st Lt. Max F. Schneider, who has been Adjutant since the transfer of 1st Lieut. Dayton D. Watson.

Congressman Melvil J. Maas, of Minn., who spent the past several weeks at Brooks Field, studying the training system at the Air Corps Primary Flying Schools with a view to inaugurating a similar system for R.O.T.C. units at Colleges and Universities, left the Field at 5:00 A.M., Friday for Washington in an O2-K. Major C.B. Oldfield, Assistant Commandant of the A.C.P.F.S., was pilot of the plane.

Monday, April 15th, was set as the day for the change from woolen to cotton uniforms at Brooks Field. Due to the fact that the cotton uniform will not retain its color when washed and to the fact that it does not present the neat appearance of the heavier woolen uniform, the woolen uniform may still be worn by members of the command when on pass or away from the post.

Mr. Sgt. Erwin H. Nichols, 11th, who has gained much publicity recently through his invention of a new type parachute, and father of the idea of dropping machine guns and crews via the parachute, is spending a month's leave at his home in San Antonio.

Lieut. Alva L. Harvey, A.C., was assigned as Athletic Officer for the Post.

Lieut. Glenn L. Davasher, Air Corps, left by air for Denver on April 14th, returning April 23d.

A cross-country training flight, composed of Lt. Rodieck with Major Greene, M.C. as passenger; Lt. Randall with Sgt. Ritter as passenger, and Lt. Flannery with Sgt. Canedy as passenger, flew to Port O'Connor, Texas, Saturday, April 13th, returning Sunday afternoon.

Lt. Dyer, with Lt. Calvert, M.C., as passenger, and Lt. Harris with Lt. Turner as passenger, flew to Galveston, Texas, Saturday, returning, Sunday afternoon, April 14th.

Lt. A.L. Harvey, with Sgt. Macomber as passenger, flew to Galveston, Texas, Saturday, returning, Sunday, April 14th.

Lt. Glenn, Assistant Operations Officer, in charge of training, flew to Sweetwater, Texas, Saturday, returning Sunday afternoon, April 14th.

Lt. Chennault, Operations Officer, and Director of Flying with Lt. Harper, as passenger, flew to Goliad, Texas, Saturday, returning, Sunday, April 14th.

Lt. Douthit with Pvt. P.M. McCormick as passenger, flew to Dallas, Texas, Saturday, returning, Sunday afternoon, April, 14th.

Fairfield Air Depot, Fairfield, Ohio, April 20th

Capt. A.H. Thiessen with Lt. Chas. W. O'Connor, as pilot, visited the following places during the first part of April for the purpose of inspecting Meteorological Stations and observing how the weather information was put out, returning to the Depot on April 13th; Burgess Field, Cumberland Landing Field,

Bolling Field, Mitchel Field, Boston Airport and Middletown Air Depot. Fine weather was experienced in general throughout the entire trip, the weather delaying them only half a day at Langley and one day at Mitchel. The only incident during the trip was a forced landing due to a dense fog in the vicinity of Fort Monmouth.

Lt. Mark H. Rodman left, April 19th to ferry a P-1 to Middletown Air Depot. He will return by rail.

Lt. Chas. W. O'Connor left, April 20th in a Douglas O-2 to visit the following fields for the purpose of conference and inspection of the Engineering activities: Bowman Field, McConnells Field, Maxwell Field and Fort Bragg.

Lt. L.B. Savage, the very popular and efficient Quartermaster at this Post, received orders to report to the Quartermaster School at Philadelphia on Aug. 15th.

Col. Rojas, with two lieutenants of the Mexican Army, ferried three Vought Corsairs from New York to Fairfield Air Depot on April 12th. Lt. James H. Doolittle, of Mitchel Field, escorted them. Lt. Duke from Selfridge Field escorted the same group from Fairfield Air Depot to Texas.

Capt. Edward Laughlin, Commanding Officer, went by rail on April 10th to Washington, D.C., to confer with Major Kennedy, who is in charge of the Buildings and Grounds Section in the Office of the Chief of the Air Corps. He returned to this station on April 13th.

Capt. Edward Laughlin ferried a P-1 to Selfridge Field and attended the All-American Aircraft Show at Detroit on April 15th.

Lt. O.O. Niergarth, in ferrying a ship from Maxwell Field to Fairfield Air Depot, had a dead stick landing at Elizabethtown, Ky., on April 11th. He landed without mishap to himself or the ship.

Chanute Field, Rantoul, Ill., Apr. 30th

On April 8th Lieuts. Roberson, Fishback, Warren and O'Neal flew a formation of three O-2's to Rockford, Ill., for the purpose of participating in ceremonies given to Capt. Einer Lundborg of the Royal Swedish Air Force. Lieut. Towle flew a PW-9 over, and the whole flight returned the next day.

The enlisted personnel of the Air Corps Supply at this station were flown over to Dayton in a C-1 transport for the purpose of acquainting themselves with various activities of Wright Field. Every one enjoyed the trip thoroughly and, needless to say, it proved very instructive.

The Chanute Field athletes came away second best at the Sixth Corps Area Indoor Athletic Meet held at Jefferson Barracks, March 25-30. Teams from Selfridge Field, Scott Field, Fort Sheridan, Jefferson Barracks and Chanute Field competed for the honors in Boxing and Basketball.

In the Boxing events Chanute Field won two first places by knockouts and lost two by forfeit because of overweight. Jefferson Barracks won one first place by a knockout and two on the forfeit matches lost by Chanute. Scott Field won two firsts by knockouts, Cummings, a middleweight, doing some of the most active slugging ever seen in any bout. Sgt. Jack Adams easily put Plopper of the Barracks away for the long count in the first few seconds of the final bout. Antrim, flyweight, and Hutchings, welterweight, of Chanute Field, showed their superiority in their divisions without any doubt.

The Chanute Flyers, one of the best Basketball teams ever turned out by any Army Post or School either, after having won twenty-five out of thirty games played during the season, lost to the Barracks in the final game.

All in all, the spirit of the contestants and their attitude to one another upheld the traditions of Army athletics -- that of fair play and clean sportmanship. The boys who battled through the preliminaries and semi-finals deserve great credit for their sporting conduct.

The final scoring of the meet was as follows:

- First - Jefferson Barracks
- Second - Chanute Field
- Third - Scott Field
- Fourth - Fort Sheridan
- Fifth - Selfridge Field

Capt. Edmund Hill and Lieut. Heald left this field on the 30th for Pittsburgh, Pa., to participate in the balloon races there.

On April 13th, ten enlisted men, U.S.A., graduated from the Parachute Course. Staff Sgt. Frank W. Young, 118th Obs. Sq., Conn. N.G., also completed this course.

On April 20th, five enlisted men, U.S.A.; and Lieut. Mauricio Tellez, Guatemalan Army, completed the course for General Mechanics and Aircraft Welders. Four enlisted men, U.S.A., completed the Radio Mechanics and Operators course on April 20th.

Twelve enlisted men, U.S.A., completed the Airplane Mechanics course on April 27th.

Classes in the following courses will commence, May 6, 1929:

Airplane Mechanics,	sixteen men
Engine Mechanics,	sixteen men
General Mechanics, Aircraft Welders,	eight men
Parachute Riggers,	eleven men
Photography,	twelve men
Radio Mechanics and Operators,	sixteen men.

Selfridge Field, Mt. Clemens, Mich., May 6th.

There was a great deal of activity on the Post, in the past few weeks, preparing for the maneuvers to be held at Dayton and Columbus, Ohio, May 16, to the 27. The Group plans to take about fifty ships and pilots to assist in staging one of the greatest peace time aerial battles yet attempted.

A very delightful dinner-dance was held in the Officers Club on Friday Evening, April 26. Aside from the regular officers and their ladies, many civilian visitors were present. A steak dinner was served by the Officers' Mess, from 7:30 to 9:30, after which the dance began and lasted until 12:30.

Bad weather was encountered by some pilots returning from cross-country this past week and, aside from one forced landing due to fog, all returned safely.

All cross-country "hops" were called off until after maneuvers, and then we hope for some of the thriving cities to begin opening airports, a pastime which the Group enjoys, aside from the fact that it is a great aid to the commercial aviation activities of any community, to have the Army ships assist in the opening of these airports and for the training of the pilots.

Col. and Mrs. Danforth, Lt. and Mrs. Cobb, Lieuts. Moor and Moore were the hosts and Hostesses at the bi-monthly mixed dance and card party held in the Officers Club, Friday evening, May 3rd.

Cross-country flights were made by personnel of the Field, as follows:

Lieut. Selzer, P-1, to Wright Field and return, April 18.

April 19th: Lieut. Wurtsmith to Cincinnati, O.; Lieut. Lybarger to Chicago, Ill.; Lieut. Abbott to Chanute; Lieut. Stenseth to Bolling; Lieut. Person to Cleveland; Lt. Lybarger returned on the 21st; rest returned on the 22nd.

April 21st: Maj. Royce to Norton (Connection with War Game), returned, 4/22 Lt. Cobb piloted Col. Danforth to Saginaw, returning same date.

April 22nd: Lieut. Duke in P-1, Kelly Field, Texas, accompanying Mexican flyers.

April 23rd: Lieuts. Selzer, Abbott and Bartles in O-2 planes departed for Schoen Field in connection with Reserve officers convention, returning following day.

April 24th: Lieut. Harding to Schoen Field to take landing wire for Lieut. Selzer's O-2. Major Royce, leading Flight of 20 P-1's departed for Indianapolis, Ind., in connection with Reserve officers convention, returning same date.

April 26th: Lieut. Stenseth, to Twin Valley, Minn., returning May 1st.

April 27th: Lieuts. Winefordner to Norton Field, Columbus, Ohio; Rhudy to Buffalo, N.Y.; Johnson to Chicago, Ill.; Kalberer to Pittsburgh, Pa.; Theisen to Indianapolis, Ind.; Giovannoli to Chanute Field, Ill.; Curtiss to Jackson, Mich.

April 28th: Maj. Royce, Lieuts. Crawford, Underhill, Wurtsmith, Lowry, Alexander, P-1's to Langley Field, Va., in connection with War Game, returning May 5th.

Visiting Pilots: Captain Duncan, from Chicago, departed, April 18th; Lieut. Stranathan from Washington, arrived, Apr. 19th, departed, Apr. 23rd; Lieut. Dunton, from Wright Field, returned, Apr. 21st; Lieut. Schulgen, from Wright Field, returned same date, April 28th; Navy plane piloted by Ensign Ellicock, from Great Lakes, Ill., Apr. 29th; Lieut. Cumming from Cleveland, returned same date, May 1st; Lieut. Warren, from Chanute, May 3rd, returned, May 4th.

1st Lieut. J.B. Haddon and 2nd Lieut. Towle arrived this station from

Wright Field and Chanute Field, Ill., to be assigned at this station on temporary duty in connection with the Spring Maneuvers to be held at Norton Field and Wright Field, May 14th to 26th.

Marshall Field, Fort Riley, Kans., May 9th

Little news is forthcoming from Marshall Field this month because we have been so busy making our ships over and "dolling them up" for the Air Corps Maneuvers. Scorning the services of the A.I.D., the boys have gone to work recovering, painting and rigging the ships themselves and the whole outfit looks as if it were fresh from Santa Monica. May Zeus strike us dead with an Herculean blow if Pegasus, Achilles, Taurus and the other Gods and Goddesses of the 16th aren't the best looking H's at the Maneuvers!

Numerous demonstrations for the Cavalry students of cooperation with ground troops are being staged, with us playing the role of an Attack, Observation or Bombardment Squadron, as the case may call for. The demonstrations are planned mostly to picture the ineffectiveness of Aerial Attacks on ground troops. We demonstrate that we can do whatever is required -- either surprise and shoot out of the column or fly around until they get prepared and then attack.

General Summerall, Chief of Staff, was scheduled to be at Fort Riley on May 6th. The entire garrison was disappointed over his inability to be here. Lawns were raked, horses were curried, trees and dead-lines were whitewashed and a scurrying was made of saber, saber knots and white gloves, -- all to no avail. The Air Corps members are sorry they will be at Maneuvers on his postponed visit on the 14th. Of course, it will save most of them the price of a saber.

And now, coming to the weather, we believe the sun is spending both the winter and spring in "Sunny San Antonio" by the continued cold weather here. However, it pleases our fancy excellently in preference to the windy month of April.

We flew in a combined unit Review on April 5th. An so help us Miss Meteorology! At the time of passing the Reviewing Stand, we had a surface wind of 63 m.p.h. We could almost stay in column with the horses.

See you at the Maneuvers.

Serial No. 283. LIST OF NEW MATERIAL ADDED TO INFORMATION DIVISION FILES
APRIL 21 to MAY 13, 1929

DOCUMENTS

- A 00.51/28 Ten International Organizations Dealing with Civil Aviation. Mar. 29, 1929. (From M.I.D.)
- A 00.51/30 Rules and Regulations in Force in Mexico Governing the Entry of Foreign Airplanes. April 3, 1929. (From State Dept.)
- A 10/192/#509 The Transformation of Heat in an Engine, by Kurt Neumann. (N.A.C.A. Tech. Memo. #509, April, 1929.)
- A 10/192/#510 Theoretical Investigation of the Effect of the Ailerons on the Wing of an Airplane, by C. Wieselsberger. (NACA Tech. Memo. #519, April, 1929.)
- C 13/41 List of Aeronautical Books. May 16, 1929. (Stencil U-782, A.C.)
- C 13/51 Index to Air Corps Catalogs & Price Lists. May, 1929.
- C 71.61/12 Records and What They Accomplish. May 1, 1929. (Air Corps)
- C 71.7/US/10 Test Conducted by Materiel Division to Determine the Ability of Ground Troops to Hit Various Types of Planes at Various Altitudes, by R.C. Zettel. March 18, 1927. (Air Corps, Materiel Div., Tech. Report #2761.)
- D 00.12/105 No. 244 The Problem of Berthing Large Airships, by O. Krell, March 18, 1929. (Air Corps Materiel Div., Trans. #244, Trans. from ZFM, 11/28/28.)
- D 00.12/105 No. 245 The Berlin-Irkutsk-Berlin Flight, 1928. March 26, 1929. (Air Corps, Materiel Div., Trans. 245.)
- D 00.12/105 No. 251 The Critical Length of Airplane Wings, by J. Mather. April 26, 1929. (Air Corps Materiel Div., Trans. #251, April 26, 1929.)
- D 00.12/122 No. 2943 Comparison of Wind Tunnel Tests with Flight Tests on a Number of Detachable Blade Propellers Made from the Same Plan Form. (Information Circular, Nov. 24, 1928, No. 632.)
- D 00.12/122 No. 3038 Brief Description & History of Boeing Pursuit Airplanes, by L.V. Cook. (Air Corps Materiel Div., Tech. Report #3038) March 18, 1929.
- D 00.12/122 #3045 Standard Service Parachute Built by Russell Parachute Co., by M.H. St. Clair. (Air Corps Materiel Div., Tech. Report No. 3045.)
- D 00.12/122 #3047 Lobe Silk Parachute Built by Russell Parachute Co., by M.H. St. Clair (Air Corps Materiel Div. Tech. Report #3047.) March 18, 1929.
- D 00.12/122 #3052 The Study of Proposed Methods of Reducing Flight Test Data to Standard Conditions, by D.M. Borden. (Air Corps Materiel Div. Tech. Report No. 3052, April 8, 1929.)
- D 10.13/15 Fatigue Resistance of Some Aluminum Alloys, by J.B. Johnson & T.T. Oberg. (Released by Air Corps for publication in "American Soc. for Testing Materials.")
- D 10.13/17 "Soldalume" (Aluminum Solder). (Navy Dept. Bureau of Aeronautics. Serial R-2011, May 2, 1929.)
- D 12.1/59 Test of Leeco-Neville Type CG-1 Generator. (Navy Dept. Bureau of Aeronautics. AEL-237, March 8, 1929.)
- D 13.3 Indicators Rate of Climb/6 Climb Indicator. (Folder from Pioneer Instrument Co.)
- D 13.41/57 Dream of Ground - Plane Phone Realized; Nation's Largest Air Route Being Equipped. (Issued by Boeing System) April 7, 1929.
- D 24.3/2 Tests of Fabrics Suitable for Engine Covers and Cockpit Covers. March 22, 1929. (Navy Dept. Bureau of Aeronautics, Serial #80309-A.)
- D 52.1/118 Report on Fire Hazards in Flight and the Application of Exhaust Collector Rings, by Maj. R.H. Mayo, Feb. 1929. (From M.I.D.)
- D 52.1/431 #94 The Blackburn "Bluebird", Mark IV (British) All-metal Biplane. April, 1929. (N.A.C.A. Aircraft Circular #94.)

- D 52.1/431 The Westland IV Commercial Monoplane (British) Three "Cirrus III" Engines. (N.A.C.A. Aircraft Circular #95, April, 1929.)
- D 52.1 Bris- Full Scale Tests of a Standard Bristol Fighter Aeroplane Fitted to Fighter with "Pilot Planes" at the Wing Tips, by W.G. Jennings. (Great Britain Aeronautical Research Com. Report & Memo #1191, Sept., 1928.)
- D 52.1 Consol- Consolidated PT-3 Airplane Wing Cellule in Low and High Incidence, dated/8 by W.E. Savage. (Information Circular No. 626, Nov. 24, 1928.)
- D 52.1 Stan- 20 Years of Experience Created the New Standard. (Folder from the Standard/1 Gates Day Aircraft Corp.)
- D 52.151/78 Notes on Longitudinal Stability at Stalling in Gliding Flight, by S.B. Gates. (Great Britain Aero. Research Comm. Report & Memo #1189, July, 1928.)
- D 52.313/38 Determination of Friction on Sheaves. (Navy Dept. Bureau of Aeronautics, Serial No. 2856, April 11, 1929.)
- D 52.321/11 On the Use of a Follow-up Mechanism in Aerodynamic Servo Control Systems by H.M. Garner & K.V. Wright. (Great Britain Aero. Research Comm. R & M #1187.)
- D 52.322/2 Notes on the Design of Ailerons, by Lt. H.A. Sutton. (Released by Air Corps for publication in "Aviation".)
- D 52.4/8/#27 Precautions to Be Taken when Removing Generators from Wright type R-1750 Engines. (Navy Dept. Bureau of Aero. Power Plant Note #27.)
- D 52.41 Geis- Development and Test of Geisse-Diesel Engine. (Navy Dept. Bureau of Aeronautics, AEL-240 March 9, 1929.)
- D 52.41 Pratt Test of Pratt & Whitney R-1690 AG & R-1850-G Engines. (Navy Dept. Bureau of Aeronautics, AEL-241, March 28, 1929.)
- D 52.41 Calibration Test of Experimental R-1750 Direct Drive Engine. (Navy Dept. Bureau of Aeronautics, AEL-235, Feb. 23, 1929.)
- D 52.42/25 An Investigation of the Use of Discharge Valves and an Intake Control for Improving the Performance of N.A.C.A. Roots type Supercharger. (N.A.C.A. Report #303, 1928.)
- D 52.43/79 Full Scale Tests of Wood Propellers on a VE-7 Airplane in the Propeller Research Tunnel. (N.A.C.A. Report #301.)
- D 52.46/10 Laboratory Test of ADCO type 1000 DA Fuel Pump. (Navy Dept. Bureau of Aeronautics, AEL-239, March 20, 1929.)
- D 60.1/47 Airplane Maintenance Inspection and Flight Report. (Blank Form used by Standard Oil Development Co.)

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- 016.5/M38 Abstracts of Scientific and Technical Publications from the Massachusetts Institute of Technology, including abstracts of Doctors' theses, Jan. 1, 1927 to Dec. 31, 1928, Nos. 1-3.
- 029.5/In2/1928 Industrial Arts Index for 1928.
- 172.4/F95f The Foundations of the Science of War. Fuller, J.F.C.
- 331/Un3b/#476 Union Scale of Wages and Hours of Labor. (Bulletin # 487) U.S. Bureau of Labor Statistics.
- 331.1/M21 Industrial Relations Programs in Small Plants. National Industrial Conference Board.
- 341/H28 Worterbuch des Volkerrechts und der Diplomatie. Hatschek, Julius, ed.
- 341/Op5 International Law, A Treatise, 4th Ed. Oppenheim, L.F.L.
- 341.3/R81 Aerial Bombardment and the International Regulation of Warfare. Royse, M.W.
- 353.2/Un3c Annual Report, 1928. U.S. Comptroller of the Currency. 1928.

- 354.42/Sp2 Armaments and the Non-combatant. Spanner, E.F.
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- 380/Un3y Commerce Yearbook, 1928, v. 2. U.S. Bureau of Foreign and Domestic 1928 v.2 Commerce. (Dept. of Commerce)
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- 527/Un3n Navigation Tables for Mariners and Aviators. U.S. Hydrographic Office.
- 550/Un3/#770 The Data of Geochemistry. 5th Ed. (Geological Survey Bul. #770) Clarke, F.W.
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- 623.73/Un3si Signal Communication for all Arms. (Training Reg. 160-5) U.S. Signal School, Ft. Monmouth, N.J.
- 629.13/G79ap R.A.F. Drill and Ceremonial (Provisional) (Air publication, #818 #818, Ed. 2.) Great Britain Air Ministry.
- 629.13/G79ap Jaguar Series IV, Aero Engine. (Air Publication #1139, 2nd Ed.) No. 1139 Great Britain Air Ministry.
- 629.13/G79ap Lion Aero Engine (Series XIa) (Air publication #1342, 1st Ed.) #1342 Great Britain Air Ministry.
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AIR CORPS
NEWS LETTER



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OFFICE OF THE CHIEF OF THE AIR CORPS
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Information Division
Air Corps

June 7, 1929

Munitions Building
Washington, D.C.

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

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AFTERMATH OF THE NATIONAL BALLOON RACE

By Lieutenant L.A. Lawson, Air Corps

It is by now a generally well known and popularly accepted fact that I did not win the National Balloon Race of May 4th - or even come near to winning - which truth, one might suppose, would be allowed to slide quietly into oblivion. But this being the day of taboo for the inferiority complex, we losers can't slip away to hide until the noise is over. Instead, we were yanked back into the limelight to publish for the glee of the world at large just why we didn't win. Really one might just as well win and face it in the first place.

It is rather a sad story. The rain fell dismally in the Pittsburgh Stadium, the bowl of which appeared to hold a herd of giant mushrooms. Being westerners, "Fogey" (Lieut. Edgar M. Fogelsanger, A.C., assistant pilot) and I felt we would be quick on the draw for starting position, but all the contestants had us covered and we had to take what was left; in the vernacular "snake eyes" or second to start.

The official starters had decided that each balloon must "take off" two bags light in order to insure their clearing the enclosing walls of the stadium. The natural supposition was that they referred to two standard size sand bags, but they must have meant cement sacks for the balloon rose so rapidly that had Al Smith been aboard, one brown derby would have been crushed down over his ears from the downward rush of air. The rain found its way under the perfect water shed above us and gushed into the basket. This was pleasant about six hours later when the thermometer fell to thirty or so.

An hour and a half after the start we came down to an altitude of a thousand feet, clear of the clouds and passed south of Indiana, Pa. Our course had been E.N.E. and the wind velocity above had apparently reached forty miles per hour. We allowed the balloon to ascend to 4,000 feet, then came into a valley which changed our course to N.N.E. At ten p.m., we went into the clouds again and released our drag rope. For the next two hours we only occasionally caught glimpses of the earth and resorted to the use of radio for determining our position.

The set was the R F I receiver designed to operate on a frequency of from 260 to 360 kilocycles for radio beacon signals. We intended using it primarily for direction finding and secondarily to receive weather reports, broadcast hourly by the Department of Commerce stations along the air mail route from Hadley Field, New York, to Cleveland. Three stations, Hadley Field, Bellefonte, Pa., and Cleveland were scheduled to broadcast on the hour: Cleveland at 344 kc., Hadley Field at 315 kc., and Bellefonte at 321 kc. Unfortunately, only one station, Bellefonte, was picked up and the azimuth covered such a wide angle that the readings had to be discarded.

The failure of the radio set was a keen disappointment. It was probably due to the fact that the equipment had become water-soaked, and that the loop antenna which was suspended over the side of the basket had become bent out of shape when the drag rope twisted around it earlier in the evening, as we dragged through trees in the mountains. The antenna had apparently become so warped that it was impossible to tune the loop circuit into resonance with the loop condenser. This together with the closeness to Bellefonte may explain the failure of our set to function as we had planned.

Soon after midnight we were becalmed and continued to remain so for the next hour and a half. Then the clouds enveloped us and we moved in a N.E. direction, feeling our way over the mountains with the drag rope. At about three a.m., we crossed the Susquehanna River. From our blind observation platform, the swollen river rushing down the hillside and splashing against its irregular banks gave the impression of breakers. The impression was so vivid that we could almost detect the salt odor. Since ours was to be a saga of the heights and we had no

ambition to feature in a "Cradle of the Deep," this gave us a bit of solicitude. All was quiet again until near daybreak, when a dog barked and a rooster crowed in response.

At about six a.m., we came down out of the clouds to find we were sailing over mountains in a north-easterly direction. We dragged along in the valleys, hoping to find some early risers who could give us our position, but the country was seemingly uninhabited and after two hours we sought the higher altitudes for more favorable winds. We encountered an occasional light rain. At times the balloon sailed between layers of clouds, at other times we could see enough ground through the clouds to check our course.

After noon the balloon slowly rose in the clouds until the effect of the warming sun penetrated. The equipment dried out, tending to push the balloon up until at three p.m., we had reached eight thousand feet and unexpectedly saw clear sky for the first time. Knowing that in the bright sun the balloon would gain "superheat," and with a further drying out rise to perhaps twelve to fourteen thousand feet, we valved gas. At this altitude we could expect west to northwesterly winds and we were no more anxious to sprint for the coast than we had been earlier in the day.

We had maneuvered continuously from the start in hope of getting far enough north to permit of taking altitude with a wide expanse of land east, and then continuing the flight until the ballast was exhausted or the shore line appeared. We had half our ballast left and some "disposable equipment" and felt we could easily remain in the air that night and part of the next day. But we had no idea of our whereabouts. Therefore, as we valved and again started down through the clouds we arranged our ballast and cut the bags open in preparation for a rather rapid descent. We did not have to wait long, for the balloon cooled rapidly, picked up moisture and descended at a terrific speed.

The descent was checked as the drag rope touched the ground in a rather narrow valley. Just to the right was a wide cultivated valley which, having a clear sky, looked particularly inviting. "Our" valley was darkened by a passing storm, closely followed by winds. The winds drove up against the side of the mountain in our effort to push over into the inviting valley, and we expended ballast by the bagful to prevent striking. Another gust drove us higher against the side of the mountain, now hidden in fog, and we struck in the trees which, fortunately, did not puncture the bag. Our ballast about exhausted, we dropped some "disposable equipment." We had ascended about 200 feet above the barrier to our objective, when suddenly an air current caught the balloon and sent it down through the fog and into the trees. This time the bag was punctured and it was necessary to "rip" to prevent further damage. Our flight ended on top of the Catskill Mountains, 2600 feet high, 2½ miles northwest of Roxbury, New York.

Captain William J. Flood, on duty in the Office of the Chief of the Air Corps, who with Lieut. Uzal G. Ent constituted another Army Air Corps entry in the National Elimination Balloon Race, had no words of praise for the weather man in discussing his experiences during the race. He said he was told unofficially that, profiting by last year's experience, when the National Elimination Balloon Race was held at Pittsburgh on May 31st, the Pittsburgh Committee this year selected May 4th as the starting date because a careful study of weather maps for the past twenty years disclosed the fact that there were only three occasions where the weather was bad on that particular day. This year, however, it was necessary to register another black mark against that date.

Captain Flood stated that, on the invitation of the Race Committee, all personnel participating in this year's race were on hand at Pittsburgh on May 1st, in order to enable them to get the equipment ready, draw places for the take-offs, eat free food and tell some of the public all about ballooning. The Gods willed rain, and an almost continual overcast situation prevailed during the entire week, starting the first of the month. The Army teams in drawing position for the take-off drew second, third and fourth places and, sad to relate, apparently finished fourth, fifth and sixth.

"The day of the Race, Saturday, May 4th, was overcast, with intermittent showers," Captain Flood stated. "At the time Lieut. Ent and I took off - 6:15 p.m., it was raining hard, continuing all through the night. Heavy clouds obscured the ground completely. Somewhere over Pennsylvania, at about 4:15 a.m. Sunday morning, we heard an airplane coming, and after waving our flashlights the pilot in passing us flashed his landing lights as a signal that he saw us.

When Sunday morning broke we found ourselves over Williamsport, Pa. The rain had subsided but the fog and clouds remained. We went to 11,000 feet when we encountered snow. Due to the peculiarities of the weather, we were up and down all day. We entered New York at Sullivan County, when we hit the side of a mountain. It was such a hard crack that the side of our basket was broken. Our low flying over the Catskills continued until 5:35 p.m. Sunday evening, when we effected a landing at Veronee Kill Camp, Ulster County, New York, estimated distance 320 miles.

Our equipment was packed and, with the aid of a Ford, we reached Nappinock, New York, where we embarked for the big city. Thus ended our attempt to place in the National Elimination of 1929."

The U. S. Navy won first place in this year's National Elimination Balloon Race. According to the News Letter, published by the Bureau of Aeronautics, U.S. Navy, "Lieut. T.G.W. Settle, piloting the Navy's entry No. 1 in the National Elimination Balloon Race, with his aide, Ensign Wilfred Bushnell, is believed to have set a new world's record for distance and time in free balloons of the size and type used (35,000 cu. ft. hydrogen). Forty-four hours after taking off from Pittsburgh, Entry No. 1 landed near Charlottetown, Prince Edward Island, after a flight of some 950 miles. The former record for distance for the type of craft used in this race is 572 miles, set by S.A.U. Rasmussen in 1927. The former time record was about 26 hours.

The twelve balloons entered in this race took off from the University of Pittsburgh stadium, Pittsburgh, in the late afternoon of 4 May, 1929. There were seven civilian entries, including such renowned balloonists as Captain Honeywell, Van Orman of Goodyear, and Hill of Detroit; also three Army balloons and two Navy. Navy No. 2 was piloted by Lieut. J. C. Richardson, U.S.N., with Lieut. (j.g.) M. R. Bradley, U.S.N., as aide. In this report of his flight, Lieut. Settle says that he kept generally to low altitudes during the first night, experiencing intermittent rains with poor visibility. The Navy high frequency weather maps and upper air soundings were copied. During the night Settle communicated with the other Navy balloon by blinker and exchanged information for the minutes. Daylight, 5 May, found Navy No. 1 over Tioga County, Pa.; at mid-day, the weather cleared and altitudes between 8,000 and 11,000 were kept during the afternoon. The night of 5 - 6 May was flown at about 6,000 feet altitude, and good speed was made to the northeastward, across New Hampshire, Maine, and into New Brunswick. The New Brunswick coast line was reached at 1015, 6 May, and Northumberland Straits were 'jumped' at high altitude, the maximum being 16,000 feet. Landing was made in a farmer's back yard on Prince Edward Island at 1305, much to the surprise and bewilderment of the farmer's family, who did not risk coming out of the house for some time after the balloon was deflated."

Army Balloon No. 2, which was piloted by Captain E. W. Hill, accompanied by Lieut. Robert Heald as Aide, both of Chamute Field, Rantoul, Ill., landed in the Catskill Mountains, some 31 miles from the railroad. The balloon found a resting place on a mountain side in timber, about 4 miles from any trail, and a road had to be cleared through the timber to recover it. The landing was made on State lands adjoining the estate of Julius Forstmann of New York City, and his Superintendent, Mr. Harry Cole, rendered every service possible and contributed the services of additional men, for which he made no charge.

Lieut. Haynie McCormick, Air Corps, of Scott Field, Ill., served as Operations Officer for the Army teams.

Captain Flood and Lieut. Lawson piloted 35,000 cubic foot spherical balloons which embodied a unique feature in the method of suspending the basket. Instead of the conventional large network of rope extending over the entire balloon, the patch system was substituted. Twenty patches together with a circumferential reinforcing band are attached to the envelope about two feet below its center or "equator," as the balloonists say. Each of these patches, it is said, will stand a stress of 500 pounds. From each patch extends a single rope to the basket. The advantage of this scheme is the elimination of a considerable amount of dead weight and the accumulation of other weight due to atmospheric conditions. The ordinary rope network oftentimes absorbs many pounds of dew, rainwater or snow and has a tendency to weigh the balloon down. The complete weight of the balloon with its pilot and equipment is 2450 pounds.

The balloon is made up of a conventional two-ply fabric, as used by the Air Corps. It has a diameter of 40½ feet and is equipped with one 16-inch valve. A light, strong wicker basket, about five feet square and four feet deep, serves as the home of the pilots during their air journey to a point as far removed from their starting point as they are able to go. Although this basket appears to be rather small quarters, a close inspection reveals it furnished with many interesting items of equipment. The walls of the basket are lined with Kapok in order to assist in keeping it afloat should it descend upon the ocean. The instruments consist of a statoscope, rate-of-climb indicator, sealed barograph, an altimeter and a sextant. Other miscellaneous items of equipment include the inevitable sandwiches we have heard so much about of late years, a gallon bag of water, a good knife, two inflatable pontoons, a dozen pilot balloons, two parachutes, and a radio receiving apparatus.

Men going up in balloons are forced to deny themselves of the luxury of smoking materials, for in a hydrogen-filled balloon it is generally considered inadvisable to smoke.

The object of the race, of course, is to cover the greatest distance possible. The balloons are started on as nearly an equal basis as possible and weighted with ballast until they are slightly "light." The ascension is generally made very slowly, using the maximum amount of ballast and throwing out ballast by the spoonful only as required to gain or maintain altitude.

As everyone knows, the velocity of the wind differs greatly at different altitudes. The cleverness of the pilot as well as the element of luck is therefore a great factor in a balloon race. By throwing away a certain amount of precious ballast a pilot may rise to a higher altitude and find a stronger air current. The wind may shift and blow him back over his same ground which, from the standpoint of the candidate competing for the prize, would be most unfortunate.

Towards the end of these balloon flights, pilots, after releasing the last of their ballast, throw out various items of equipment - perhaps some of their clothing, oxygen bottles, or even the radio set. Sometimes, as a last resort, the parachutes are discarded in order to permit their balloon to hang in the air a few minutes longer and, as a result, place them a few miles further from their starting point.

The piloting of balloons in these races is not only a thrilling sport for red-blooded men, but it is considered such valuable training that the Army and Navy are always represented. These free balloon flights enable the personnel selected to gain much valuable experience in piloting and navigating, experience which will prove of great value should the dirigible be further developed as a common carrier. The National Elimination Balloon Race is one of the great sporting events of the year, and its progress is followed with much interest by people over the entire country.

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AIR CORPS PLANES PERFORM MISSION OF MERCY

A saving of four hours in the delivery of much needed medical supplies is no small factor in a situation requiring an immediate operation on a patient. Not long ago Lieut. Bob Nowland, Air Corps, Operations Officer at Camp Nichols, P.I., received a telephone call at 12:00 noon from the Sternberg General Hospital at Manila, requesting the use of a plane to ferry certain medical supplies to Baguio. Mrs. Herron, wife of Colonel Herron, Chief of Staff of the Philippine Department, was dangerously ill and an immediate operation was necessary. The distance from Manila to Baguio by air is 135 miles and by road is 180 miles, much of which is through one way traffic which is controlled by gates.

Immediately upon receipt of the request, two O2-H planes were rolled out and warmed up. Thirty-five minutes later the package containing the medical supplies was delivered to Lieut. Nowland at the line. This package was well padded with excelsior and well wrapped to practically eliminate any danger of breakage.

Since orders prohibit any single plane cross-country flights in the Philippine Department, Lieut. Bayard Johnson piloted the escort plane. Also, because of the imperativeness of promptness in delivery, it was deemed more advisable to drop the package rather than attempt a landing some distance from the reservation. At 2:05 p.m. the package was dropped in front of the dormi-

tory at Bagdad.

Due to the cooperation of the Air Corps in this mission of mercy, at least four hours were saved in the delivery of the medicines. This flight and its mission again shows the advisability of a landing field at all military reservations wherever they may be located.

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ROCKWELL FIELD PILOTS FLY TO THE MANEUVERS

Twenty-one Army airplanes took off from Rockwell Field soon after sunrise on May 10th, enroute to Norton and Wright Fields, Ohio, for the purpose of participating in the Air Corps Maneuvers and Exercises. The flight consisted of 15 P-12's and PW-9D's, 3 LB-7 Bombers and 3 Transports. A total of 27 officers and 28 enlisted men made the trip from Rockwell Field, the personnel and airplanes being from the 95th Pursuit Squadron, 11th Bombardment Squadron and Headquarters 7th Bombardment Group. The names of the officers from Rockwell Field participating in this demonstration are:

Major Carl Spatz, in command of Flight	2nd Lieut. I. A. Woodring
Captain H. M. Elmendorf	2nd Lieut. J. G. Hopkins
Captain Edw. C. Black	2nd Lieut. F. W. Ott
1st Lieut. Odas Moon	2nd Lieut. E. L. Meadow
1st Lieut. W.A. Maxwell (March Field)	2nd Lieut. N. H. Ives
2nd Lieut. J. S. Stowell	2nd Lieut. J. E. Mallory
2nd Lieut. K. J. Gregg	2nd Lieut. R. V. Williams
2nd Lieut. L. Q. Wasser	2nd Lieut. S. K. Robinson
2nd Lieut. H. C. Lichtenberger	2nd Lieut. R. W. Stewart
2nd Lieut. W. C. Kingsbury	2nd Lieut. A. F. Solter
2nd Lieut. J. H. Bundy	2nd Lieut. D. D. Graves
2nd Lieut. J. P. Kenny	2nd Lieut. A. J. Mickle
2nd Lieut. L. R. Parker	2nd Lieut. J. A. Ronin
2nd Lieut. R. D. Stith	

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KELLY FIELD PILOT FLIES AROUND TEXAS

Flying 2,087 miles on May 22nd from San Antonio to El Paso, to Fort Sill, to Galveston, to Brownsville, to Laredo and back to San Antonio, in 15 hours and 55 minutes, Lieut. Y. H. Taylor, instructor at the Advanced Flying School at Kelly Field, Texas, is believed to have established a new record for a day's flight in a fully equipped Army service type plane. Lieut. Taylor left Kelly Field at 4:00 a.m., and returned at 8:30 p.m. His log for the trip was as follows:

San Antonio to El Paso, 520 miles, in 3 hours and 40 minutes.

El Paso to Fort Sill, 510 miles, in 4 hours and 10 minutes;

Fort Sill to Galveston, 425 miles, in 3 hours and 30 minutes;

Galveston to Brownsville, 310 miles, in 2 hours and 40 minutes;

Brownsville to Laredo, 180 miles, in 1 hour and 20 minutes; and

Laredo to San Antonio, 142 miles, in 1 hour and 15 minutes.

Ten-minute stops were made at each point for refueling, except at Brownsville where Lieut. Taylor remained five minutes.

While flying from El Paso to Fort Sill, Oklahoma, Lieut. Taylor passed through considerable rain and clouds. On the rest of the long trip the weather conditions were favorable.

The flight was made in a standard P-1B Curtiss Pursuit plane, powered with a D-12 motor. No special preparations or alterations were made for the trip. The plane was used for instruction purposes the day prior to the flight and was on the line ready for service the day following the flight. Lieut. Taylor reported on his return that the motor was functioning as well as when he started. The equipment included machine guns, auxiliary gas tank, parachute flares, and night lights.

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NAVIGATION SCHOOL TO REOPEN

The second class of the Navigation School, inaugurated by the Air Corps under the direction of Captain Clyde V. Finter, Lieut. Albert F. Hegenberger and Mr. Bradley Jones, will convene at Wright Field, Dayton, Ohio, on July 1st. This

course covers a four months' period and includes instruction in all types of astronomical, dead reckoning and radio navigation. The six pilots who will answer roll call for this second class are 1st Lieuts. Uzal G. Ent, Westside T. Larson, Harry A. Halverson, Lloyd C. Blackburn, Edgar T. Selzer and Odas Moon.

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LARGE CLASS GRADUATING AT KELLY FIELD

The graduating class at Kelly Field, San Antonio, Texas, consists of six officers, 96 Flying Cadets and one noncommissioned officer. Sixty-five of the students have made application for commission in the Regular Army. Of these, 33 are college graduates and will not be required to take a mental examination. Of the remaining 32 applicants, 27 have college credits of two years or more and, therefore, will be required to take a mental examination in only one subject.

Recent instructions of the War Department permit flying cadets to take an examination for entrance into the Regular Army while they are still on Flying Cadet status, provided the examination takes place within thirty days of graduation. Their appointment is contingent upon the successful completion of the course at the Advanced Flying School.

The present class will graduate on June 22nd. Examinations for the Regular Army will be held at Kelly Field on June 24th. Dates have been set also for the examination of the classes graduating in October, 1929, and in February, 1930. These examinations for the Regular Army are scheduled to take place while the cadets are still at Kelly Field and within a few days of graduation. It is believed that the examinations scheduled in this manner will result in a much larger number of cadets taking the examination, particularly since college graduates who are also graduates of the Air Corps Advanced Flying School are exempt from the entire mental examination.

Seventy-two flying cadets of the present class have requested active duty for one year with tactical units of the Air Corps.

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MAJOR PIRIE RESCUED FROM AN ISOLATED ISLAND

By the News Letter Correspondent

There are no doubt many pilots who have been rescued by a launch, but Major John Pirie, Air Corps, enjoys the distinction of being one of very few pilots who have been rescued from a launch by an airplane. Taking advantage of his allowed detached service, Major Pirie decided to take a look at the far north of the Philippines. The plans called for auto to Aparri and from there on a tour of the Bataan Group by launch.

All was O.K. until the return trip to Aparri was started. At this time Father Neptune decided to show Major Pirie and the other passengers on the launch just what was meant by "The Lure of the Sea." A wind was caused to arise and with it rose the swells in the channel. The natural flow of the current on the north shore above Luzon is about five miles per hour. The launch that carried the party made slightly more than that speed.

On a Thursday a message was received from Aparri stating that the party was six hours late in returning and requesting that planes stand by. At 9:00 a.m., Friday, another message was received stating that ships were needed. At 9:45 two amphibians, piloted by Lieut. H. Wells, A.C., and Sergeant Lee, left for Aparri. Due to reports of bad weather to the north, the planes followed the coast line after hitting the Lingayon Gulf. After about 340 miles of flying a landing was made at Aparri at 1:35, and as much information as to the possible whereabouts of the party was secured from civilians at that town.

At 3:30 p.m., after gassing the planes, both took off on the search. The first point of search was to be the Island of Calayan, located about 70 miles north of Aparri. Upon approaching the island the launch was seen to be anchored off the lee shore, and one plane landed. Major Pirie was not on the launch, but presently along the shore was to be seen a duplicate of the famous rides of Paul Revere, John Gilpin and Ichabod Crane. It was evident that Major Pirie had had his fill of playing stranded mariner.

Among the high lights of the trip was one incident. In an attempt to cross the channel and return, it took three hours to return from one hour out. This was due to the current and high swells. There was no acute food shortage, but

the lunches prepared beforehand had been consumed and the party was getting ready to subsist on native fare, which explains Major Pirie's speed along the shore. Major Pirie was taken away and a landing was made at Aparri at 5:30 p.m. The return to Camp Nichols was made on Saturday. In conclusion, don't wonder about the rest of the party. They'll get back O.K. when the swells die out.

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BOMBERS PARTICIPATE IN EXERCISES WITH ANTI AIRCRAFT BATTERIES

During the week April 29 - May 4, an exercise was held at Byrd Airport, Richmond, Va., in connection with the anti-aircraft batteries from Fort Story, Va. and Fort Monroe, which were in camp at this station. An "alert" net was run by the artillerymen utilizing the local long distance telephone system for communication lines and "alert" posts were scattered throughout the neck of land between the James and York Rivers.

Simulated bombing raids were made daily against Langley Field by single ship attacks, and by flights with pursuit protection. A number of the attacks "got through" without being intercepted by the Langley "hostile" pursuit.

Approximately one hundred officers and men participated in the exercises, and they were quartered in tents set up on Byrd Field. The heavy rain of the first day played havoc with many of the new pairs of shiny boots and "pinks" donned by aspiring young gallants of the Second Bombardment Group to attract the demure eyes of the capital's belles. Like the "Points" team on a rainy day - the Army had much more real work done after everyone was thoroughly messed up.

Captain Charles E. Rust, early tired of wading through the mud and having installed a plank floor in his tent, set up a bridge table and kept open house throughout the encampment. It is reported that he had tears in his eyes when moving time came.

Captain Charles R. Glenn, Medical Corps, came in for several hard nights as the boys continually poured salt in his cot. The final "coup" came when they partially sawed the legs of his cot so that he "faw down and go boom". It is exceedingly doubtful if there will be many 18 point "Schneiders" in the near future!

Three "Pursuiters" joined the Group for the exercises, coming down for the occasion from Selfridge Field, Michigan. They showed Richmond their stuff, and then one of the mail pilots (ex-Army) took off and tried to show them. It was even money.

It was interesting to see the great numbers of people who came down to the field at 2:00 a.m. nightly, merely to see the mail ships come and go - and the field six miles from the heart of the town.

Well, we got there and we got back, with a shade of tan to show for it.

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SECRETARY DAVISON INSPECTS ROCKWELL FIELD

The Hon. F. Trubee Davison, Assistant Secretary of War for Aviation, arrived at Rockwell Field, Coronado, Calif., on May 12th in a Fokker airplane piloted by Lieut. Lester J. Maitland. Accompanying Secretary Davison were Colonel D. L. Stone of the General Staff, and Major Delos C. Emmons, aide to Mr. Davison.

The purpose of Mr. Davison's trip was to inspect the new site offered the Government by the Chula Vista Chamber of Commerce for the establishment of an Army Air Depot. On the following day the Secretary made an inspection of the Rockwell Air Depot and Rockwell Field, leaving by airplane in the afternoon for March Field.

During his visit at Rockwell Field, Mr. Davison and Major Emmons were entertained at a luncheon given at the Hotel Del Coronado by the officials of the San Diego and Chula Vista Chamber of Commerce.

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Captain Albert W. Stevens, Air Corps, is receiving the sympathy of the Materiel Division, Wright Field, Ohio, for a broken arm which he sustained on May 22nd. He was carrying a camera down the stairs to the aerial photographic laboratory when his heel caught on a step and he pitched forward. The camera, held carefully in the crook of the arm, was saved, but the arm took the shock. He will be available for all sorts of left-handed exhibitions for the next several weeks.

FRANCE FIELD RECEIVES MANY VISITORS

The lure of the tropics is surely working overtime these days, which is proven by the many distinguished visitors arriving in Panama by boat and airplane. During the past month, U.S. Congressmen, Senators, Marine and Army Generals, foreign diplomats and Good Will aviators have been coming every day. Among those mentioned were General Malone of the U.S. Army, General Lejeune of the U.S. Marines, Captains Francisco Iglesias and Ignacio Jiminez of the Royal Air Force of Spain, and Colonel Rodriguez Diaz of the Guatemalan Air Corps.

The Spanish aviators arrived at France Field on April 30th, and immediately after their arrival work was started on the overhaul of their plane "The Powerful Jesus," a French Breguet, powered with a 600 h.p. Hispano Suiiza motor. The work was done by a sergeant mechanic of the Spanish Air Force and members of the Panama Air Depot. The work was completed and the plane tested on May 8th, the aviators leaving France Field for Guatemala City, Guatemala, on the following morning.

Lieut.-Colonel Diaz arrived at France Field in a Ryan monoplane "The Central America" on a Good Will tour of Central and South America. He is at this writing enjoying the good times being shown him by the populace of Panama and Colon.

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CORPS AREA COMMANDER PLEASED WITH INSPECTION OF MITCHEL FIELD

Major-General Ely, Commanding General of the 2nd Corps Area, accompanied by members of his Staff, made his annual tactical inspection of Mitchel Field, N.Y., on May 8th. Immediately upon his arrival there was an inspection of planes and crews and tactical transportation out on the line. The inspection completed, the Mitchel Field personnel were immediately plunged into a war in which the Ninth Observation Group at that station, working with an imaginary corps, held back an equally imaginary Red and Black force coming in from the east of Long Island.

Reconnaissance photographic missions were flown, message centers established and panel stations and dropping grounds maintained by members of the field. In the course of the reconnaissance and liaison flights, messages were successfully picked up by airplanes from the ground. The Group operated in this tactical maneuver under the command of Captain F. M. Brady, with Captain Walter Bender as Group Operations Officer. The 5th Observation Squadron worked along the south half of Long Island and the 1st Squadron along the north half.

In the afternoon the troops and barracks were inspected. Before leaving for Governors Island, the General expressed himself as well pleased with the appearance of the officers and men and with the handling of the tactical problems assigned that morning. The immaculate condition of the two new brick barracks in which are housed the 1st and 61st Squadrons, elicited his favorable comment but in no way detracted from his pleasure at the way in which the other organizations, housed in the old wooden barracks, had fixed up these temporary structures for the comfort and recreation of their men.

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RADIO BEACON TOWER AT MITCHEL FIELD

The radio beacon tower at Mitchel Field, L.I., New York, has just been completed, as has most of the building, and the generator has just been moved in under cover. If the beacon signals are on the wave-length band, those officers on the post owning radios will have the pleasure of trying to tune out the "N" signal of the beacon from the commercial concert programs, while the non-commissioned officers living on the other end of the post will have an equally interesting experience with the "A" signal. The operators of the radio sets in the Squadron Barrack Day-rooms, being right on the New York - Washington line, will have the center "T" signal to contend with.

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Mr. W. E. Huffman, on duty at the Materiel Division, Wright Field, Dayton, Ohio, took the Flight Tutor to Pittsburgh for the purpose of demonstrating its capabilities during the National Elimination Balloon Race.

CURTISS FALCON MAKES RECORD TRIP FROM TULSA TO WASHINGTON

What is said to be the fastest trip on record between Tulsa, Oklahoma, and Bolling Field, Anacostia, D.C., was recently made by Lieut. Louis M. Merrick, Air Corps, flying an Army Curtiss Falcon, powered with a Curtiss Conqueror, 625 h.p. engine, with Colonel Patrick J. Hurley, Assistant Secretary of War, as passenger. The distance of 1100 miles between the two points was covered in seven hours and 15 minutes, with a single stop at Wright Field, Dayton, Ohio, for fuel.

Secretary Hurley and Lieut. Merrick were returning from a two weeks' aerial inspection tour of Army posts in the West and Middle West. The Falcon in which they were flying was one assigned to Bolling Field for the personal use of the Hon. F. Trubee Davison, Assistant Secretary of War for Aviation.

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CAPTAIN KEPNER ASSIGNED TO THE MATERIEL DIVISION

By A. M. Jacobs

Captain William E. Kepner, Air Corps, a recent arrival at Wright Field, Dayton, Ohio, and new Chief of the Lighter-than-Air Branch, has had an unusually interesting education in his chosen work, administered as it has been almost as much in Marine and Navy training centers as in those of the Army.

At sixteen years of age he entered the Marine Corps as a private and remained with it from 1909 to 1913. During this time he spent three years in the Philippine Islands, part of the time as special instructor. At the end of this service he received the good conduct medal, an award worth while, since it carried with it a monthly pay bonus in its trail. He spent three years at Lakehurst and holds a Naval certificate of training as a rigid-airship pilot. He served on the LOS ANGELES as assistant navigator for six months, during which time several voyages to Bermuda were made, and was among those trained by the German Zeppelin crew which delivered the LOS ANGELES to the United States.

Captain Kepner came into the Army when he went to the Mexican Border with the Indiana National Guard. He took an examination for a provisional commission in the Army in 1917. During the War he was with the Third Division, which saw such terrific action at Chateau Thierry and has waged such friendly wars of rivalry over honors with the Second Division ever since. He was wounded three times in twenty-four hours, and spent the subsequent five months in a hospital. After the war, he remained in Germany with the Army of Occupation until 1920.

Winner of last year's National and International Balloon Races, the latter of which carries the award of the Gordon Bennett Trophy, he automatically becomes an entrant in this year's International Race, to be held in St. Louis in September. Previous to his coming to Wright Field, he was stationed at Kelly Field on a four months' detail as a student of the Observation Course. Prior to that time, at Scott Field, Ill., Captain Kepner was in command of the RS-1 (semi-rigid dirigible) upon which he negotiated voyages where 17 passengers, food for 4 days, 1700 pounds of water, fuel for 74 hours, and freight were carried. In June he will go on leave to make some all-metal airship test flights, but other than that the Materiel Division hopes to have the benefit of his services for a long period.

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DEGREE TO BE CONFERRED UPON GENERAL FECHET

An aerial exhibition will be staged over the grounds of the Pennsylvania Military College, Chester, Pa., on June 19th, on which date the degree of Doctor of Aeronautical Science will be conferred by the college authorities upon Major-General James E. Fechet, Chief of the Air Corps, and Admiral William A. Moffett, Chief of the Bureau of Aeronautics, Navy Department.

Fifteen Army airplanes will participate in the exhibition, comprising three Pursuit type planes from Bolling Field, D.C.; six Observation planes from an Observation Squadron at Mitchel Field, N.Y., and six Bombardment planes from the 2nd Bombardment Group, Langley Field, Va. Major Hugh J. Knerr, Air Corps, Commanding Officer of the 2nd Bombardment Group, has been designated as Officer in Charge of the aviation program, and the participating pilots have been instructed to land at Mistin Field, Naval Aircraft Factory, Philadelphia, Pa., not later than 11:00 a.m., on the above mentioned date. The aerial exhibition will commence at 3:00 p.m., and last for about 45 minutes.

WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: Captain Aubrey I. Eagle from Air Corps Detachment, Fort Leavenworth, Kansas, to Langley Field, Va.

Captain Arthur E. Easterbrook, Kelly Field, to the Philippines, sailing from New York about December 6th.

Captain Morris Berman from Walter Reed General Hospital, Washington, to Wright Field, Dayton, Ohio.

Captain Robin A. Day, Brooks Field, Texas, to Fort Leavenworth, Kansas, for duty with Air Corps Detachment.

Following officers are relieved from assignment and duty indicated after name and will proceed to Duncan Field, San Antonio, Texas, reporting not later than July 15, 1929, to Commanding General, Air Corps Training Center, for duty: Captain Wm. C. Ocker, Crissy Field; 1st Lieut. Ivan L. Procter, Chanute Field; 1st Lieut. Louie C. Mallory, 2nd Lieuts. Frank G. Irvin, Russell Keillor, Frank H. Robinson, Selfridge Field; 2nd Lieut. Rouben Kyle, Jr., Maxwell Field; 2nd Lieut. Charles B. Overacker, Jr., Mitchel Field; 2nd Lieuts. Herbert E. Rice and Bernard C. Rose, Marshall Field; 2nd Lieut. Alfred H. Johnson, Langley Field; 2nd Lieut. Henry H. Baxter, Rockwell Field.

Captain Frederic B. Wieners, San Antonio Air Depot, for duty with Organized Reserves, 8th Corps Area, in addition to his other duties.

Orders assigning Captain Lloyd L. Harvey to March Field amended so as to assign him to Fort Crockett, Texas.

Captain Hubert V. Hopkins and 2nd Lieut. George F. Schulgen, upon completion of course of instruction at Air Corps Engineering School, to Cambridge, Mass., for duty as students at Massachusetts Institute of Technology.

1st Lieut. Robert E. Selff, Office Chief of Air Corps, to Rockwell Field, Coronado, Calif.

1st Lieut. Edward L. Fornsten, Fitzsimons General Hospital, Denver, Colo., to report to President of Army Retiring Board at that hospital for examination.

1st Lieut. Robert T. Zane, Office Chief of Air Corps, to Panama Canal Zone for duty with Air Corps and additional duty with the Governor of the Canal Zone, sailing about June 6, 1929.

Following-named officers relieved from present assignment and duty as students, Advanced Flying School, Kelly Field, Texas, and to proceed to stations indicated upon completion of present course of instruction:

1st Lieut. David J. Ellinger to Dodd Field, Fort Sam Houston, Texas.

2nd Lieut. Frederick A. Bacher, Jr., to Selfridge Field, Mich.

2nd Lieut. William A. Harbold to Mitchel Field, New York.

2nd Lieut. Guy B. Henderson to Maxwell Field, Alabama.

2nd Lieut. Mark K. Lewis, Jr., Field Artillery, to Mitchel Field, N.Y.

2nd Lieut. Samuel W. Van Meter, Cavalry, to Marshall Field, Kansas.

Orders directing 2nd Lieut. John A. Winefordner, Selfridge Field, to proceed to Chamute Field for duty as student in Communications Course revoked.

2nd Lieut. Robert L. Schoenlein, Selfridge Field, to Chamute Field, Ill., not later than October 1st for duty as student, Communications Course.

1st Lieut. Muir S. Fairchild from Air Corps Engineering School, Wright Field, to Santa Monica, Calif., as Air Corps Representative, Douglass Company.

1st Lieut. James G. Taylor, Air Corps Engineering School, Wright Field, to Marshall Field, Fort Riley, Kansas.

1st Lieut. Edward H. Wood, from duty as student Army Industrial College, Washington, D.C., to Chamute Field, Rantoul, Ill.

1st Lieut. Martinus Stenseth, Selfridge Field, to Office Chief of Air Corps, Washington, D.C.

1st Lieut. Harold A. McGinnis from Office Chief of Air Corps to Cambridge, Mass., for duty as student at Graduate School of Business Administration, Harvard University.

1st Lieut. Randolph P. Williams, Scott Field, Ill., to duty as student at Massachusetts Institute of Technology, Cambridge, Mass.

Following officers assigned for duty as students, Army Industrial College, Washington, D.C., 1929-1930 course, reporting August 20th: 1st Lieuts. Bennett E. Meyers, James B. Jordan, James C. Cluck, John S. Gullet.

2nd Lieut. Jordan F. Haney, Fort Sam Houston, Texas, to Air Corps Training Center, Duncan Field, Texas, not later than July 15th.

1st Lieut. Russell M. Greenslade, Fairfield Air Depot, to New York City

1st Lieut. John Beveridge, Jr., from duty at New York City as District Property Survey Officer to Office Chief of Air Corps, Washington, D.C.

Detailed to Air Corps, and to Brooks Field, Texas, July 1 for training:

2nd Lieut. James F. Collins, Field Artillery; 2nd Lieut. James E. Briggs, Field Artillery; 2nd Lieut. John F. Bird, Field Artillery.

Reserve Officers assigned to extended active duty: 1st Lieut. Charles M. Gravatt to June 30, 1930.

2nd Lieut. Dewey Bartlo to Langley Field, Va., to June 27, 1930.

2nd Lieut. James Parkes to Fort Crockett, Texas, to May 31, 1930.

2nd Lieut. James Dudley Pendleton, Pope Field, N.C., to May 31, 1930.

2nd Lieut. George Henry Holmes to Fort Crockett, Texas, to May 31, 1930.

2nd Lieut. Everett L. Edmondston to Dodd Field, Fort Sam Houston, Texas, to June 30, 1930.

2nd Lieuts. Harry Watts Fowler and Alexander B. Orr to Fort Sam Houston, Texas, to May 31, 1930.

Following officers, who will be discharged as Flying Cadets at Kelly Field, Texas, June 27, 1929, are ordered to active duty for one year and will proceed to stations indicated for duty: 2nd Lieut. Albert Wynne Shepherd to Maxwell Field, Ala.; 2nd Lieut. Frank Eugene Quindry to Selfridge Field, Mich.; 2nd Lieut. Reuben Columbus Hood to Langley Field, Va.; 2nd Lieut. Harold Webb Bowman to Rockwell Field, Coronado, Calif.; 2nd Lieuts. Mills Spencer Savage and Elmer Richard Miller and Carl R. Storrie, first named to Fort Crockett, Galveston, Texas, and two last named to Fort Sam Houston, Texas.

2nd Lieut. David Robert Johnson to Marshall Field, Kansas, to June 30, 1930.

Relieved from Detail to the Air Corps: 2nd Lieut. James V. Thompson, to 10th Infantry, Fort Thomas, Ky.; 2nd Lieut. Paul D. Peery to 6th Coast Artillery, Fort Winfield Scott, Calif.; 2nd Lieut. Vera H. Wiseman to 3rd Infantry, Fort Snelling, Minn.

Resignations: 2nd Lieutenants Harold A. Wheaton -- Lee Francis Duncan -- James Douglas Curtis -- Edward Feron Booth.

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FLYERS ARRIVE FROM PANAMA FOR BOMBING MATCHES

The arrival at Langley Field, Va., of Army Air Corps pilots from France Field, Panama Canal Zone, marked the second consecutive year when personnel from one of our Insular Possessions flew to Langley Field for the purpose of participating in the annual machine gun and bombing matches.

Five Army airmen in three planes, one a PW-9 Pursuit ship and the two others the O-2 Observation type, accomplished the flight without incident. Lt. Charles G. Percy piloted the Pursuit ship, while Lieuts. J.N. Jones and O.J. Bushey flew one Observation ship and Lieuts. R.T. Cronau and R.B. Davidson the other one. The flight was accomplished in seven days and in a total flying time of 38 hours and 45 minutes. No effort was made to break any speed records, the long aerial journey being made in easy stages. Had there been any reason to speed up the flight, it could have been accomplished in three days.

The Army flyers left France Field, Panama Canal Zone, at 6:35 a.m., May 14th, arriving at Managua, Nicaragua, at 1:45 p.m. that day. Leaving Managua at 7:10 a.m. the following day, they arrived at Belize, British Honduras, at 11:40 a.m. On May 16th, at 6:05 a.m., they left for Havana, arriving at the Cuban capital at 12:40 p.m. Leaving Havana at 9:05 a.m., the following day, they arrived at Jacksonville, Fla., at 4:50 p.m. At Jacksonville Lieut. Percy left his companions and flew to Wright Field, Dayton, Ohio, for the purpose of having some necessary alterations made to his plane. The two observation ships took the air again at Jacksonville at 10:00 a.m., May 18th, arriving at Maxwell Field, Montgomery, Ala., at 1:00 p.m. Here the planes were inspected and serviced. Unfavorable weather conditions delayed their departure for Langley Field until 7:15 a.m., May 21st. This last leg of the Panama flight was accomplished in 9 hours and 40 minutes. From France Field to Maxwell Field the Army airmen were favored by excellent flying weather.

The arrival of the Army planes at Belize marked the first time that land planes have set their wheels down at this new Pan-American landing field. The Army pilots were also the first ones to fly from Panama to the United States over this particular route.

HONORABLE F. TRUBEE DAVISON RETURNS FROM INSPECTION TRIP

Honorable F. Trabee Davison, Assistant Secretary of War, returned to Washington today at the termination of a 7,000 mile flight on an inspection of Air Corps activities which commenced on May 8th. Mr. Davison visited St. Louis, Dallas, San Antonio, San Diego, Los Angeles, San Francisco, Sacramento, Salt Lake City, Omaha and Dayton, where he was present during the maneuvers.

In San Antonio Mr. Davison inspected the Air Corps Training Center and Randolph Field, where the major training activities of the Air Corps eventually will be established. Work is now well under way on the Field for which \$8,500,000 already have been made available.

At San Diego Mr. Davison inspected the Pursuit Group and the Air Corps Depot at Rockwell Field. At Los Angeles he looked into Air Corps affairs in the National Guard and Organized Reserves. At San Diego, Los Angeles and San Francisco examination was made of sites for location of the Pacific Supply and Repair Depot which in the near future must be moved from Rockwell Field.

At Sacramento Mr. Davison inspected Mather Field, a war-time installation which is now inactive. At Salt Lake City he looked into Air Corps Reserve activities.

In commenting on the maneuvers which have been in progress during the past two weeks in Ohio, Mr. Davison stated: "These are the first maneuvers held within the United States where Air Forces have been attached to the opposing armies. They have constituted a marked success from every standpoint. There was developed between ground and Air troops a fine coordination which is essential to success in general military operations. Ground officers were afforded an opportunity to see the great striking power of an Air force and the possibility of its development. On the other hand, Air troops had an opportunity to function smoothly with ground units.

"The simulated bombardment of New York City from Dayton was a significant feat, especially as it was accomplished under extremely adverse conditions of fog in the region over the Allegheny Mountains.

"The experience gained by having two opposing Air forces was of utmost importance. There ensued tactical developments which may have a decided effect on alterations in Air tactics.

"As a whole the equipment functioned very satisfactorily.

"Actual staffs at reduced strength for the Blue Army, 2 Blue Corps, 6 Blue Divisions and the staffs of the Air Corps tactical units were assembled to direct the movements both on the ground and in the air. By this method we have been able to give the staff officers of all units down to and including divisions on the ground and squadrons in the air an excellent opportunity to function in a chain of command where simulated field operations were taking place. And after all it must be realized that the outcome of battle depends largely upon the proper training and functioning of a staff.

"To represent the ground forces a very ingenious method was used in these exercises to represent troops by various panels on the ground, the movement of these panels representing actual movements over the terrain. In this way the Air forces observing for both forces actually can have opportunities to pick up and report movements to the higher commanders.

"A major part of the tactical units of our Air forces in the continental limits of the United States were assembled in Ohio. Approximately 200 planes of all types were flown from the four corners of the United States. By this concentration of our Air forces on absolute schedule, despite unfavorable weather conditions, an admirable demonstration was made of the possibilities of our aircraft to annihilate time and space. Both the Red and Blue armies had about 100 planes each to represent their Army Air Service. The Commanding General had the opportunity to have under his command this important force for reconnaissance, for operations against the enemy and for observation from the air by staff officers of the operations which otherwise would not have been reported to the Commanding General until hours later.

"The bombers provided the Army Commander with long range artillery having great destructive power and reasonable degree of accuracy.

"From a tactical view point the experience gained in these maneuvers has been of inestimable value in helping to formulate a training directive for the Air Corps for the coming year. It is regrettable that those combined maneuvers cannot be held more frequently.

"It is extremely unfortunate that a loss of human life must be taken in the development of aerial tactics. But these maneuvers as they have been conducted here simulate very closely what would happen in the air in time of war. Unless such a procedure is followed progress does not take place, and without progress we would not be prepared for war.

"I congratulate General Nolan, General Foulois and the officers of the entire command on the splendid success which has attended this effort in the accomplishment of a most valuable period of training in preparation for our National Defense."

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MEDICAL MEN VISIT ROCKWELL FIELD

On May 7th and 8th, Rockwell Field, Coronado, Cal., had the pleasure of entertaining some of the delegates of the 58th Annual Convention of the California Medical Association. A tri-motored Fokker airplane was converted temporarily into an ambulance airplane for the visitors to inspect, and much enthusiasm was shown. Major Woolford and Capt. Stanley, of Rockwell Field, gave the visitors a demonstration of physical examination for flying. Major Woolford was in charge of the Army's part in the California Medical Association Convention program.

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NEW STUDENTS FOR ADVANCED FLYING SCHOOL

Present indications are that the class scheduled to report at the Advanced Flying School at Kelly Field, San Antonio, Texas, on July 1st next will number approximately 120 students. There are at present 67 students taking the basic course at the Primary Flying School at Brooks Field, Texas, and 60 taking a similar course at the Primary Flying School at March Field, Riverside, Cal. Among the 67 students at Brooks Field are 52 officers who are graduates of the last class at the United States Military Academy, West Point, N.Y.

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PREPARATION OF BOMBER FOR REFUELING

By A.M. Jacobs

In connection with the refueling work, which was a feature of the Spring Maneuvers of the Air Corps, the Materiel Division was directed to prepare at Wright Field a standard LB-7 (Keystone Bomber, equipped with twin Hornet engines) as the plane to be refueled. This was the first instance of the use of a Bomber for refueling in the air, the purpose being to show the feasibility of refueling on bombing expeditions in time of emergency, thus extending the normal cruising range of the bombing plane.

The standard fuel tank capacity of the LB-7 is 350 gallons. Two auxiliary gas tanks, giving the plane an extra fuel capacity of 300 gallons, were installed in the fuselage, with a three inch metal pipe line leading to them from a gasoline intake which was placed in the top of the fuselage near the rear gunner's cockpit. This intake is unique, in that the tapered nozzle of the refueling hose from the plane above forms a close fit into the tapered receiver which has at the mouth a flexible rubber disk. By means of this positive connection, waste of gasoline as well as spilling over the fuselage and the man handling the hose is eliminated. A tight fitting stopper closes the mouth of the intake when refueling has been accomplished.

The gasoline flows from the intake into a pipe extending along the upper left longeron of the fuselage to the auxiliary gas tanks. The refueling hose in the LB-7 is handled from the rear gunner's cockpit. Since it would be impossible for the flyer handling the hose to keep an eye also upon the refueling tank within a small round window of celluloid has been placed in the covering across the top of the fuselage so that signals may be received when the tank is approximately full. A standard riding light has been placed atop the fuselage near the intake for visibility in night refueling.

A forty gallon auxiliary oil tank was installed in the front gunner's compartment under the pilot's seat and a replenishing pump provided to pump oil to either or both engines. A standard gasoline wobble pump, with suitable lines and valves, pumps the fuel supply to the wing tanks during flight. A small in-

strument board, containing an airspeed indicator and pilot's director is installed in the bomber's cockpit for the navigator; and the compass controller placed in such position as to be easily operated by him during flight. Drift lines have also been painted on the lower front glass window. Special sight gauges, equipped with lights so that they may be easily readable at night, are installed on the wing gasoline tanks and on the engine nacelle oil tanks.

Messrs. C.V. Johnson and H.S. Lippman, under the advice of Lieut. Richter, who was a member of the team which made the original successful refueling demonstrations held in California back in 1923, were the project engineers in charge of these alterations.

Because of the air tight feature of the present refueling connection which forces the gasoline under pressure, head of the fuel from the refueling ship into the tanks of the refueled ship, engineers have conceived the possibility of eliminating auxiliary tanks and wobble pumps completely, and routing the gasoline directly to the wing tanks. This would obviously prove a decisive step forward in refueling operations should the scheme test out successfully.

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ROME TO NEW YORK NON-STOP FLIGHT

The Acting Military Attache, American Embassy, Rome, Italy, reports that his office is reliably informed that the Italian R. Aeronautica is seriously considering the possibility of a non-stop flight from Rome to New York. General Italo Balbo, the Under Secretary of State for Air, will be the chief pilot. He will be assisted by a second pilot (navigating officer) and a mechanic who will also take care of the radio sets.

The machine built for this flight is almost completed in the shops of the Savoia Co. of Soste. Calende. It is a sister ship of the S-64 which flew successfully from Rome to Brazil in 1928. It is equipped with the Fiat A-22 engine of 550 h.p., but will have a variable pitch metal propeller which has just been completed by Eng. Marchetti. The gasoline tanks of this plane have an aggregate capacity of 4,000 liters, which insures approximately 80 hours endurance.

NOTES FROM AIR CORPS FIELDS

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Langley Field, Va., May 10th:

19th Airship Company - Lt. M.E. McHugo: On the 23d of April, at 9:00 P.M., a Free Balloon with 1st Lieut. R.P. Williams, pilot, and L.F. Young, aide, took off on a night training flight. The balloon landed at 11:30 P.M. at Locust Hill, Va., where Lieut. Young got out. Lieut. Williams took off again and landed at Cowart, Va., at 1:40 A.M. Lieut. Williams is attached to this organization for flying duty.

1st Lieut. U.G. Ent and a detail of ten men from this organization left the Field last Friday for Pittsburgh, Pa., Lieut. Ent participated in the National Balloon Race held on May 4th. While in Pittsburgh the men were the guests of the Chamber of Commerce of that city. Lieut. Ent was entered in the races last year as aide to Lieut. Evert, but a short while after taking off their craft was destroyed when struck by lightning and Lieut. Evert was killed.

An observation Balloon for work in connection with the Coast Artillery was inflated at Fort Monroe. So far no flights have been made due to high winds and rain.

The 19th Baseball Team defeated the Air Corps Tactical School Detachment by the score of 6 to 2. The game was well played throughout. For eight innings the 19th completely outclassed their foremost rivals for Post Honors, but in the 9th inning the Air Corps Tactical School came back strong and scored their only two runs of the game on two hits and an error. Up to this time the Air Corps Tactical School had garnered only one scratch hit off Shaver, 19th Mound Star. Foster, pitching for the Air Corps Tactical School, was touched up for ten safeties. The hitting of Tyrrell and Harper, Shaver's pitching and the defensive play of the 19th featured the battle.

2nd Bombardment Group - Lieut. W.C. Bentley: After several weeks of enforced idleness, the majority of the LB-5A's of the 2nd Bombardment Group are back in commission with heavy duty Libertys installed in place of those with the lighter crankshafts.

Record bombing has been almost completed with Lieut. A.H. Johnson leading for place on the team to represent the Group in the Annual Bombing Matches. Lieut. A.J. Kerwin Malone holds second place and Lieut. Donald Buckman third. Eighteen members of the Group qualified as expert bomber.

Lieut. H.J. Zimmerman washed out an LB-5A while transporting supplies to Byrd Field. The ship crashed in front of the Post Theatre. Luckily, no one was hurt.

During the Flexible Machine Gun firing, the 96th Bombardment Squadron qualified the following: one expert, three sharpshooters and ten marksmen, which was a relatively high percentage in comparison with the other squadrons of the group.

Cross-country trips for the members of the Group are among those hazy things dreamed of but seldom realized. With over sixty officers in the Group to use two O-11's, two PT's and a C-I-C, we are, indeed, in luck if we get beyond the mud flats of Hampton.

Rockwell Field, Coronado, Cal., May 21st

Lieut.-Col. F.L. Behr, I.G.D., Corps Area Inspector, of the Ninth Corps Area, arrived at Rockwell Field, May 14th, for purpose of making Annual General Inspection and Survey of the Rockwell Air Depot and Rockwell Field. The Inspector remained at Rockwell Field, until May 17th.

Col. William G. Gambrill, Q.M.C., Corps Area Inspector, of the Ninth Corps Area, arrived at Rockwell Field, May 17th, to inspect the Quartermaster Activities and installations.

Lieut. C.E. Thomas, Jr., Rockwell Air Depot, was transferred to the San Antonio Air Depot, leaving this station, May 6th. While at the Rockwell Air Depot only a short time, Lieut. Thomas became very popular, and it is with regret that the Depot sees him go to his new post.

Major Carl Spatz, A.C., reported for duty at Rockwell Field, May 6th, and assumed command of the Tactical Organization at the Field.

War Department orders were received at Rockwell Field assigning Capt. Miles W. Kresge, Ordnance Department, to this station for duty.

Rockwell Field is also in receipt of orders assigning 1st Lieut. Robert E. Self, Air Corps, to this post for duty.

Capt. Stanley C. Smock, Veterinary Corps, arrived at Rockwell Field, May 8th, for purpose of inspecting public animals.

Maj. J.H. Houghton, A.C., Chief Engineer Officer of the Rockwell Air Depot, received War Department orders assigning him to duty at the Middletown Air Depot. He will leave this station sometime in June for his new post.

Col. C.C. Culver, A.C., was a recent visitor at Rockwell Field, arriving by airplane from Langley Field, Va. After having the engine changed in his plane, he proceeded to Clover Field. The purpose of Col. Culver's visit was to observe methods of conducting aviation operations not only at Rockwell Field but at all Army flying fields included in his itinerary.

War Department orders were received transferring 2nd Lieut. H.C. Lichtenberger, A.C., 11th Bombardment Squadron, to Chanute Field, Rantoul, Ill., for duty as student in course of instruction in maintenance engineering. 2nd Lieut. J.S. Stowell, A.C., 7th Bombardment Group, also received orders transferring him to Chanute Field as student in course of instruction in aerial photography.

Lieut. C.P. Kane, A.C., Depot Supply Officer, gave a talk before the Reserve Officers' Association at a luncheon held recently in San Diego. The military status of Japan, gleaned during Lieut. Kane's tour of duty in that country, was the subject of his talk.

Major D.B. Netherwood, Chief of the Finance Section, Office of the Chief of the Air Corps, arrived at Rockwell Field, May 16th. While here Maj. Netherwood made an inspection of the proposed Army Air Depot site at the south end of the bay at Chula Vista. He was the guest of the Aviation Committee of the San Diego Chamber of Commerce at a luncheon held at the Cuyamaca Club, San Diego.

The civilian employees of the Rockwell Air Depot held their Second Annual Picnic at El Monte Park, Calif., on May 17th. Approximately 600 employees, including their families and friends, turned out to enjoy the program of field events, entertainment, dancing and Barbecue Supper prepared by the committee. A most enjoyable time was had by all present, most every one staying until the end of the day's program. All are looking forward to next year's picnic.

March Field, Riverside, Cal., May 11th

1st Lieut. Frederick V.H. Kimble, A.C. who has been Commandant of the Flying Cadet Detachment at March Field since the reopening two years ago, left here today on the Union Pacific for Washington, D.C., to assume duties in the office of Assistant Secretary of War Hurley. Lieut. and Mrs. Kimble will make their home in Washington.

The nature of his duties in the Assistant Secretary's office is unknown to the Lieutenant now, his only directions being the instructions received some time ago to report there, May 15th.

Lieut. Kimble has guided every March Field class of cadets through the course here since the opening of the post as a school. He has endeared himself to his cadets and the field personnel in general, not to mention Riversiders with whom he has come in contact, by his friendliness and genial disposition.

Regrets have been expressed by his friends here over the popular officer's transfer, but they realize that the appointment is a distinct promotion and one that recognizes his ability. Lieut. Kimble was said by friends to be reluctant to leave Riverside and has expressed the hope that he may return some time.

The cadet commandant expressed a touching farewell to his budding pilots Wednesday. They flew in a final formation for him and after they landed he gave a short talk, urging them to give to his successor the same devotion as students as they had accorded him, and thanked them for their cooperation.

As he concluded his farewell, one of the upper classmen presented him with a traveling set on behalf of the cadets.

The assignment of 1st Lieut. James M. Bevans, A.C. to the command of the flying cadet detachment of March Field, succeeding 1st Lieut. Frederick V.H. Kimble, A.C., ordered to Washington, was made public yesterday by Post Commander Millard F. Harmon.

Lieut. Bevans, although comparatively young, has proven himself a capable instructor during his period of duty at March Field. He was transferred here last year from the instructor's school at San Antonio, Texas. Prior to that

time he was stationed at Marshall Field, Fort Riley, Kansas.

The new commandant is the son of Col. J.L. Bevans, retired army officer, residing in Thomasville, Ga. His training extended over a period of ten years. He is a Princeton graduate, and has a year of Military Academy instruction.

Lieut. Bevans was commissioned a 1st Lieutenant of the Field Artillery in 1921, and transferred to the Air Service in 1925. In that year he reported for flying instruction at Brooks and Kelly Fields, San Antonio. He was transferred to the Air Corps on Oct. 4, 1927, and has been on duty at March Field since that time.

The officer's military wedding to Lorna Downs Morgan, daughter of a prominent Riverside family, was one of the outstanding social events of the early spring here.

In the new position of Commandant of Cadets, Lieut. Bevans will have a great deal to do with carrying out the flying and academic instruction course given the students in the March Field School. More than 125 former college students now are enrolled in the two classes, one of which is scheduled to complete its primary training here in the latter part of June and go to Kelly Field for the advanced instruction. Another group will enter the school at that time.

Lieut. Bevans is well liked throughout the post personnel and through his contact with the cadets as instructor is acquainted with both classes over which he now will have supervision.

Lieut.-Col. F.J. Behr, Inspector General's Department, Ninth Corps Area, Presidio of San Francisco, arrived at March Field, Friday, May 3d, for the annual inspection, and departed on the 8th.

San Antonio Air Depot, Duncan Field, San Antonio, Texas, May 13th

Lieut.-Col. Cummings, Air Corps Reserve, of Denver, Colo., on active duty at Headquarters Eighth Corps Area, was an informal visitor at this Depot, April 25th, viewing the Depot's activities.

Capt. Otto G. Trunk, Air Corps Station Supply Officer of this Depot, and Mr. C.A. Knowlton, Sr., and Mr. Louis E. Witt, of the Station Supply Department of the Depot, were on temporary duty for a period of two weeks from April 26th at Wright Field for the purpose of studying the operation of the new machine bookkeeping system installed at that station, in connection with the contemplated installation of that system at this Depot.

A group of about thirty cadets, in charge of Mr. A.L. Harris, of the Peacock Military Academy of San Antonio, visited the Depot on May 4th, and inspected the numerous activities of the Depot Engineering Shops.

On May 6th the Depot had the pleasure of an informal visit from Lieut.-Col. C.C. Culver, A.C., who stopped over here for minor repairs to the engine of his Douglas O-2, on his cross-country from Langley Field to San Diego, Cal.

Lieut. Kenneth C. Brown, Air Corps Reserve, on active duty with the 91st Observation Squadron at Crissy Field, Cal., was a visitor at this Depot May 4-6, to obtain and ferry to Crissy Field a PT-1.

On May 8th this depot welcomed the arrival from the Rockwell Air Depot, Rockwell Field, Cal., of Lieut. and Mrs. Charles E. Thomas, Jr.

During the month of April the Engineering Department of the Depot overhauled and repaired the following airplanes and engines:- 6 DH-4M-1, 2 DH-4M-1T, 1 DH-4M-2P, 9 DH-4M-2T, 7 PT-1, 1 PT-3, 1 O2-C, 1 O2-H, 1 P1-D, 1 C-1, Total 30 Airplanes; and 17 Curtiss D-12, 11 Wright E, 5 Wright J-5, Total 33 Engines.

Camp Nichols, Rizal, P.I., April 1st

The last six months of the past year saw the 4th Composite Group in 3158.0 aircraft hours and 6980.20 man hours. It is to be expected that the first half of 1929 will see this time exceeded quite appreciably.

66th Service Squadron, Air Corps, - Capt. George L. Usher, commanding officer of the Squadron, left, March 16th, for Camp John Hay, Mountain Province, P. I., on detached service.

1st Lieut. Earl S. Hoag departed on leave of absence, March 1st, same to be spent in China and Japan.

Staff Sgt. Leighton S. McDonald, discharged, Feb. 27th, re-enlisted the following day.

Flight "B" 2nd Observation Sqdn., A.C. "Short Timers" are sounding off. There are six happy men in Flight "B" who, after spending two long years in the Islands, are packing their "war bags" in readiness to make the transport. The "Grant" pulls in on the 3d of April and leaves on the 10th. The lucky men from the Flight are: St. Sgt. J.L. Meyers, Sgt. H. Brown, Pvts. Dickerman, Church, Rhoads and Smith.

On March 23d, an aerial review was held, all the planes going through their maneuvers without a mishap.

Lieut. Nowland, who has been Flight "B" Operations Officer for some time, was made Group Operations Officer. Lieut. Goodrich will take up the duties of the Flight Operations.

28th Bombardment Squadron, A.C. Leave of absence for two months with permission to travel in China and Japan was granted Capt. Arthur W. Brock, Jr., A.C. During the absence of Capt. Brock, 1st Lieut. James L. Grisham will command the Squadron.

On April 1st the squadron and the post will lose one of its most popular officers in the person of 1st Lieut. Orvil A. Anderson, when he will be transferred to the 3rd Pursuit Squadron, Clark Field, Camp Stotsenburg. Lieut. Anderson is a golfer of no mean ability, and his loss to the post golf team will be keenly felt.

Pvt. Edward F. Walsh was discharged by purchase on March 1st. He accepted a position with MacLeod and Co., Manila. The well wishes of the Squadron accompany him on his new duties.

Headquarters, 4th Composite Group, A.C. Headquarters just finished a very successful season on the target range, qualifying twelve pistol experts, ten sharpshooters and four marksmen. Five men who fired did not qualify.

Pvts. Robbins and Leche are leaving on the April transport. The latter has been in the Philippines for thirteen years.

On Feb. 27, Sgt. Dolliver and Pvt. Barker made a 2000 ft. premeditated live parachute jump from a Martin Bomber at Clark Field. They both say "never again", unless in case of emergency.

According to the old Army custom of observing Organization Day, this organization was granted a holiday on March 23d, for that purpose. Although April 8th is the Squadron's birthday, this date comes during the rainy season and last year was not observed for that reason. However, every member of the Squadron concurs in the opinion that this year's celebration was sufficient to honor the organization for both years.

At seven-thirty in the morning, the Squadron left Camp Nichols and journeyed by motor bus about thirty miles north to Montalbon. After arrival, the men enjoyed the morning by climbing the steep cliffs of the Montalbon mountains, visiting bat caves and rolling large stones down the mountain sides. Fortunately no bones were broken or skulls cracked, with the probable exception of Pvt. Hrire Zadian, who came in conflict with a huge boulder, the boulder coming out on top (of the great toe).

At about the same time that the men returned from the bat caves, the mess sergeant arrived with a truck loaded with chow, cigars, cigarettes and refreshing drinks, such as will quench the thirst after a stiff mountain climb. A variety of sandwiches and drinks were served during the entire day.

All these who could swim and some who could not, enjoyed the cool waters of the Montalbon River. A demonstration in the art of life-saving was presented by PFC Rankin M. Palmer, who impersonated the life guard and Pvt. H. James Kerr, who took the part of the frail. From the way Palmer performed, it is evident that he has had previous experience.

At six o'clock, ice cream, fried chicken and refreshing drinks were served, and shortly thereafter the party left for Camp Nichols. Various songs were sung, but no one seemed to know "How Dry I Am". However, "Sweet Adeline" seemed to be much favored.

Clark Field, Pampanga, P.I., April 2nd

With the approach of the time for record aerial gunnery, all officers are firing and bombing daily. The Squadron has quite a mark to shoot at considering the average of 889.18 made by it last year. Hopes of attaining or even surpassing this record are running high.

The Squadron has lost two of its officers, Capt. Benj. F. Giles and "Charlie" Steinmetz, by transfer to Camp Nichols. We all regret their departure and wish them the best of luck at their new station.

At the showing of "Laugh Clown Laugh", a new artist, Pvt. Morris Finkelshtein appeared in person, with the song titled after the movie. The song which was quite a hit, had in its rendition many variations which made it quite unique.

Extensions of foreign service tours at Clark Field seem all the rage. Two additions were made this month to our list of "old timers" in 1st Sgt. William L. Jones and our Mess Sgt. Henry Mitchell.

On March 6th the Squadron participated in a Group Maneuver. A simulated attack was made on a fleet off Lingayen, consisting of two light cruisers, one destroyer division and one submarine division.

Opportunities for recreation at Clark Field are many and varied such as Equitation, swimming, movies, "Angoles" and Bowling.

Mitchel Field, L.I., N.Y., May 13th

Working until late Saturday afternoon on May 4th, the organizations at this station completed the aerial gunnery and bombing practice which began here on March 22nd. Bad weather prevailed throughout April, seriously hampering the smooth routine of our work on the ranges. High winds across the ground target line, making a good score impossible, were just as serious to us as heavy rains. Nevertheless, twenty-eight pilot's "A" and three observer's "A" courses were completed during this season.

Of the pilots firing the course, two qualified as Experts, six as Sharpshooters and five as Marksmen. High score was made by Lieut. Budd J. Peaslee with a score of 807.2; and high scores in the three phases of the practice were made by Lieut. Peaslee on ground targets, with a score of 734.; Lieut. Charles B. Overacker on towed targets, 124; and Lieut. Roland O.S. Akre on low altitude bombing, 135.

It is noted that War Department Circular 22 changes the target year from the calendar year to the fiscal year. This is quite fortunate for us at this station, as we hope to hold our annual gunnery practice hereafter in the fall of the year and can start our practice again sometime this September, shooting under better weather conditions than we usually have here in the spring.

France Field, Panama Canal Zone, May 21st

Letters of commendation were received from the Commanding General, Panama Canal Department for Capt. A.E. Jones, Lieut. C.H. Howard (Bombing Team); Lts. J.P. Bailey and O.J. Bushey (Observation Team); and Lt. C.G. Percy, Pursuit Pilot, the winners of the Department Commanders Gunnery and Bombing Competition. In the letters received, General Craig made the following remark: "The distinction attained by you is a very enviable one and evidences upon your part, hard conscientious and efficacious work.

Lieuts. Bushey, Croneau, Davidson, Percy and John N. Jones left France Field via airplane (2 O2-h's and 1 PW-C9) on May 13th for Langley Field Va., to participate in the Annual National Bombing and Machine Gun Matches.

It is with regret that we announce the departure of Capt. Arthur E. Simonin, Lieuts. Burton F. Lewis, Charles H. Howard and Harrison Crocker, for re-assignment to Mitchel Field, Crissy Field, Rockwell Field and Wright Field, respectively, and we wish them a pleasant tour at their new stations.

Many of the officers and men have been taking advantage of the good hunting and fishing during the past month. One party went up to the Alejuella Dam site and in four days bagged several wild hog, deer, canajo, mickey and turkey. Another party went to Progreso and came back with evidence of the excellent hunting up there. The fishermen had the best luck, as most of the parties went to Perlas Islands, the place known all over the world as the fisherman's paradise. One party, away two days, brought back enough fish (mackerel) to feed one squadron and all of the families on the post. The catch was estimated at 350 lbs.

Kelly Field, San Antonio, Texas, May 25th

During the past month the present class at the Advanced Flying School has

been performing a number of cross-country flights and considerable night flying. All specialized sections have made daylight cross-countries to the following points: Galveston, Laredo, Eagle Pass, El Paso, Austin, Waco, Dallas, Corsicana; and return night flights have been made from such points as Dallas and Austin. At the present time the Observation Section is at El Paso, from which place the Attack Section recently returned. The contemplated schedule will give this class of students a broader experience in all types of cross-country than has been given any class in some time. It is noted that very few accidents have occurred on these many trips.

Lieut. H.W. Pennington reported at this station on May 8th from Fort Crockett. He has been assigned to duty with the 42d Squadron.

Due to the shortage of bombardment airplanes it was necessary for the Bombardment Section to borrow other types of planes from the other specialized sections in order to complete its allotted quota of time and to perform its cross-country work. It was reported that the LB-5 type of bomber has been giving considerable trouble with the landing gear. Out of the six bombers allotted to this station serious failures were noted in three of them, whereupon the remaining three were put out of commission and serviceable parts used to repair remaining airplanes. A new difficulty developed in the tail sections of these planes and for a time all Bombardment airplanes on this field were out of commission. During this period Bombardment training as a unit was, of necessity, abandoned and the Bombardment students went to other sections for their flying. At present, the section has four airplanes in commission to handle a class of 18 students.

During the past month there were the usual number of cross-country flights to various points within the 500-mile zone. Aside from this, Major Tinker made a trip from Kelly Field through Ft. Sill and Ft. Riley to Ft. Leavenworth, and return. Lieuts. Weyland, Eppright, Prudhomme and Boyden ferried O2-K airplanes from Santa Monica, Cal., to Brooks Field. At present Capt. Wright is at Santa Monica for the same purpose and Capt. H.H. George is leaving on May 24th to bring back a sixth plane.

Nine planes from this field recently visited Corsicana, Texas, to attend an airport opening at that place. Corsicana has provided an excellent field and splendid accommodations and about 70 planes attended the opening. A good time was reported by all.

Under the direction of Lieut. S.T. Smith, the Athletic Officer, an excellent schedule of baseball has been provided for the Kelly Field league. The schedule includes 21 games apiece for each of the 8 teams represented in the league. So far each team has played 5 games, many of which were very close; and the standing to date is as follows:

<u>Teams</u>	<u>Won</u>	<u>Lost</u>	<u>%</u>
42nd	5	0	1000
43rd	4	1	800
68th	3	2	600
40th	3	2	600
10th	2	3	400
39th	1	4	200
41st	1	4	200
48th	1	4	200

The different teams have manifested great interest. Each game was attended by large enthusiastic crowds and there is a considerable amount of conjecture as to the ultimate outcome of the series.

For the past four years Capt. H.H. George devoted considerable time and energy to keeping polo activity in the Air Corps Training Center alive, and it must have been with considerable gratification that he reviewed the results of the recent invitation tournament played at Houston, Texas. The team shipped its ponies, 20 in number, to Houston, and during the tournament, which lasted for 21 days, the team played a total of seven games. During the early stages of the tournament the team consisted of Capt. George, Lieuts. Beverly, Craw, Sims and Van Meter. Later in the tournament Lieuts. Beale and Brown, who are students at Brooks Field, were allowed to play, with the result that we were able to defeat our old rivals - Fort Sam Houston - for the first time in two years. The final team was composed of Capt. George, 1 goal; Lieut. Craw, 3 goals; Lieut. Beale, 2 goals; and Lieut. Brown 1 handicap. In several games it was necessary to give strong, well mounted civilian teams a handicap of as high as 3 goals, and two games ran into extra periods. In the championship game against Dallas the civilian team was conceded a 3 goal handicap and managed to defeat the Air Corps Training Center team by 1 goal and an extra

period. It was found that the pony factor had considerable to do with the ultimate results of several of the games and only through hard playing and team work were the Air Corps players able to overcome this handicap.

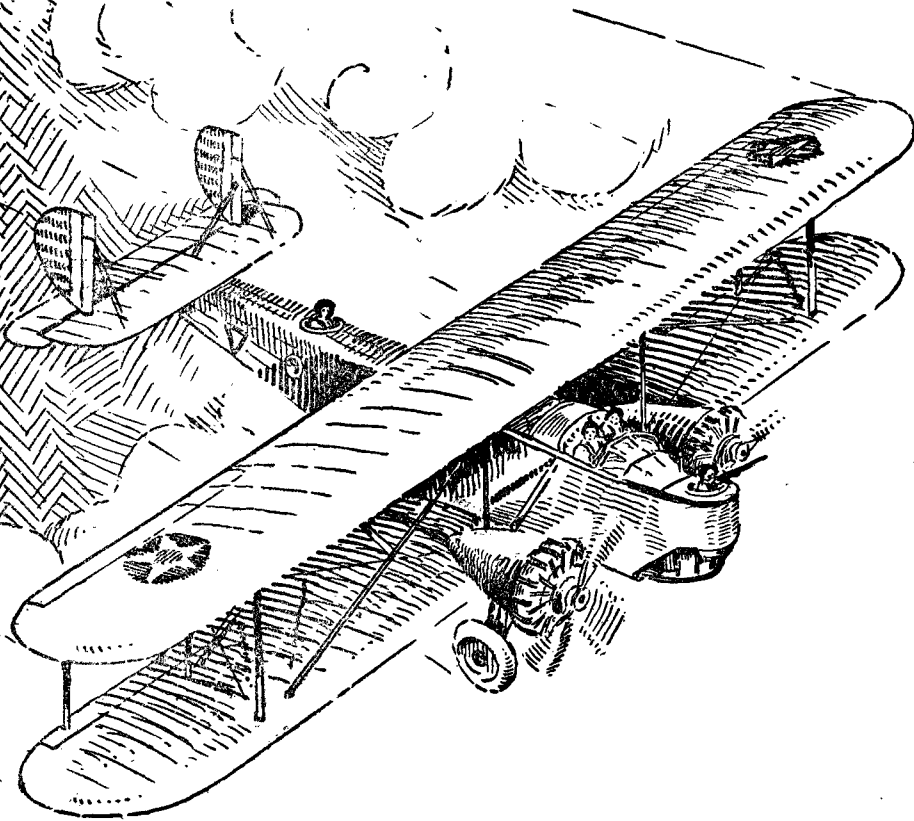
The flying cadets have devoted their attention during the summer months to such sports as tennis, golf, swimming and riding. The golf team, composed entirely of cadets, has been making a very creditable showing in civilian play on the various courses around San Antonio. The cadets have challenged officer teams in golf, tennis and swimming, and promise to make an excellent showing against them. Considering the amount of work the cadets are doing at present and the limited amount of equipment, the interest and activity shown has received very favorable comment from different sources throughout the field and in San Antonio.

Lieut. Edward F. Booth left on leave on May 4th. He submitted his resignation to take effect June 1, 1929, and has accepted a position with the Pan-American Airways at Cristobal, Panama.

Lieut. E.D. Perrin, having completed a tour of foreign duty in the Philippines, arrived for duty at Kelly Field.

Faint, illegible text, possibly bleed-through from the reverse side of the page. The text is arranged in several lines and appears to be a list or a set of instructions, but the characters are too light to read accurately.

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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A SMALL MATTER OF KEEPING AN ENGAGEMENT

By A. M. Jacobs

It is no longer unusual for a person to keep two engagements on the same day in as distant places as Dayton, Ohio, and Washington, D.C. Aviation has made that quite simple. And as a rule the feat is accomplished as easily as if the distance separating them were city blocks instead of miles of variegated country with one or two mountain ranges thrown in. This rule of simplicity did not hold, however, on a recent flight in which Lieut. A. C. Foulk, of Wright Field, acted as pilot for Congressman Melvin J. Maas who had been attending the Army Air Corps Maneuvers, and who found it necessary to return to Washington on May 21st to attend an important meeting scheduled for that night.

Pilot and passenger took off from Fairfield at 11:30 a.m. in an O-2K airplane. The weather was none too good at the start and grew steadily worse. Upon arriving at Wheeling, West Virginia, the low ceiling necessitated detouring around areas of poor visibility in order to come safely into Uniontown. Lieut. Foulk landed his plane in Uniontown at 2:15 p.m. to await more favorable weather conditions.

Weather, however, is the most unaccommodating old party with which we mortals have to deal. Formerly it was the farmer with crops drying up and congregations praying for rain upon which it loved to vent its spite. With the advent of the aviator and heightened dramatic possibilities, this malice has shifted until it would seem that the very sight of a helmeted head anxiously tilted skyward is enough to arouse the elemental spleen. After an hour of sky-gazing, Washington being no nearer and the important engagement still being scheduled for that night, Lieut. Foulk and Congressman Maas took off, planning to climb through the clouds and fly atop them.

Lieut. Foulk headed up, entering the clouds at a thousand feet. Taking a northwest course to avoid being caught over the mountains in clouds, he continued climbing until the altimeter showed a 6000-foot reading. The compass, flight indicator, and altimeter were working beautifully during the climb which became mysteriously more difficult with the gain in altitude. Condensed moisture within the clouds was drenching the plane. It seemed impossible to get above the 6,000-foot altitude, and during the three or four minutes in which the plane was held there the compass began to swing slowly around. Then the flight indicator needle and ball began to slip off center and were repeatedly brought back again. Control was undoubtedly being lost.

Suddenly the airspeed hand swung to zero. Looking away from the instruments for the first time Lieut. Foulk saw to his consternation that ice had formed. The upper surface of the lower wing was coated about a quarter of an inch thick. The struts and wires were fared with it and it had built out behind them about half an inch. This uncomfortable discovery had scarcely been made when the control stick went limp. The airplane began to fall. The spinning action could not have been very great as it was not highly noticeable, but the rate of descent was so fast that a two-thousand-foot altitude was reached in seemingly a few seconds. At two thousand feet, just before coming out of the clouds, when the chance of life had fallen lower than a summer stock market, and the fliers were wrapped in a confusion of high, uncontrolled, blind speed, the ice sloughed off the wings in a cake. Immediately Lieut. Foulk, with a great sense of relief, felt pressure coming back into the stick and drew out of the dive. So great had been the downward rush of the plane, however, that the result of even the gentle pull-back on the stick caused a feeling of faintness to the fliers.

In discussing the piling up and sloughing off of ice in such a short period of time, Captain Thiessen of the Signal Corps had the following comments to make. "Upon leaving the ground," he said, "the surfaces of the airplane were as warm

as the surface air, and parts were probably warmer due to the influence of the engine and exhaust gases. The rarer atmosphere into which the plane ascended is more conducive to rapid radiation, hence the surfaces became colder and colder until the temperature fell below the dew point and condensation of the vapor in the clouds took place in the form of ice. When the surface upon which condensation takes place is above 32° F., condensation is in the form of water; when below, it is in the form of ice. The plane in descending came into atmosphere above 32°, the warmth of the engine was more effective in warming up the plane surfaces, and the ice slid off."

The plane came out of the clouds in a left spiral about a mile west of Uniontown. In order to be sure that it was all true, that they were still alive, and that the plane relieved of its ice load was in good condition, a second landing at Uniontown took place. All was well. Washington, however, had drawn no nearer Uniontown than before and the important engagement was still scheduled for that night. Again helmeted heads looked anxiously skyward. The weather continued as stiff-necked and bull-headed as ever.

At 4:00 p.m., there came a slight break in the clouds through which the fliers decided to try to escape. Lieut. Foulk took the plane through the small hole up to 10,000 feet. They were then out of the clouds in that vicinity. A course was laid for Washington, and a steady climb continued up the clouds which sloped toward the east and reached 13,000 feet. They kept going eastward.

An hour and fifteen minutes later they came down through a thin area to see where they were. It is not known just what charm piece either of the men carried, but luck was with them that day. They found themselves just five miles west of Baltimore, a landmark they could easily identify, and with a ceiling of 2,000 feet. It was an easy matter from there on to reach Bolling Field. The arrival was made at 5:55 p.m. in good time for Congressman Maas to keep his Washington engagement.

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PHILIPPINE AIRMEN PARTICIPATE IN MANEUVERS ON JINX DAY

The month of April saw the 4th Composite Group, stationed at Camp Nichols, Rizal, P.I., engage in rather heavy aerial activity. On April 2nd the arrival of the Transport GRANT started the shows. The customary meeting of this boat was made the subject of a Group maneuver. Major W. G. Kilner was in command of this mission. As usual, the personnel on board were more than glad to see that they were being welcomed and Manila was just around the corner. Then on Friday, April 13th, Major Kilner again directed the Group on a mission to the town of Dagupan with a return to Clark Field for the Critique. This maneuver was as successful as could be expected on a double jinx day.

The following Friday saw Major R. P. Cousins conduct the Group on a mission to Olongapo, and on the 26th Major Wm. Duty, Philippine Scouts, guided the Air Corps fliers to his old residing place - Batangas. In these maneuvers the plane of the Commanding Officer of the Group and each unit, with the exception of Pursuit, is radio-equipped, and all orders from the Group Commander are dispatched by this means.

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AIRSHIP COMPANY PLACED ON INACTIVE STATUS

The 12th Airship Company, stationed at Scott Field, Belleville, Ill., was rendered inactive on May 16th, and the 1st Balloon Company reorganized as an active unit on May 17th. The following officers were assigned to the 1st Balloon Company: Captain Neal Creighton, 1st Lieuts. Haynie McCormick, Edgar M. Fogelsonger, 2nd Lieuts. Robert R. Selway, Jr. and John A. Tarro.

The company has been equipped and is now awaiting orders for transfer to Fort Sill, Oklahoma.

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SIAMESE OFFICERS TO ATTEND AIR CORPS SCHOOL

The Secretary of War has directed that Lieut.-Colonel Luang Amara and Major Luang Deves, Siamese Air Service, be authorized to enter the Air Corps Tactical School, Langley Field, Va., for the 1929-1930 course, beginning August 25, 1929.

FAIRFIELD DEPOT PLAYS HOST TO FIGHTING HOSTS

By the News Letter Correspondent

The blue hosts of war came to Fairfield Air Depot and found their tents pitched.

When the blues decided to make Fairfield Air Depot their headquarters, the Commanding Officer, Captain Laughlin, proceeded to make a good job. He planned out the scheme of accommodation and entertainment in general and put all of the officers here to work on the details. In the end we could almost hang out a sign as:

8 Officers
24 Hommes
5 Cheveaux

But there was not sufficient time to prepare for such signs as:

C A V E
-- O --
24 Personnes

The entire post was blue-printed so that there was a definite place for all the visitors. There were mansions, houses, barracks, and tents for generals, colonels, captains and privates. Just think of doughboys arriving and finding tents ready for occupancy. Besides the quarters, there were offices for all with desks, telephones, etc.

During the first phase, we naturally rooted for the Blues. Of course, we beat, or think we did. Anyway, we fought with the regular tools of war, whereas our opponents, the Reds, came over one day and scattered a rather cheap pink sheet over our fair city to break our morale, but this was without avail.

Then came the second phase where the ground troops and air forces were used. There was much tactics and strategy ending in an armistice. Then came a grand demonstration of airplanes at F. A. D. on Saturday afternoon, May 25, 1929, followed by a critique the following Sunday.

Then came the goodbyes, and the doughboys left without having to strike their tents, and got their second surprise.

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MECHANICS COURSE AT THE AIR CORPS TECHNICAL SCHOOL ✓

The course for General Mechanics - Aircraft Welders, Department of Mechanics, at the Air Corps Technical School at Chamute Field, Rantoul, Ill., is not, as some think, a combination of Airplane Mechanics and Engine Mechanics, but a very thorough course in General Machine Shop Practice as modernized with the addition of Aircraft Welding, which fits a graduate for work in any Air Corps machine shop.

The duration of the course is 24 weeks, and if a student qualifies for the Advanced Aircraft Welders part, when added to General Mechanics brings the total up to 32 weeks. The course commences the first Monday in January, March, May, July, September and November.

The General Mechanics course covers:

Mathematics, as applied to general machine shop practice, 36 hours;

Shop Drafting, principles of drafting, geometrical drawing, mechanical drawing and blue-print reading, 36 hours;

Essentials of Mechanics, properties and use of metals, care and use of hand tools and general bench work, 48 hours;

Forging, principles of forging, forge welding, and the repair and maintenance of tools, 72 hours;

Lathes, construction, operation, adjustment, and maintenance of lathes, 144 hours;

Milling Machines and Shapers, construction, operation, adjustment, and maintenance of milling machine and shapers, 114 hours;

Heat Treating, principles of hardening, annealing, and tempering of metals, 30 hours;

Grinding Machines, construction principles, operation, adjustments and maintenance of grinding machines, 60 hours;

Radio Repair, construction principles, repair and inspection of radiators, 60 hours;

Oxy-Acetylene Welding, care and use of welding equipment, principles of welding, steel welding practice, 120 hours.

Total General Mechanics part of course, 720 hours.

Advanced Welding Part, 240 hours.

Principles of welding aluminum and copper alloys, tubular steel welding and construction of tubular steel structures.

Total of the complete General Mechanics - Aircraft Welders course, 960 hours.

There are two enlisted instructors, one general maintenance enlisted machinist, and five civilian specialized instructors on permanent duty in this course. The most modern machinery is being installed as soon as received and the classes are always full with generally some on the waiting list.

When the proposed expansion program is put into effect, there will be a material increase in the number of students and instruction personnel which, it is believed, will take care of all candidate students.

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LIEUT. DOOLITTLE TO MAKE SOUTH AMERICAN FLIGHT

Lieut. James H. Doolittle, the well known Army flyer, has obtained permission from the War Department to make a flight to various South American countries between the dates of July 15th and August 15th, for the purpose of charting a new air mail route, studying flying conditions and to test, develop and demonstrate American aeronautical equipment.

Lieut. Doolittle's itinerary, upon leaving the continental limits of the United States, will be Cuba, Panama, Colombia, Ecuador, Peru, Chile, Bolivia and Argentina. He will fly a standard Army Pursuit plane (P1-C) specially equipped for this South American trip. He estimates that he will make about twenty flights and that his total flying time will approximate 100 hours. The necessary permission has been obtained to fly over the Latin-American countries involved.

For the past several months, Lieut. Doolittle, whose regular station is Mitchel Field, Long Island, New York, has been conducting fog flying experiments for the Daniel Guggenheim Fund for the Promotion of Aeronautics. Of the many flying achievements credited to this pilot, the most spectacular is his successful performance of the outside loop. He was the first pilot to perform this difficult acrobatic maneuver, which has since been prohibited by the Army Air Corps due to the hazard involved.

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A TALK FROM THE AIR IN THE PHILIPPINES

In order to provide a novelty in the line of entertainment of the radio audience of the Far East, Camp Nichols, P.I., cooperated with the local radio station of the Radio Corporation, Philippines, in putting on a talk from the air. This project was first attempted in preliminary tests with a Light Bomber. No means were found, however, for cutting out the motor noises and keeping the plane at the desired altitude. A test was next attempted, utilizing an O2-H observation plane, and a morning broadcast therefrom proved satisfactory, so that night, at six o'clock, the unseen audience in the Philippines and surrounding territory heard for the first time a voice from above the earth speak to them.

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FLYING CLUB ORGANIZED IN MANILA

The business people of the Philippines have come to realize the importance and value of air communication in inter-island business. A flying club has been organized in Manila and will in time take in the Islands. As in years gone by the Engineers and the Signal Corps opened up the Islands, now it is the Air Corps which is giving its assistance in the problems that arise in selecting landing fields and advice in other technical matters.

NEW MEMBERS FOR THE CATERPILLAR CLUB

So far as it has been possible to ascertain, the number of names on the roster of the Caterpillar Club at this writing totals 129, with 137 emergency jumps, 8 being repeaters. In the issue of the News Letter of April 26th last, the number of lives saved was given as 120, with 127 jumps made. A second degree member of the Club has been added in the person of Major James Rutledge who, while piloting for the Pacific Air Transport, was twice forced to resort to the parachute in order to save his life.

The editor of the News Letter does not make any claims as to absolute accuracy of the Caterpillar Club roster. While it is possible to keep an accurate check on military pilots making emergency jumps, this does not hold true in the case of civilian pilots. Air Corps personnel are required, under existing orders, to render a special report whenever an emergency jump is made. But the only way information can be obtained on such jumps by civilians is to scan the newspapers closely. On more than one occasion a civilian pilot saved his life through an emergency jump which was never reported to the newspapers.

It was only through chance that the name of Major Rutledge was discovered. A feature story on the Caterpillar Club in a Sunday paper mentioned his two jumps. Inquiry was made of the Department of Commerce as to whether there was anything of record concerning same, and it was learned that Major Rutledge's first jump occurred on December 25, 1927, near San Francisco, Calif., while piloting a Ryan B-1 plane. His second jump occurred on March 27, 1928, at Orinda, Calif., while piloting a Fokker Universal plane. The cause for these two jumps was attributed to bad weather conditions. Further details are lacking at this time, but hopes are being entertained that Major Rutledge will furnish same.

It was learned from a reliable source that Amberse Banks, pilot for the Pitcairn Aviation Co., made an emergency jump during the latter part of 1927. Details covering this jump are also lacking.

Another jump which was made sometime ago, but never reported in the News Letter, was the one by Machinist Mate J.T. Coburn, U.S. Navy, in 1926, - exact date not available. This jump occurred at Oceanside, Calif. Pilot Ianucci, U.S. Navy, in Navy plane "MO" was flying from San Diego to Oceanside. The plane was about to land when the propeller failed, causing the engine to vibrate from the craft. Coburn jumped with his parachute and made a safe landing. The other passengers remained in the plane, and Pilot Ianucci succeeded in gliding down to a safe landing.

Mr. Temple N. Joyce of the Berliner-Joyce Aircraft Corporation, Baltimore, Md., made an emergency jump along about the first of March, this year - he does not remember the exact date. His story will be quoted hereinafter.

Other airmen who made emergency parachute jumps recently are Messrs. A.S. Koch, of the Mohawk Aircraft Corporation; Leon Allen, of the Wright Aeronautical Corporation; Lieut. A. F. Solter and Cadet Floyd Bernard Wood, of the Army Air Corps, and Seaman Harold G. Neumann, U.S. Navy.

Reports are at hand covering some of the parachute jumps recently made, and these are given below, as follows:

TEMPLE N. JOYCE, in testing a monoplane from the Hybla Valley Field, near Alexandria, Va., voluntarily placed it in a left spin to determine its recovering characteristics in order to pass the Department of Commerce new regulations.

"After a few turns," Mr. Joyce stated, "it became apparent that the plane was going to be difficult to recover, and I immediately gave full opposite controls. Instead of responding, the attitude of the plane became increasingly flat until after approximately 2500 to 3000 feet of spinning and several attempts to use the gun to aid control, I decided to abandon the plane.

The centrifugal forces in a flat spin are generally very high and act to the rearward, and in this spin I was pinned so tightly against the rear of the cockpit that the parachute caught under the leather padding of the cowl when I attempted to stand up. This delayed my exit for about 500 feet, and finally I abandoned the idea of standing up and rolled over the left side, hoping to peel the parachute from under the leather padding, which fortunately worked all right. After clearing the plane I pulled the cord and it opened with very little jar, but too close to the plane for comfort, being not over 50 to 75 feet below and to the side. Apparently the centrifugal forces in such a spin act on the body of the parachute jumper, forcing him laterally away from the

plane just far enough to be clear.

The plane continued flat spinning and crashed on a road directly below me with very little damage except to wipe off the landing gear, buckling the cabane struts and bending the longerons out of position not more than would be expected from a pancake landing. The cockpits were intact and the wing had no wrinkles whatever in the fabric.

Some moments after the plane crashed I landed in a tree with no damage or bruises and with just a slight hole in the chute which was later repaired.

I think this is the first record of anyone jumping safely from a plane while in a spin, and I am sure it is the first time it has ever been accomplished from a flat spin. I know the Navy several months ago appointed a committee to investigate the proper method of getting out of a plane in a spin, and the last incident that I remember was that of Lieut. Barksdale who, unfortunately, was caught in the wing."

Lieut. John H. Tilton has virtually the same experience as Mr. Joyce when he took off from the Hybla Valley Field on March 16th last for the purpose of flight-testing a monoplane. The plane went into a flat spin and continued spinning until it crashed, despite all the efforts of Lieut. Tilton to regain control. He jumped from a low altitude and the parachute saved his life. Unlike Mr. Joyce, however, he experienced no difficulty in leaving the plane.

A. S. KOCH, test pilot for the Mohawk Aircraft Corporation, Minneapolis, Minn., took off from the Wold-Chamberlain Field to test one of the new model planes produced by this concern, under abnormal requirements, with reference to spinning. He was unable to bring the ship out of a flat spin. The spin commenced at 6,500 feet, from which it was impossible to recover after making twenty-four turns and losing 3,500 feet of altitude.

At 3,000 feet Mr. Koch left the ship but did not open his chute until he had dropped approximately 1500 feet, due to the fact that a strong wind was blowing in the direction of the Mississippi River, and he did not wish to take chances of making a landing in the water. A good landing was made in a dry field without the slightest discomfort to himself. He did not report experiencing any unusual sensation, and landed with the rip cord.

CHARLES W. HOLMAN, Manager of Operations, Northwest Airways, Inc., St. Paul, Minn., is another commercial pilot who was forced to resort to his parachute when flight-testing a plane to meet the Department of Commerce regulations. Mr. Holman jumped on March 11, 1929, and he describes his experience as follows:

"On the day in question I took a small ship in the air to put it through a spin test for the Department of Commerce. I tried it first for two turns from which it came out very nicely. I then put it in the spin for four turns and attempted to pull it out, but by that time it had flattened out with its nose almost flat on the horizon going around in a small circle. I tried for three thousand feet to straighten it out by various means without results. I finally left the ship at eight hundred feet. I pulled the rip cord and the chute opened almost instantaneously, letting me down fairly easy on a snow bank near the field.

As to my reactions I might say that I had very few other than regrets at being compelled to leave the ship and have it crash. I have made a fairly large number of parachute drops for exhibition work, so the idea of leaving the ship affected me very little personally and about the only reaction was I became entirely convinced of the reliability of the parachute in any kind of work with an airplane."

HAROLD G. NEUMANN, U.S. NAVY, had a thrilling experience, to say the least, when he jumped on June 3rd last from a Navy Vought Corsair. After pulling the rip cord he made the unpleasant discovery that one of the panels of the chute was torn out. Beyond a doubt seconds must have seemed like hours to him during the course of his descent to the ground. The story of his experience is as follows:

"We took off from North Island about nine a.m., made some practice landings and then did a little stunting. We flew south almost as far as the Mexican border and were a little more than ten thousand feet high when the pilot nosed the plane over and dove almost full gun straight down. I believe we had dropped about two thousand feet when I saw pieces of fabric, torn from the right wing, fly past. I turned and looked through the windshield at the

pilot. He seemed to fall or slide forward in his seat. The plane instantly gave a sharp jolt and seemed to go into the beginning of an outside loop which broke my safety belt and threw me clear at an altitude of about 8,000 feet.

I seemed to be floating along on my back. I had no sense of falling, although I must have been shooting downward at a tremendous speed. I pulled the ring on the rip cord of my parachute, felt a jerk and knew that it had opened. My heart sank, however, when I looked up at my 'chute, for almost a whole panel was torn out. It kept tearing all the time I was coming down and I began to think that I would sure splash when I landed. I looked about me and tried to see the plane or pilot, but all I could see was big pieces of fabric from the wings floating in the air around me. When I was about two hundred feet off the ground I saw a farmer in a field below me. I waved to him and he waved back. Then I just seemed to shoot downward and landed in soft ground beside a road. I landed about a mile from the plane which crashed a quarter of a mile from the Mexican border. I am sorry to say that the pilot was killed in the crash. I got nothing worse than a fractured finger and a slightly sprained ankle out of the experience."

CAPTAIN WILLIAM WIMER, Missouri National Guard, took off from the field at Jefferson City, Mo., on April 14th, with Lieut. Shapley P. Gray as passenger. "We left the field at 5:50 p.m. to go to our home field at St. Louis," Captain Wimer stated, "and as the distance is 100 miles we expected to get in before dark and even if we were delayed a little we expected no trouble in landing, as Lambert Field, St. Louis, is lighted.

The weather was clear at the take-off, but when we had reached New Haven, Mo., about 35 miles from home, we ran into a bad storm and thick weather which forced us to fly at an altitude of 600 feet. As we were closer to home than Jefferson City, I kept on, and due to the fact that it was dark now due to the tight weather, I could not land where we were, so I cut off the airline track to home and followed the Missouri River which was the only landmark visible. Everything was O.K. when we arrived over Gumbo, Missouri, and we had just picked up the beacon at Lambert Field, St. Louis, through the rain, when without a single warning sputter the motor quit cold. I was flying over the river at the time, watching the shore line over the right side to avoid the highlands on shore, and when the motor quit I zoomed and turned to the right to get over land and at the same instant I yelled to Gray to 'take to your chute' because I saw no spot to set the ship down as there was nothing but trees under us with a plowed field too far away to reach.

At the instant I called to Gray, he was up on the edge of the rear cockpit with one leg over the side and he paused long enough to pull off his gauntlets and throw them back in the ship, when he went over the right side. When Gray left the ship we were at 600 feet and as soon as he left I got busy. By the time I got out on the left wing of the ship ready to do something the ship had, of course, nosed down and lost considerable altitude, and when I looked down I sensed rather than gauged the distance between me and the rapidly approaching trees and realized that if I jumped and then opened the chute I would never make it, so I decided to trust to a pull off, as I had flown over that territory before and knew that the trees were 75 to 100 feet high and that my working altitude was reduced by just that much. After deciding to pull off I held on to the center section strut with my left hand and made a grab for the rip cord with the right and missed it. I knew I would miss it as soon as my hand started to move as I had not had time to take off my gloves, so I released my hold on the ship, grabbed the harness with the left hand and pulled it out in front of me so I could see the ring and I PULLED IT with the right hand and it opened. The fact that the plane was diving at this time and also due to the fact that I had released my hold and was then almost horizontal when the chute opened caused me to go out under the tail and the chute did not foul on the tail surfaces.

I felt one oscillation only and the next thing I knew I was suspended in the air far above the ground and in between two trees with my chute caught in the topmost branches of one of them. I could not reach either tree and I was afraid to swing myself over to one as I could not see how securely the chute was fastened and I had visions of the darn thing slipping off the branches and dropping me to the ground. I managed, finally, to turn myself around and saw that by swinging some I could just about touch a twig on the tree behind me and in that way pull myself hand over hand into that tree. As soon as that was done I released my chute and there I was 50 feet from the ground and marooned like a squirrel. I decided to slide down the tree and help myself if possible, and I

had slid nearly 30 feet when I struck a knot on the tree which broke my hold and I fell the rest of the way to the ground. Luckily for me I landed on my seat in marshy ground, willows and cat tails and aside from a badly sprained back muscle I was none the worse for the experience.

I tried to locate my buddy but he was not found until the next morning, and the chute was still in the pack and the rip cord was still in the pocket. It was evident that he made no attempt to open the chute. He got a good break in that he left the rear cockpit at 600 feet while the ship was being steadied, in contrast to the fact that I left the front cockpit at 150 feet,

It takes a much longer time to read this than it did to act it, and why I did not jump instead of pull off is more than I can answer, as I can assure you that I did not hold a council of war on the subject as one might infer from reading this account. I was up and out and the whole thing was over almost instantly."

LIEUT. A. F. SOLTER, AIR CORPS, jumped with his parachute on May 18th near Columbus, Ohio, during the air maneuvers. The cause leading to the emergency jump was a collision in the air. It was reported that one of the planes struck the tail of the other and then burst into flames. An eyewitness said that one ship suddenly became a mass of fire, then plunged to earth. The pilot of the other ship tried vainly to fly it, but it went into a tail spin and crashed. The collision occurred at an altitude of approximately 15,000 feet. Both pilots attempted to use the parachute. Lieut. Solter was successful, but Lieut. E.L. Meadows' chute caught in the undercarriage of his plane and he was dragged to the ground. Lieut. Solter's statement which appeared in a press account of the accident was as follows:

"I was with the 95th Pursuit Squadron, carrying out an attack on Norton Field. There were 17 ships in my formation. Suddenly we saw a dozen Red planes beneath us and hopped on them for the attack. Without warning one of the Red ships crashed into the undercarriage of my ship. I was thrown against the dash by the impact, but quickly recovered control of my ship. Then I discovered that my gas tank had been punctured and that the ship was afire. I made my get-away as quickly as possible and jumped."

CADET FLOYD BERNARD WOOD, Air Corps, a student at the Advanced Flying School, Kelly Field, Texas, was flying in a 3-ship formation when his plane collided with one piloted by Cadet L.H. Troup. The planes locked wings and started falling from an altitude of about 6,000 feet. Cadet Wood jumped with his parachute, landed safely and suffered no injuries. Apparently no effort was made by Cadet Troup to use his parachute, and he was killed in the crash. The accident occurred on June 13th.

LEON ALLEN, test pilot of the Wright Aeronautical Corporation, leaped nearly 2,000 feet with a parachute on June 11th shortly after taking off from the Philadelphia Navy Yard on a trip to Teterboro, N.J.

According to a press account of the accident spectators saw the engine detach itself from the fuselage and strike a sand pit a short distance from the Delaware River. Allen quickly adjusted the parachute and perilously climbed along the wing of the ship. Jumping, Allen was stunned when the wing tip grazed his forehead, and he descended more than 200 feet before the parachute opened. He missed a tree and was nearly submerged in the swamp mud before a 15-year old boy saw his plight, waded through the mire and succeeded in loosing the parachute from Allen's body. Railroad workmen nearby helped to rescue Allen and one of them telephoned the hospital. An ambulance arrived on the scene in short order and the stunned airman was taken to the hospital where it was ascertained that he suffered cuts above the eyes and injuries to his back. His condition was described as "fair" and he was kept in bed for several days.

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NEW AIRPLANES FOR THE AIR CORPS

Contracts were recently approved by the Hon. F. Trubee Davison, Assistant Secretary of War for Aviation, calling for a total of 162 new airplanes for the Army Air Corps which will involve an expenditure of approximately five million

dollars. Ninety of these planes, a new Pursuit type designated as the P-12-B and manufactured by the Boeing Airplane Company, are powered with a "Wasp" air-cooled engine. Ten planes of this type were previously delivered to the Air Corps for trial and proved to be satisfactory. This marks the first time in the history of the Air Corps that quantity production has been started on a pursuit plane which is powered with other than a water-cooled engine.

Of the remaining 72 planes contracted for, 41 are O-1E Curtiss Observation type, 28 are Curtiss A-33 Attack type and three are experimental types. These three experimental planes, which, upon completion, will be sent to the Materiel Division, Wright Field, Dayton, Ohio, for exhaustive test to determine their suitability for Air Corps use, are radical departures from service type planes heretofore used in the Army. Two are designated as the XO27, and are bi-motored 3-seater monoplanes, observation type, manufactured by the Fokker Company. The remaining experimental plane is a two-seater pursuit type, manufactured by the Berliner-Joyce Aircraft Corporation.

As all pursuit ships used by the Air Corps up to the present time have been single-seater types, and all observation planes single-engined two-seater types, these experimental planes will afford experimental work of an exceedingly interesting nature to the Air Corps Materiel Division at Wright Field and the test pilots on duty there.

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MARCH FIELD OFFICERS WITNESS SMOKI SNAKE DANCE ✓

Led by Major Millard F. Harmon, Commanding Officer of the Air Corps Primary Flying School at March Field, Riverside, Calif., 13 officers and two non-commissioned officers flew cross-country to Prescott, Arizona, and while there attended the ninth annual Smoki Snake Dance which are presented annually by the Smoki people at Prescott. This is an organization composed of male citizens of Prescott and vicinity, who have joined together for the purpose of perpetuating Indian customs and traditions primarily through the medium of ceremonial dances. The dances presented this year were the Turkey Hunt Dance, Green Corn Dance, Welcome to the Storm, Butterfly Dance Song and finally the ceremonial Snake Dance. This last was extremely impressive and even though the dancers used bull snakes instead of the customary rattle snakes used by the Indians, it caused many peculiar feelings to see them dancing around with a large snake in one hand and another seized tightly in their teeth.

The officers participating in the cross-country flight to Prescott, in addition to Major Harmon, were Captain J.H. Davidson, 1st Lieuts. P. W. Timberlake, W. H. Hardy, W.C. Goldsborough, N. F. Twining, B.J. Tocher, Kenneth Garrett, J.M. Bevans, L.D. Weddington, W.B. Clark, 2nd Lieuts. C. W. Davies, R.E. Fisher, F.C. Wolfe, and Sergeants L.F. McKenna and Gilmore.

Major L. A. Walton joined the party with his brother and sister-in-law by automobile at Prescott, and flew one of the ships on the return flight.

The airplanes used were one PW-9 and nine O2-K's. The flight to Prescott was made in two hours and fifty minutes without incident. The planes landed at Ernest E. Love Field, and considerable assistance was given by local people in staking down and covering planes, thanks being particularly due to Mr. Gale Gardner, an ex-Air Corps officer, who is a resident of Prescott. The return flight was made again without incident against a fairly stiff wind in 3 hours and twenty minutes.

Lieut. Barney Tocher brought home an airplane load of bull snakes that had served their usefulness for the dance and turned them loose on the flying field so that they might exterminate the gophers. If Barney sees snakes now, he has only himself to blame.

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MAJOR SPATZ ASSUMES COMMAND OF 7th BOMB. GROUP

The 7th Bombardment Group, stationed at Rockwell Field, Coronado, Calif., is now functioning under the command of Major Carl Spatz, Air Corps. This Group was formerly only a Provisional Bombardment Group. The 95th Pursuit Squadron, the only active squadron at present in the 17th Pursuit Group, is assigned to the 7th Bombardment Group.

INSURANCE FOR AVIATORS

All Air Corps officers will be interested to know that a very thorough study of a problem which is most vital to them - Insurance - is to be conducted under the direction of the Guggenheim Fund for the Promotion of Aeronautics. Captain Ray A. Dunn, Air Corps, who has been studying the subject of insurance for officers of the Air Corps for the past five years, and who has been endeavoring to secure aviation insurance at reasonable premium rates, will be associated with the Guggenheim Fund in conducting this study.

All officers are familiar with the difficulties encountered in their attempts to secure insurance coverage and the exorbitant extra premium rates charged by insurance companies for pilots.

Civilian pilots and others connected with commercial aviation have had the same difficulty, and it is for this reason that the Guggenheim Fund is conducting this survey. The ultimate object of the survey will be to present insurance underwriters with an accurate analysis of aviation risks involved, with a view to convincing them that aviation insurance can be safely written, and at nominal rates.

Several insurance companies are now accepting Air Corps personnel, but the extra premium rates charged are so unreasonable that the insurance becomes prohibitive. Officers who contemplate taking out additional insurance at this time should be extremely careful of the contract they make with the insurance company. Many agents, not fully conversant with the aviation insurance contract, misrepresent their company by making statements and promises to the applicant which are not included in the contract. Captain Dunn will be glad to assist any officer interested in planning their insurance program, with advice on best forms of contracts, reliability and standing of companies, or give any other general insurance advice requested. He can be addressed in care of The Daniel Guggenheim Fund for the Promotion of Aeronautics, Inc., 598 Madison Avenue, New York City.

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CLARK FIELD PILOT PERFORMS FANCY SHOOTING

The News Letter Correspondent from Clark Field, Pampanga, P.I., reports that on April 29th Bill Irvine stopped out with the high gunnery score for the year. Out of fifty rounds he got 46 hits of which thirty-two were bull's eyes. His score was 213 out of a possible 250. Everyone was interested, and after checking it was found that a new gun had been mounted on Lieut. Irvine's plane. A rather interesting test followed, using a new and old barrel. With the former a pattern at 400 feet was made which could be covered with a hat. The old gun fired a pattern about five feet in diameter.

In consequence of the above test, all ships will be equipped with new guns.

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ROCKWELL FIELD AIRMEN RETURN FROM THE MANEUVERS

Back from a series of maneuvers at Norton and Wright Fields, Ohio, 23 airplanes, under the command of Major Carl Spatz, A.C., landed at Rockwell Field, Coronado, Calif., on May 31st. The airplanes left Rockwell Field on May 10th for the purpose of participating in the Army Maneuvers in Ohio. As an example of how fast the airplanes moved across the country, they took off from El Paso at 4:40 a.m., May 31st, and the Pursuit type, fastest of the flight, landed at Rockwell Field at 10:15 a.m. The six LB-7 Bombers arrived at Rockwell an hour later and the Transports an hour after that. Among the Transports was "Old No. 1," the airplane which aided in refueling the "Question Mark" on its famous endurance flight, and which was designated to refuel the bomber that "attacked" New York City from Dayton, Ohio.

One death was reported during the maneuvers, 2nd Lieut. E.L. Meadow, of the 95th Pursuit Squadron, Rockwell Field, being killed in a collision between his airplane and one piloted by 2nd Lieut. A. F. Solter, also of the 95th Pursuit Squadron. Lieut. Meadow's body was shipped to his home in Tennessee.

A STORMY NIGHT FLIGHT TO MITCHEL FIELD, N. Y.

A projected night flight from Bolling Field, D.C., to Mitchel Field, L.I., New York, on June 14th, by officers on duty in the Office of the Chief of the Air Corps was rudely nipped in the bud by various forces of nature. Jupiter Pluvius staged a real party that night and was ably assisted by his trusty henchmen Erebus, the fiery-bearded Thor riding full tilt in his rumbling chariot, Old Boreas and what have you. The Army flyers were simply not invited and finally abandoned their attempt to break in on the party.

A weather report obtained at 10:00 p.m., indicated good flying conditions between Washington and New York, save for a 500-foot ceiling at Trenton, N.J., and the airmen decided to beat the storm, if possible. The first to take off was Captain Harold M. McClelland, accompanied by Captain Dudley J. Howard. He was immediately followed by Lieut. Elwood R. Quesada, accompanied by Corporal Paul J. Hagaman, mechanic.

Approaching Baltimore, occasional lightning flashes were noted ahead. The lights of the Monumental City could be clearly seen. Upon passing Baltimore, however, the ground was partially obscured by broken clouds at about 1500 feet altitude. Aberdeen Proving Grounds, Md., was passed over shortly after eleven o'clock and while no clouds were encountered at this point, vivid flashes of lightning to the left indicated the approach of a thunder storm. Presently, the moon and stars disappeared and the flyers ran into a heavy rain which seemed to come out of a small black cloud. The visibility ahead appeared to be good, but lightning flashed continually. The downpour became so heavy that Captain McClelland started to return to Aberdeen Proving Grounds. In a few moments the flyers ran out of the rain and the lights of a town could be seen ahead.

Turning north again and crossing the Elk River, dense clouds were encountered, as well as a driving rain which cut the airmen's faces. A gusty wind tossed both planes about viciously. There was no horizon in sight and everything was inky blackness. Suddenly, Lieut. Quesada's plane vanished in the darkness and was not seen again. Captains McClelland and Howard were blinded time and again by the lightning flashes and the latter stated that it was about the worst storm he had ever encountered.

After about five minutes of rough going in the cloud, Captain McClelland emerged therefrom and started circling about in the hope of locating Lieut. Quesada. His altitude at the time was about 3,000 feet. Finding no sign of the missing plane, he turned northward. Although there were broken clouds overhead, the visibility was good. Wilmington, Del., was sighted at 11:40 p.m. and, while the city was clearly visible, indications pointed to a dense storm raging to the north of the city. Swinging southward, Captain McClelland located the Bellanca Aircraft Factory and field at New Castle, Pa. His attempt to arouse the watchmen at the factory by "jazzing" his engine proved successful, for very soon thereafter the flood lights on the field were turned on. These did not, however, illuminate the ground sufficiently to warrant attempting a landing, and it was impossible to distinguish the wind cone.

A parachute flare released by Captain McClelland did its work well. The field was brightly illuminated, and by watching its drift it was possible to determine accurately the direction of the wind. After the first flare had burned out, a second flare was released to assist in the landing, which was effected at 11:50 p.m.

Taxying to the line in front of the Bellanca factory, the airmen were greeted by the factory watchmen and several other persons who were eager to extend every assistance possible. It appears that these men had gathered together broken boxes, papers, etc., in a frantic effort to build a bonfire on the field to assist the airmen in making a safe landing.

Noting the approach of a storm, the plane was staked down and Captains McClelland and Howard spent several hours of watchful waiting in the hope of being able to continue their flight to Mitchel Field that night. Their vigil was in vain, for there appeared to be no sign of any let-up in the rain, and they finally decided to locate a place to sleep. Finding a couple of seat cushions, they climbed on a tall table in the factory building, and in less time than it takes to tell it Captain Howard was wrapped in the arms of Morpheus. He had had the previous experience of sleeping during hunting trips on such insecure places as the limbs of trees, so to him the table appeared to

be a comfortable resting place. Not so in the case of Captain McClelland, however. The altitude of the table disturbed him and what little sleep he did obtain was broken ever so often by his attempts to keep one eye focussed on the nearby edge of the table, for to have dropped off would have been not so good.

When morning came the field was blanketed by a fog, which dissipated sufficiently by six o'clock to enable the two Captains to resume their journey to Mitchel Field, where they landed at 7:17 a.m.

When Lieut. Quesada became separated from his companions during the violent storm, he decided to return to Bolling Field. Conditions were not much better when he reached Baltimore, and it was necessary for him to circle the beacon at Logan Field for thirty minutes before the weather cleared sufficiently to permit him to resume his journey. The Air Mail plane was down at Logan Field, which was proof enough to him that the weather was "not so good" ahead. Lieut. Quesada landed at Bolling Field at 12:20 a.m., none the worse for his experience and anxious to try it again.

Captain Howard afterwards stated that an interesting feature of any night flying is the vision-impairing effect of light. In a storm the effect is aggravated by the reflecting quality of clouds, falling raindrops and the wet surfaces of the aircraft structure. Although the running lights are shielded on the side toward pilot and observer, light is reflected into their eyes by the mirrors just mentioned. Even the propeller reflects light. The exhaust flames are principal sources of light for propeller reflection because of the use of short exhaust stacks from the individual cylinders of the motor. Exhaust manifolds with pipes leading aft of the cockpits would eliminate this objectionable feature, but short stacks are desirable because they reduce the fire hazard. Cockpit lights must be used sparingly at night, especially in a storm. The pilot must look at his instruments occasionally and so cannot avoid the use of a light at such times. The observer on a military observation mission should refrain from any use of lights, if possible. He should be so thoroughly familiar with the country over which the mission is flown that reference to a map is unnecessary. A record of observations can be written in the dark by use of a special writing guide.

The time of each observation can be recorded by a time stamp. Radio can be used in the dark. The observer must be able to gaze at the ground below continuously without intervening flashes of aircraft-carried lights in order that his eyes may be maintained accustomed to the darkness; otherwise, he will fail to see ground objects clearly enough for accurate identification.

More important than the vision-impairing effect of local lights is the need for an efficient flight attitude indicator which will not be affected by air gusts and other disturbing conditions.

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SOUVENIR HUNTERS STILL ON THE JOB

Three airplanes from Camp Nichols, P.I., piloted by Captain Charles Pursley, Lieuts. Alfred Lindeburg and E.M. Morris, respectively, were recently flown cross-country to Mindoro. Captain B. Giles, Lieuts. D.M. Reeves, J. G. Salsman, 1st Sgt. Mike Hamer and Staff Sgt. J.E. McDonough accompanied the flight. Various items, such as old cigars, matches, cigarettes, broken watches, assorted coins, worn-out flashlights, etc., were taken along in the hope of trading with the hill people of Mindoro. On one morning a trip was made via narrow gauge to the base of the hills where the Manyans were supposed to be. They weren't, resulting in all articles intended for trade were brought back in anticipation of another expedition.

Lieut. Dache McC. Reeves secured detached service for one week and hied himself to the hills behind Camp Stotsenburg in an endeavor to acquire a ship load of bows, arrows, bolos, rainment, etc., from the Negritos of that locality. This is Lieut. Reeves' second expedition into this country, and it is expected he will return heavily laden.

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STUDENTS GRADUATE FROM AIR CORPS TECHNICAL SCHOOL

A total of 71 students - officers and enlisted men - graduated from various courses conducted at the Air Corps Technical School, Chamute Field, Rantoul, Ill. during the month of May. Captains William C. Thomas, Paul C. Durbin and John

Roney Wright, Air-Reserve; 1st Lieuts. Wallace R. Hillford, Washington National Guard, and Frederick P. Sanson, Connecticut National Guard, graduated from the three months' course in Aerial Photography, May 27th.

On May 4th, 13 enlisted men of the U.S. Army and Licut. Rudolfo Mendoza of the Guatemalan Army, were graduated from the Engine Mechanics course. On the same date ten enlisted men of the Army were graduated from the course in General Photography.

Graduating on May 25th were 8 enlisted men from the U.S. Army; one noncommissioned officer from the 105th Observation Squadron, Tennessee National Guard, and one noncommissioned officer from the 101st Observation Squadron, Massachusetts National Guard, from the Armorers Course - 15 enlisted men of the U.S. Army from the Crew Chiefs Course - 9 enlisted men of the U.S. Army from the General Photography Course - 10 enlisted men of the U.S. Army; one noncommissioned officer, 107th Observation Squadron, Michigan National Guard; one noncommissioned officer, 120th Observation Squadron, Colorado National Guard; and one noncommissioned officer from the 106th Observation Squadron, Washington National Guard, from the Radio Course.

On June 3rd classes commenced in the following courses: Armorers, Crew Chiefs, General Photography and Radio Mechanics and Operators.

Due to the school closing during August, the Parachute Riggers class, scheduled to start July 1st, commenced work a week earlier to permit it to be graduated on August 3rd.

Since the new Director of the Mechanics Department arrived on the "scene of action," offices, shops, lecture rooms, buildings, etc., are being repaired and painted, and training manuals are being prepared in a jiffy.

During the month of May there were 18 classes undergoing instruction in the Department of Mechanics, consisting of 198 students. Four classes started instruction and two classes graduated.

The personnel roster of the Department of Mechanics, Air Corps Technical School, shows 3 officers, 29 enlisted men and 22 civilian employees for duty on the permanent rolls during the month of May.

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NEW OFFICERS FOR THE AIR CORPS ✓

As a result of the examination held March 18 - 23, 1929, of candidates for commission in the Air Corps, Regular Army, the following qualified flyers from the enlisted ranks and from civil life were tendered appointments as 2nd Lieutenants, with assignment to Air Corps stations, as follows:

To Selfridge Field, Mich.

Edward Harrison Alexander
Russell Allan Cone
Edwin Roland French
Paul Mueller Jacobs
William Maurice Morgan
Ralph Columbus Rhudy
Kenneth Austin Rogers
Kingston Eric Tibbetts
Edward Holmes Underhill
Max Harrelson Warren

To Langley Field, Va.

Frank Alton Armstrong, Jr.
Wm. Chamberlayne Bentley, Jr.
William Truman Colman
Edwin Minor Day
Harley Ray Grater
Dudley Durward Hale
Haywood Shepherd Hansell, Jr.
Leonard Franklin Harman
Emery Jamison Martin
Ralph Aldrich Murphy
William Albert Matheny

To Mitchel Field, L.I., New York.

Robert Kirkland Black
Robert Edward Lee Choate, Tech. Sgt.
Charles Dibrell Factor
Benjamin Scovill Kelsey
Thomas Robert Starratt
Harry Johnson Zimmerman

To Fort Crockett, Texas:

Herbert Leonard Grills
George Frost Kinzie
Richard Henry Lee
William Lecel Lee
William Houston Maverick
Thomas Lee Mosley
Clarence Kennedy Roath
Raymond Lloyd Winn

To Maxwell Field, Ala.

Albert Boyd
Lambert Spencer Callaway
Isaac William Ott
John Williams Persons

To Fort Sam Houston, Texas.

John Joseph Keough

To Rockwell Field, Coronado, Calif.

John Patrick Kenny
Sam Williamson Cheyney
David Dunbar Graves
Lewis R. Parker
Robert Wilson Stewart
Allen Joslyn Mickle

To Crissy Field, Calif.

Kenneth Clinton Brown
Walter Archibald Fenander
Trenholm Jones Meyer
Elwell Adolphus Sanborn
To Fort Sill, Oklahoma.
Richard Irvine Dugan
James Wayne McCauley

Of the above-named newly appointed officers of the Army Air Corps, four are full-fledged members of the Caterpillar Club by virtue of the fact that they jumped in an emergency with their parachutes from planes during flight in order to reach the ground safely. These four "Caterpillars" are - Lieuts. Dugan, Morgan, Sanborn and Winn.

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A ROUND TRIP 5300-MILE TRANSCONTINENTAL FLIGHT ✓

Captain Ross G. Hoyt, Army Air Corps, will attempt a round trip flight from Mitchel Field, New York, to San Francisco and return, early in July. The flight will probably begin July 2nd or 3rd, depending upon weather conditions and whether or not several test flights to be made before the take-off will have been completed by that time.

A standard Army Air Corps pursuit plane of the Curtiss "Hawk" type, equipped with the new 600 horsepower Curtiss "Conqueror" motor, will be used by Captain Hoyt. The flight was authorized by the Army Air Corps early in the Spring for the purpose of testing the performance of the new motor in Army pursuit planes and to demonstrate as well the mobility of Army aircraft over great distances.

Inasmuch as it is expected that Captain Hoyt will be able to make the 5,300 miles involving the round trip at an average speed of 150 miles an hour - if wind and weather conditions are normal - it is hoped that he will complete the flight in a total flying time of about 36 hours. This includes a minimum of 1 hour and twenty minutes consumed in refueling at Davenport, Iowa, and Cheyenne, Wyoming, on his westward as well as on his east bound trip, but does not include the five hour rest period Captain Hoyt intends to allow himself in San Francisco after his arrival there.

In weather conditions are favorable and the performance of the ship is satisfactory, Captain Hoyt will leave Mitchel Field one minute after midnight on July 2nd or 3rd. His first stop will be Davenport, Iowa, 900 miles from New York. He will then proceed to Cheyenne, a distance of 750 miles, from which place he will have 1,000 miles to go before he reaches San Francisco. Captain Hoyt's schedule calls for a maximum of 20 minutes at each of the refueling points. The tiny pursuit plane which has a wing spread of 31 feet and weighs only about 3,000 pounds fully loaded, has been at the Curtiss factory in Long Island for several weeks undergoing such minor changes as have been necessary to install special gas tanks giving the craft a fuel capacity of 250 gallons against its normal capacity of 100 gallons. This has been done by utilizing all available space between the motor and the pilot's cockpit, by increasing the capacity of the emergency tank suspended under the ship and by installing a tank in the center of the upper wing. It is expected that the craft will be ready for flight tests at Mitchel Field very shortly.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: Major John N. Reynolds, Mitchel Field, to Langley Field, Va., upon expiration of leave of absence.

Major Henry H. Arnold, upon expiration of present course of instruction at Command and General Staff School, Fort Leavenworth, Kansas, to Wright Field, O.

Captain Roger S. McCullough from duty as student, Air Corps Tactical School at Langley Field, to Scott Field, Ill.

1st Lieut. Wendell H. Brookley, Brooks Field, Texas, to Wright Field, Ohio.

1st Lieut. Will W. White, upon expiration of present course of instruction at Massachusetts Institute of Technology, Cambridge, Mass., to Wright Field, O.

Assignment of 1st Lieut. Alfred A. Kessler, Jr., from Air Corps Engineer-

ing School to West Point, N.Y., revoked, he being assigned to Materiel Division, Wright Field, Ohio.

Major E. L. Hoffman from Lunken Airport, Cincinnati, O., and from duty with Department of Commerce, to Materiel Division, Wright Field, Dayton, O.

Orders directing 2nd Lieut. William O. Eareckson to proceed from Scott Field to Primary Flying School, Brooks Field, Texas, revoked.

1st Lieut. George G. Lundberg from Scott Field to Langley Field, Va.

1st Lieut. George O. Roberson, Chamute Field, Ill., to Walter Reed General Hospital, Washington, D.C., for observation and treatment.

1st Lieut. Earle E. Partridge, Kelly Field, Texas, to United States Military Academy, West Point, N.Y., for duty about August 24, 1929.

2nd Lieut. George R. Geer, 59th Service Squadron, Langley Field, to Boston, Mass., for duty with Organized Reserves, 1st Corps Area.

2nd Lieut. Edward H. White, Scott Field, Ill., to Primary Flying School, Brooks Field, Texas, for training July 1, 1929.

1st Lieut. George P. Toirtellot, Air Corps Engineering School, Dayton, O., to Bolling Field, D.C.

Following officers to sail for Hawaiian Department, October 15th - 1st Lt. Joseph W. Benson, Scott Field; 2nd Lieuts. Joe L. Loutzenheiser, Chamute Field; Edgar R. Todd, Pope Field, N.C.; sailing about November 6th - 2nd Lieuts. John H. Dulligan and Edgar T. Noyes of March Field, Calif.

Upon completion of present tour of duty in Hawaiian Department, 1st Lts. Russell J. Minty and Carlyle H. Ridenour to Wright Field, Ohio; 1st Lieut. John M. Weikert to Chamute Field; 2nd Lieut. Norme D. Frost to March Field, Calif.; 2nd Lieut. Clarence S. Thorpe to March Field.

1st Lieut. Guy L. McNeil, Chamute Field, to Birmingham, Ala., as Instructor, Air Corps, Alabama National Guard.

1st Lieut. Lloyd Barnett, Instructor Air Corps, Alabama National Guard, Birmingham, Ala., to Marshall Field, Fort Riley, Kansas.

2nd Lieut. Rogers A. Gardner, Crissy Field, to Langley Field, Va.

Relieved from Detail to the Air Corps: 2nd Lieut. Paul D. Peery to the 61st Coast Artillery, Fort Monroe, Va.

1st Lieut. James L. Whelchel, Coast Artillery, to Signal Corps with station at Fort Monmouth, N.J.

2nd Lieut. David S. Loughborough to Infantry, 2nd Division, Fort Sam Houston, Texas.

2nd Lieut. Carroll N. Pearce to 20th Infantry, Fort D.A. Russell, Wyoming.

2nd Lieut. Arthur A.G. Kirchhoff, Corps of Engineers, to duty as student at Cornell University, Ithaca, N.Y.

Transferred to the Air Corps: 2nd Lieut. Samuel J. Simonton, Field Artillery, June 10, 1929, with rank from June 14, 1927.

1st Lieut. Cecil E. Henry, Infantry, May 31, 1929, with rank from March 14, 1929.

Reserve Officers to extended active duty: 2nd Lieut. Ray Hubert Boudreaux, Crissy Field, June 30, 1929, to February 28, 1930.

2nd Lieut. Stephen G. McEniry, Maxwell Field, Ala., to June 27, 1930.

2nd Lieut. William Charles Kingsbury, June 30, 1929, to Dec. 29, 1929.

2nd Lieut. Albert I. Patrick, Maxwell Field, to June 27, 1930.

2nd Lieut. Ernest A.E. Pratt, July 11, 1929, to Jan. 10, 1930.

2nd Lieut. Bert Paul Meyen, Selfridge Field, Mich., June 28, 1929, to June 27, 1930.

1st Lieut. Joseph Ralph Hargrove to June 30, 1930.

1st Lieut. Norfleet G. Bone, June 30, 1929, to Nov. 22, 1929.

1st Lieut. Joseph R. Reed, June 30, 1929, to June 30, 1930, Dodd Field, Tex.

2nd Lieuts. Myron E. Lackey and Joseph L. Mortensen, Crissy Field, Calif., July 1, 1929, to June 30, 1930.

2nd Lieut. Paul Heffner, Post Field, Fort Sill, Okla., to June 9, 1930.

2nd Lieut. Trevor Kenyon, Selfridge Field, Mich., to June 30, 1930.

Resignation: 2nd Lieut. George Charles McGinley.

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The Hon. F. Trubee Davison, Assistant Secretary of War for Aviation, visited the 9th Corps Area during the middle of May. The general interest manifested in his visit is a very definite indication of public alertness to and eagerness for aeronautical expansion and development, both military and civilian, on the Pacific Coast.

LIEUT. PATRICK MAKES EXTENDED CROSS-COUNTRY FLIGHT

The following report was just received from Kelly Field, Texas, covering an extended cross-country flight made by 1st Lieut. F.I. Patrick, Operations Officer on duty at that field:

"Departed from Kelly Field, 7:50 A.M., June 1st, flying course as plotted on Rand-McNally State Map. Weather conditions fair, with tail wind and low clouds to Austin, Texas. At Austin the ceiling was unlimited to Muskogee, with tail wind all the way. Many emergency landing fields were noted all along the route, but on account of many recent rains landing would have been hazardous. Arrived Muskogee, 12:00 noon.

"Departed from Muskogee, 1:00 P.M., flying course plotted on Rand-McNally State Map. Flying conditions excellent. Many landing fields were noticed, but most of them under water, due to the recent heavy rains. Arrived at Kansas City, 3:05 P.M.

"Departed from Kansas City Municipal Airdrome, 9:10 A.M., June 3rd, flying course plotted on Rand-McNally State Map. Suitable landing fields were few. Strong head winds were encountered and all country flown over showed recent heavy rains, with streams full and overflowing their banks. Arrived Scott Field, 12:05 P.M.

"Departed from Scott Field, 1:05 P.M. Flying conditions excellent, with strong, south wind. Route flown as plotted on Rand-McNally State Map. Many landing fields were noticed en route. Arrived Wright Field, 4:30 P.M.

"Departed from Wright Field, June 5th, 10:00 A.M. Course flown as plotted on Airway Strip Map to Moundsville. Rand-McNally State Map was used from Moundsville to Bolling Field. Excellent weather was encountered during the entire trip. Many possible landing fields in Ohio but few after leaving Moundsville for Washington. Arrived Bolling Field, 1:10 P.M.

"Departed from Bolling Field, 10:20 A.M., June 7th. Flew course as plotted on Strip Map. Few landing fields were noticed en route. Flying conditions excellent. Arrived Langley Field, 11:40 A.M.

"Departed from Langley Field, 10:50 A.M., June 10th. Flying conditions, fair, with 20-mile head wind; ceiling from 700 to 1000 feet, with intermittent fog and rain. Ceiling lifted to 3000 feet after first hour's flying. Flew direct course from Langley to Wilmington, Delaware. Few landing fields were noticed en route. (Was delayed at Langley one day, account of dangerous flying conditions.) Arrived Mitchel Field, 2:35 P.M. (Strip Map used.)

"Departed from Mitchel Field, 9:35 A.M., June 12th. Flying conditions excellent; 20 mile head wind. Few landing fields were noticed en route. Arrived Albany, 11:05 A.M. (Rand-McNally State Map used.)

"Departed from Albany, 11:30 A.M., June 12th, using Rand-McNally State Map. Flying conditions excellent; ceiling unlimited. Many landing fields were noticed. Rain and fog encountered at Rochester. Flew at altitude between 100 and 300 feet for the last two hours. Landed Buffalo Airport, 2:35 P.M.

"Departed from Buffalo, 10:40 A.M., June 14th, using Rand-McNally Map of Canada. Ceiling, 2000 feet; strong south wind; many available landing fields. Generator field coils took fire and burned in the air; otherwise, no motor trouble. Arrived Selfridge Field, 1:40 P.M.

"Departed from Selfridge Field, 8:30 A.M., June 15th, flying course plotted on Rand-McNally State Map; flying conditions excellent; 20 mile south wind; many available landing fields. Arrived Scott Field, 1:20 P.M.

"Departed from Scott Field, 2:10 P.M., June 15th. Flying conditions excellent; strong south wind; many available landing fields, with the exception of the territory between Monett, Missouri and Neosho River. Arrived Muskogee, 6:25 P.M. (Strip Map used.)

"Departed from Muskogee, 9:00 A.M., June 16th, using Rand-McNally State Map; strong south wind; flying conditions, excellent. Arrived Kelly Field, Texas, 2:35 P.M.

"Type of airplane used, A-3A; average gas consumption, approximately 22 gallons per hour; average oil consumption, approximately 1 pint per hour; total flying time, 42 hours and 50 minutes. With the exception of the generator burning out, no mechanical trouble was experienced during the flight."

NOTES FROM AIR CORPS FIELDS

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March Field, Riverside, Calif., June 17th.

The many friends of Capt. Andy Smith, Medical Corps, Flight Surgeon, will be glad to learn of his return home from Letterman Hospital, where he has been undergoing treatment on account of injuries suffered when a Chinaman collided with him in an automobile some months past. While Andy is not yet on active duty, he is able to pay frequent visits to the field.

1st Lieut. James D. Givens, Air Corps, Director of Ground School, accompanied by Staff Sgt. Arthur H. Cayhuc, left March Field, June 15th by airplane for the Training Center, where Lieut. Givens will have an opportunity of seeing how the Ground School work is conducted at the other schools at the Training Center.

Capt. Frederick I. Elgin, Air Corps, of the Training Center, accompanied by Mr. Sgt. Herman Levy, arrived at March Field Monday, June 17th, for an official visit.

The upper class of Flying Cadets are rapidly nearing their graduating date, which has been set for June 27th. They are now on the final formations and cross-country stages. Latest indications show that there will be approximately fifty-six cadets of the upper class who will graduate.

Rockwell Field, Coronado, Calif., June 14th.

All bids opened on the project to build a barracks building, 16 officers' quarters and 13 non-commissioned officers' quarters at Rockwell Field, have been rejected, according to word received by Capt. M.A. McFadden, Constructing Quartermaster at Rockwell Field.

The lowest proposal, \$407,000, was submitted by Schroder and Flatbush, contractors of San Diego. The project outlined was to have been the first unit of an eventual \$3,000,000 building program at Rockwell Field.

Lieut. C.P. Kane, Depot Supply Officer, accompanied by Mr. C.W. Knight and Mr. C.J. Anderson, civilian employees of the Depot Supply, Rockwell Air Depot, departed, June 3rd, for Wright Field, Dayton, Ohio, for the purpose of observing and receiving instructions in the operation of the machine book keeping system now installed at Wright Field.

Rockwell Field, Coronado, Calif., June 17th.

The 95th Pursuit Squadron members are all hoping that they will soon be entirely "air cooled" with the passing of the PW-9D and the adoption of the new P-12. It is understood that the PW-9D's are soon to be called in for overhaul and then shipped to the Islands.

Capt. E.C. Black and Lieut. E.C. Batten departed on June 11th, in an LB-7 for Wright Field, Ohio, for purpose of conferring with the Chief, Materiel Division, regarding Air Corps material matters. Upon completion of this temporary duty at Wright Field, they will proceed by air, to Langley Field, Virginia, for duty in connection with flight test of Curtiss B-2 airplanes. Upon completion of this temporary duty Capt. Black and Lieut. Batten will return to Rockwell Field. They were accompanied by two enlisted mechanics.

Lieut. H.R. Baxter, A.C., 11th Bombardment Squadron, received orders to proceed to Duncan Field, San Antonio, Texas, where he will attend the "Instructors' School".

Plans were completed for a dinner-dance to be held on June 21st, at the Athletic Club, San Diego. The event will honor Major and Mrs. Spatz, who have just arrived at Rockwell Field, and Major and Mrs. J.H. Houghton, who will depart for the Middletown Air Depot.

At the present writing the 11th Bombardment Squadron has not fired the record course on the pistol range, although their neighbors, the 95th Pursuit Squadron, are finished. "Alibis" and "I told you so's" are in vogue, as about half of the officers of the latter organization have claim to the title of Pistol Expert and the rest either didn't shoot where they aimed, or didn't aim where they shot.

Lieut. A.F. Solter, A.C., was selected to attend the Armament School at Chamute Field, Ill., this winter, as a representative of the 95th Pursuit Squadron.

There are quite a few of the new "Model A's" at Rockwell Field; Major Spatz; Lieuts. Dallas, Ott, Mallory, Ives, Cheyney and Mickle being among those who drive them. Roadsters predominate over coupes by the score of 4 to 3.

Members of the Group are looking forward to bigger and better cross-country flights, the new policy being that each pilot should take a trip of about 500 miles one way, which would make him navigate once a month. Arguments took place as to whether it is better to take an extra ten minutes to follow a railroad or save it to take an airline, standing to lose a week if forced down in some of these big wide "open spaces" out here in the West. Looks like we are going to get better acquainted with the surrounding terrain.

Orders were received for 1st Lieut. Odas Moon, A.C., 11th Bombardment Squadron, to proceed to Wright Field, Ohio, by rail, for four months' temporary duty purpose of pursuing course in Aerial Navigation, commencing July 1st.

Admiral Henry V. Butler, Air Squadron, Battle Fleet, accompanied by his aide, paid an official call on the Commanding Officer of the Post on June 11th, the return call being made by the Commanding Officer on June 7th.

The following named Air Reserve Officers received commissions in the Regular Army, Air Corps, with rank from May 2, 1929: 2nd Lieuts. John P. Kenney, Robert W. Wilson, Sam W. Cheyney, Lewis R. Parker, David D. Graves and Allen J. Mickle.

Orders were received assigning 1st Lieut. H.B. Chandler, A.C. of March Field, Riverside, Calif., to temporary duty at Rockwell Field, for purpose of observing and obtaining instruction in the machine book keeping system now installed at the Rockwell Air Depot.

Preparatory to taking the Department of Commerce examination for Transport Pilot's License, a refresher course was established at Rockwell Field, and Lieut. B.R. Dallas, detailed as Instructor. The following officers took the course: Maj. A.L. Sneed; Lieuts. B.R. Dallas, Odas Moon, Jack Greer, J.S. Stowell, R.V. Williams, D.D. Graves, A.J. Mickle and Wm.C. Kingsbury.

On the afternoon of June 14th, these officers were examined at Rockwell Field Headquarters by Mr. Mall, Inspector of the Department of Commerce. Saturday morning, June 15th, flying examination was held, and the candidates are now awaiting report from the Department of Commerce as to the result of same.

Camp Nichols, Rizal, P.I., May 1st.

Headquarters, 4th Composite Group: On Apr. 27th, 3-02-H's and 3 LB-SA's were flown down to the town of Lopez about one hundred miles to the S.E. in order to start off the carnival there. The scenery en route was very delightful, but on the return, the clouds had closed in, necessitating 7500 feet of altitude, and those on the flight enjoyed the sensation of being cold during hot season.

The line of hangars is undergoing a dressing up in the form of green paint on the sides and a maroon color on the roofs.

So far the hot season has been fairly warm, but the last couple of days have been too hot with prospects of so continuing. Also Manila is this season infested with flies, which according to the local old timers, "The Worst Ever". Then, to make the season more delightful, there has been over the city for quite some time the odor of decomposing Algae from the Laguna de Bay. So life in Manila for the past month has given many entirely new sensations as well as ideas.

On the night of April 8th the Group gave its Transport Hop at the Polo Club. Our departing guests were speeded on their way and the late arrivals welcomed to their new place of station.

E. & R. Office, Camp Nichols: Boxing bouts were held in the Camp Nichols E. & R. Building on April 5th, with Little Pancho, brother of the late World's Fly-Weight Champion, Pancho Villa, winning the top spot of a double main event by a decision over Rush Rivo of Stotsenburg. In the other half of the main go, Adriano, of Camp Nichols, put Jimmy Castro, of Stotsenburg, to sleep in the third round of a scheduled eight round bout. The remainder of the card was replete with action and gave some of the Manila boys a chance to display their prowess in the local ring.

Capt. George L. Usher, E. & R. Officer, sailed for the U.S. on the USAT "Grant", April 10th. It is due to Capt. Usher's untiring efforts that Camp Nichols now boasts of the most compete and up-to-date E. & R. in the Philippine

Islands. It was with a great deal of regret that we saw Capt. Usher leave, but our loss is Langley Field's gain, and Camp Nichols wishes him the same success at his new station that he enjoyed here.

Under his supervision the Camp Nichols Baseball Team was reorganized and on April 17th took the Post of Manila in camp to the tune of a five to three score. With the addition of "A" Flight, 2nd Obsn. Squadron from Kindley Field, Corregidor, we should have one of the best teams in the Inter-Post League.

The duck pin season opened on April 18. Singles and doubles were rolled on April 19 & 20. Sorenson of the 66th Service Squadron captured first place in the singles, while Brower of Headquarters and Hessler of the 6th Photo Section won the doubles. Camp Nichols has entered a team in the Philippine Bowling Association and is trying hard to win the cup.

Sixth Photo Section: The arrival of the Transport "Grant" brought to the Section a new Commanding Officer, Lieut. John M. McDonnell.

Lieut. George W. Goddard, who has been in command for the past two years, left on the April boat for the Air Corps Technical School, Chanute Field, Rantoul, Ill, for duty as Photographic Director.

As the Section Organization Day was close at hand, it was decided to wait until Lieut. McDonnell arrived so that he might be initiated into the land of the Nipa House and Coconut Palms.

The Section personnel, including Lieuts. Goddard, McDonnell and Wells, left Camp Nichols early Saturday morning, April 6th, and drove to Lucena, a fairly large town located on the southern end of the Island of Luzon. Bancas were rented and all rowed down a large river to the ocean, a distance of about three miles. A fine collection of photographs were taken all along the trip. After a short stop at Lucena, we started back to a small river where the big event of the day took place - EATS, - and they sure did live up to their name. We arrived back at Camp Nichols late Saturday night tired but happy, and from Lieut. McDonnell's continuous smile during the day, it is believed, he is going to enjoy his two years in the tropics.

Sixty-sixth Service Squadron: Capt. George L. Usher, Air Corps, Commanding Officer of the Squadron and Post E. & R. Officer, and Mrs. Usher, left for their new station, Langley Field, Va., on the U.S.A.T.U.S. "Grant" on April 10th, going by the Panama Canal. The Squadron wishes them the best of luck at their new station.

Capt. Benjamin F. Giles, Air Corps was transferred from the 3d Pursuit Squadron, A.C., Clark Field, Pampanga, P.I., and assumed command of the Squadron and the duties of Squadron Mess Officer.

1st Lieut. Joseph Smith, Air Corps, was assigned to the Squadron and took over the duties of Asst. Post Transportation Officer.

1st Lieut. Earl F. Hoag, Air Corps, who returned April 13th for duty from leave of absence, spent in China and Japan, is now back on the job as Squadron Adjutant.

The Squadron has a short-timers' dinner on March 31st for the men leaving for the States on the April transport. Same was well attended and a good time was had by all.

Headquarters Detachment, 4th Composite Group, A.C. Mess was discontinued and the men of Headquarters Det. are rationing with the Squadron.

There were thirty men who returned to the States on the April Transport, for expiration term of Foreign Service and for discharge. The best wishes to all of them.

Mr. Sgt. Clarence P. Young, wife and son, Bill, returned to their new station, 8th Attack Squadron, A.C., Ft. Crockett, Texas. Bill will be missed on the football squad of the All Americans of Manila, as it will be remembered that football was played for the first time in the Philippine Islands last year.

Mr. Sgt. Victor C. Hawley, arrived on the U.S.A.T. "Grant" for two years' tropical duty, taking over the duties of Shop Foreman of the shops of the Philippine Air Depot.

Sgts. Hampton M. Drake and Lyman L. Littlejohn returned to the States on the April Transport, the former going to March Field, Calif., and the latter to Rockwell Field, Calif. The Squadron will miss them both, - Sgt. Drake "Duck", for his bowling, and Sgt. Littlejohn for his baseball, basketball and golf. The best wishes to them on their new assignments.

Sgts. Harry Meyers, James Somner and Samuel M. Woolard, arrived on the U.S. A.T. "Grant", April 3d, and were assigned to duty with the Squadron.

Corp. Charley Howard died at Sternberg General Hospital, Manila, P. I., on March 11th after a short illness.

Twenty-eighth Bombardment Squadron: This Squadron has also "Enjoyed" (?) watching the tail shimmy on the LB's, but it didn't take long to get started eradicating this desire to shake and make them more sedate in their actions.

The past month has seen all the Bombers, four Martins and five LB's pushed through the air regularly. With the arrival of the last transport and the transfers within the Group, this Squadron has Lts. H.R. Wells and Donald Phillips assigned, with Capt. B. Giles and Lt. J. Smith attached for flying.

Five-ship formations have been much in evidence.

An innovation in travel de luxe was inaugurated in these parts when the personnel of this Squadron ferried the Post baseball team to Camp Stotsenburg on April 24th to play the Post team at that station. The local sporting pages made much comment on this mode of travel.

On each of the Group Maneuvers, this Squadron had five ships.

Several men of the Squadron have been more than enjoying their stay in Baguio, the Adirondacks of the Philippines, as evidenced by the radiograms requesting extensions. However, in order to allow as many men as possible to enjoy a leave at that place, those requests are not looked upon with favor.

The Squadron baseball team is getting under way and has made a good showing. With more practice and pep meetings they'll come to the front. More said later.

Clark Field, Pampanga, P.I., April 30th.

Lieuts. Blackburn, Anderson, Holland and Whitson were assigned for duty with this Squadron. Their attention to our commissioned personnel is welcomed and we hope that their assignment pleases them as much as it does us.

During the past month flying on Fridays was confined to Group Maneuvers. Most of these have been held in the vicinity of either Lingayen Gulf or the Verde Island Passage. One mission was the interception of the U.S.A.T. "Grant", followed by a simulated attack by the Group.

With the annual pistol target season over, we are obliged to listen to numerous alibis as to why some of our last year's experts and sharpshooters did not reach pay dirt this season. The management of the range, under Lieut. Whatley, was admirably carried through and the good shots qualified. Our eighteen recent arrivals, Sgt. Hastings included, have not fired as yet. The officers are firing now.

The month of April has seen a very interesting bridge tournament played by enlisted men of this Squadron. The great success of the tournament was directly due to the helpful interest shown by Mrs. R.P. Cousins, wife of the Commanding Officer. Very appropriate prizes were given for each night's play and a grand prize was given on the last night for the one scoring the greatest number of points for the period of the tournament. Refreshments were served each night. The grand prize, a check for P-5.00, went to Pvt. Melton.

The installation of our double bowling alley is expected to be completed in time for dedication on Organization Day, May 13th. Plans are under way to make the coming Organization Day one of the best in several years. We regret very much, though, that Major Cousins, our C.O., will be unable to attend. He made a hasty departure for the United States on April 26, and is not expected back until arrival of the June transport.

Three of our N.C.O.'s, 1st Sgt. Jones, Staff Sgt. Willard and Sgt. Campbell spent four days in the mountains during the early part of the month, on the trail of the elusive deer. Despite the very unpropitious weather - and let us say that it has not rained since their return from hunting - they brought back two deer. Wild chickens, doves and pigeons furnished them sufficient fresh meat for their mountain camp. It is considered too late in the season for much success in deer hunting. December and January are generally believed to be the best hunting months for this part of the country.

Fairfield Air Depot, Fairfield, Ohio, June 4th.

Secretary Davison and General Fechet arrived at this Post at 3:45 P.M., May 23d. The visitors were entertained at dinner by General and Mrs. Gillmore but are lodged at General Nolan's quarters.

During the maneuvers the arrival and departure of Air Officers at Fairfield Air Depot was like a continuously flowing stream. It would take too much space to enumerate the many visitors who came to Fairfield at that time, but the list looked like the roster of the entire Air Corps. There were, however, many distinguished visitors including Secretary Davison, Generals Fechet, Nolan, Brown, Foullois, Colonels Gowen, Seaman and many others.

2nd Lieut. F.W. Shade, Air Reserve, First Pursuit Group, Selfridge Field, with the May, 1929 maneuvers, crashed near Yellow Spring, Ohio, on May 21st. Lieut. Shade who was with the Red Army at Norton Field and had been to Fairfield Air Depot attending a conference was returning to Norton Field. Very little is known as to how the accident occurred, but he apparently tried to land and he nosed into a soft field and was instantly killed. Lieut. Shade's residence was at Hayes, Kansas.

Boston Airport, East Boston, Mass., June 8th.

With the advent of daylight saving time, the Reserves can now enjoy flying until dark on Thursday nights - - and how they flock over!

Sgt. "Slim" Halstead, one of the oldest men here at the Airport, has heard and answered the call of commercial flying and at this writing Slim is sweating his discharge. Slim has been engaged to fly a Bellanca for a private party. Our best wishes go with him.

Capt. Ford, piloting General Preston Brown; Lieut. Wilson, flying Capt. Crockett, A.D.C.; and Lieut. Rush, piloting Major C.W. Cummings, M.C., recently made a cross-country trip to Dayton, Ohio, for the purpose of witnessing the Air Corps maneuvers.

Both of our hangars have been torn down, leaving a good concrete floor, and so we have marked out a tennis court and now issue a challenge to any one in the service for singles or doubles.

Within the period of another month we will be established in our new quarters, and what a change it will be! Leantos have been erected on the hangar sides and will be occupied by the Supply, Engineering, Parachute and Machine Shop. One will be used for Headquarters, Operations, day room, guard and emergency crew, and another will be used for Reserve personnel.

The "Question Mark" was among our visitors this past month and was an object of much comment on the part of the civilian visitors to the airport.

Major Ryan, Air Officer, 2nd Corps Area, piloting Major-General Ely, recently spent the week end in Boston on the occasion of the 2nd Division Reunion.

Capt. C.W. Ford, A.C., made what is believed to be the record for flying for one month - 83.05. Not so bad!

Langley Field, Va., June 18th.

2d Bombardment Squadron, by Lt. Jack Wood: A number of Reserve officers who were on a year's active duty with the Second Bombardment Group, resigned in the past month to accept civilian jobs at a decided increase in pay over what they were receiving from the Army. It is with regret that the Group sees them go, but several who were married had a great need of more than an Army salary to keep the home fires burning, so took advantage of the opportunity when it presented itself.

The following officers reverted to inactive status during the month:

2nd Lieuts. Cassius H. Thomas, Howard E. Hall, Hugh G. Nicholson, Jr., William M. Campbell, Harry E. Campbell, Harry J. Zimmerman, John W. Thomas, Frank W. Raymond, Glenn T. Fields.

All of the LB-5A Bombardment airplanes of the 2nd Bombardment Group were ordered in storage status by the Post Commander until such time as they are sent to the Flying School in San Antonio. This action leaves the 49th and the 96th Squadrons in the lurch as far as flying is concerned, as they have not yet received the Condors and LB-6's. Group flying was also curtailed due to the holding of the annual Machine Gun and Bombing Competition at the field during the week of June 2nd.

The previous week was spent in putting the ships in shape after their two weeks' outing at the Manuevers at Dayton, Ohio.

The 49th Squadron, Langley Field, Va., wishes to express its deepest sympathy to the family and friends of the late Sgt. Percy R. Wilcs, who met

his death in line of duty on May 20th. Sgt. Wiles, with a number of others, was engaged in the work of tearing down the old 96th hangar at the south end of the flying line, when the roof of the hangar sagged and collapsed, killing him and injuring several others.

Sgt. Wiles enlisted in the 49th Squadron in August, 1919, when the Squadron was stationed at Aberdeen, Md., and has been in the Squadron continuously since that date. At the time of his death, Sgt. Wiles was the oldest man continuously in the Squadron. He was very well liked by all the members of the command and his death is greatly regretted by all.

59th Service Squadron, by Capt. Frank D. Hackett: 2nd Lieut. Ford L. Fair departed on cross-country, June 15th in the C-2A Transport to Bellanca Field, and returned the following day.

2nd Lieut. Emory J. Martin departed on cross-country, June 15th in the C-1C Transport to Bellanca Field and returned on the 16th.

The organization had fifty-one hours and five minutes flying time with ninety-six flights for the past week.

19th Airship Company, by 2nd Lieut. B.T. Starkey: A special mission was flown on the 7th, when the "TC-6-241", in command of Lieut. McHugo, completed an observation mission in cooperation with the Coast Artillery at Fort Monroe. Results of the observation were transmitted by radio.

The remainder of the flying consisted of routine test and pilot training flights.

The 19th Baseball Team avenged a previous defeat by the Air Corps Tactical School Detachment last week when it downed the School team by the score of 8 to 2. "Red" Tyrrell pitching for the 19th kept the A.C.T.S. hits well scattered and was at no time in danger; while Oaks, starting for the A.C.T.S., was driven from the box in the third inning. Foster, who finished for them fared no better.

On June 12th, the TC-6 in command of Lieut. M.E. McHugo, left Lakehurst, N.J., for purpose of advertising the Garden Party on Governors Island, June 14th and 15th, for the benefit of the Army Relief Fund. Using Lakehurst Air Station as the base of operations, several flights over New York City and vicinity were made.

The first year class of West Point Cadets are with us again this year, one battalion being at each of the Military Posts on the Peninsula. Saturday morning the cadets made an inspection of the Airship Hangar, brief lectures on the various phases of Lighter-than-Air work being given by Lieut. B.T. Starkey at the same time. Demonstration flights will be given the cadets upon the ship's return from Lakehurst.

Our officer personnel was sadly depleted by recent orders from the Chief's Office. 1st Lieut. Walter D. Buie and 2nd Lieut. Otto Wienecke were ordered to the Primary Flying School, Brooks Field, Texas; 1st Lieut. Uzal G. Ent to detached service, Wright Field, Dayton, Ohio, for a special six months' course in navigation, and 2nd Lieut. Leslie A. Skinner was transferred to the Philippine Department. This leaves the Company with only two officers, 1st Lieut. M.E. McHugo and 2nd Lieut. B.T. Starkey.

An exhibition baseball game was played Sunday between teams representing the Hangar Detail and the Company Duty Detail, known as the "Bull Gang". The "Bull Gang" emerged victorious, 15 to 3, by bunching two hits with eight errors on the part of the "Gas hounds" in the first inning. After the first inning it was a fairly good game.

Mitchel Field, L.I., New York, June 1st.

On the occasion of the opening of an airport at Jersey City, N.J., four planes from the Field flew over that city for a period of 20 minutes during the exercises.

Lieuts. Birm, Dice and Umstead, in service type planes, attended an aeronautical exhibition at Albany, N.Y., on May 31st.

All units of the Observation Group attended the Air Corps Maneuvers at Wright Field, Dayton, Ohio, returning May 27th.

Flowers were dropped from a plane of the 99th Observation Squadron on the grave of Ex-President Theodore Roosevelt at Oyster Bay, N.Y., May 30th.

The project of reconstructing the machine shop at the Engineering Hangar, destroyed by fire, has been completed.

During the month of May a total of 291 flights were made for 462 hours and 55 minutes, viz.: maneuvers, 258 flights, 449 hours, 10 minutes: communications, 4 flights, 2 hours, 15 minutes: photographic, 24 flights, 8 hours, 40 minutes: gunnery, 5 flights, 2 hours, 50 minutes.

Crissy Field, Presidio of San Francisco, Calif., June 10th.

The 91st Observation Squadron cooperated with the 7th Infantry at Vancouver Barracks, Washington, and with the 38th Infantry of Fort Missoula, Montana, during the month of May - 125:15 aircraft hours having been flown on these missions.

Eight airplanes were furnished in connection with the dedication of the Santa Rosa, Calif., Airport May 18th and 19th.

During the early part of May authority was received to transfer Air Corps Reserve activities from Clover Field, Santa Monica, Calif., to Long Beach, Cal. Preliminary arrangements in connection with the transfer have been made.

Scott Field, Belleville, Ill., June 3rd.

Flying training was carried out on nine days during the month of May, high cross-hangar winds preventing the ships being taken out on the majority of working days. Flights consisted of missions covering the following subjects: Engineering, Photography, Cross-country, Camera Obscura, Bombing and Equipment Tests.

Two airships were in commission during the entire month - the TC-252 and the TC-253. The Airship TC-271 was returned to the Engineering Department for installation of larger damper valves and for re-swinging the car forward. This car, which is of a new design, has never been satisfactory and will remain on engineering tests until it is ready for all service conditions.

Radio installation on the TC-252 airship will be completed during June. When this installation is made, the TC-253 will be wired and shielded, and sets installed, which will make all of the TC ships radio equipped.

The garrison school for officers was conducted on all non-flying days. The subject of engineering was completed, and aerial navigation is 30 per cent complete. Bombing has been discontinued due to the fact that under TR 440-40 March 11, 1929, just received at this station, no provision is made for bombing for lighter-than-air craft.

Major John F. Duckworth, Medical Corps, reported for duty May 28th from the Philippine Department.

Bids for the construction of the Radio Beacon Station were opened May 28th. Three bids were received and the contract awarded to the lowest bidder for \$1,725. Bids were advertised for the construction of the helium gas holder.

Serial No. 285. LIST OF NEW MATERIAL ADDED TO INFORMATION DIVISION FILES,
JUNE 6 TO JUNE 25, 1929.

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

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The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that every entry should be supported by a valid receipt or invoice. This ensures transparency and allows for easy verification of the data.

Furthermore, it is noted that the records should be kept in a secure and accessible format. Regular backups are recommended to prevent data loss in the event of a system failure or disaster.

The second part of the document outlines the procedures for handling discrepancies. It states that any inconsistencies should be investigated immediately and resolved as soon as possible. This involves comparing the records against the original source documents and identifying the cause of the error.

Finally, the document stresses the need for ongoing training and education for all staff involved in the process. This helps to ensure that everyone is up-to-date on the latest best practices and software updates.

In conclusion, the document provides a comprehensive overview of the record-keeping process. It highlights the key steps and best practices that should be followed to ensure the accuracy and integrity of the data.

It is hoped that these guidelines will be helpful in improving the efficiency and reliability of the record-keeping process.

The document is intended to serve as a reference for all staff and should be read carefully.

For more information, please contact the Finance Department at [phone number] or [email address].

Thank you for your attention and cooperation.