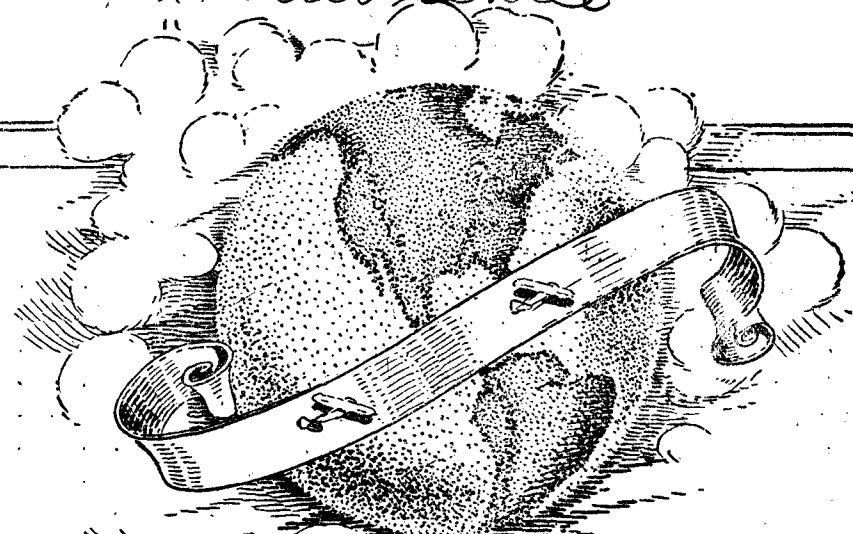


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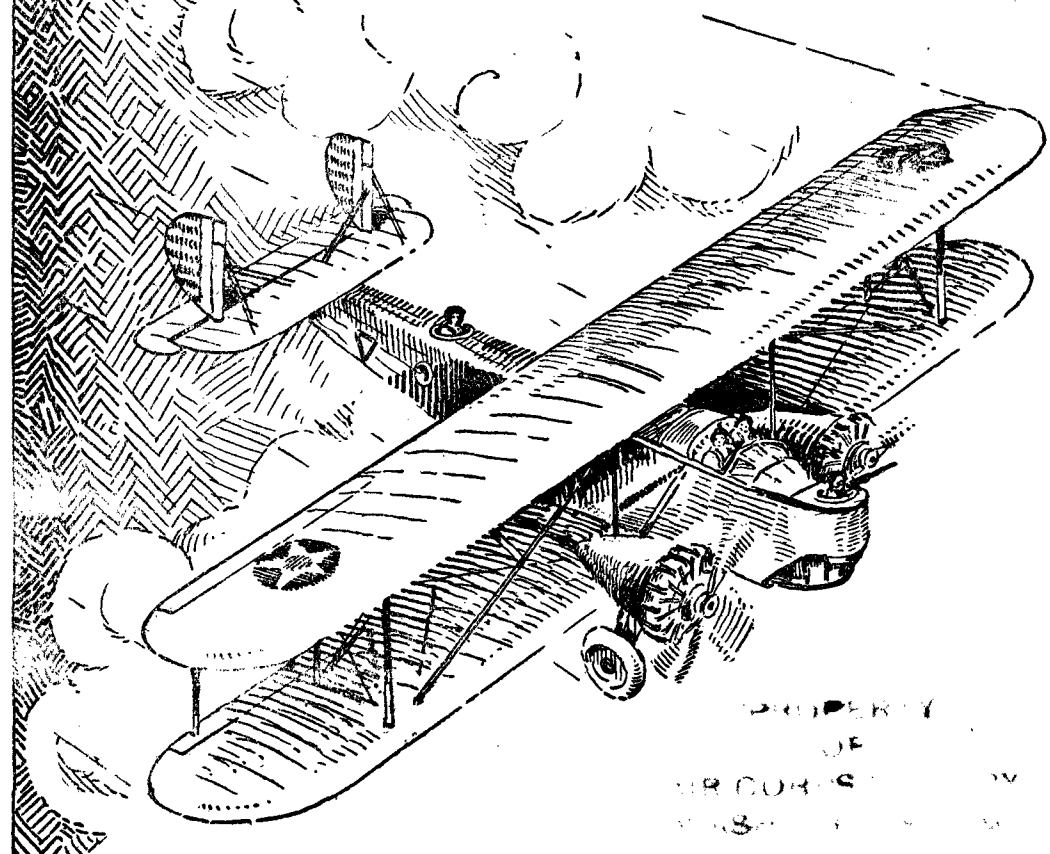
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AIR CORPS NEWS LETTER



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OFFICE OF THE CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON

Jan 16 1930
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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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GREETINGS FROM MR. DAVISON

I wish to take this opportunity to extend to the officers, non-commissioned officers, the enlisted men of the Army Air Corps and their families my most heartfelt wishes for a New Year full of happiness and contentment.

Important legislation, dealing with materiel as well as personnel, has been studied and discussed by Congress for some time, and I share with all of you the sincere hope that those deliberations will bear fruit this year.

F. TRUBEE DAVISON,
Assistant Secretary of War.

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AIR CORPS TACTICAL SCHOOL DEFEATS FOG

(Walker)

They say that the darkest hour usually comes before dawn, but according to the following story just submitted by the News Letter Correspondent from Langley Field, Va., the above situation was entirely reversed, the dark hour coming just before sunset.

Our Correspondent goes on to say that the Air Corps Tactical School during the afternoon of December 17th met the old enemy of airmen, fog, and though the battle which followed was not decisive, the honors, if any, lay with the School pilots, who suffered no casualties of any kind to personnel, the only losses being one airplane completely wrecked and another damaged so that it will require complete overhaul.

It all happened late in the afternoon of a day which had been given over to an all-day practical problem under the supervision of 1st Lieut. Clayton L. Bissell, A.C., Pursuit Instructor in the Tactical School. The entire command, consisting of eighteen Pursuit ships and eight two-seaters, had been sent on the last mission of the day and was to land on the Langley Field airdrome at 4:45 P.M. This plan must have been known to the enemy, for at about 4:00 P.M. a fog rolled in from the east and in a few minutes the post was obscured. Thus, a new situation was suddenly injected into this particular problem and, in view of the fact that the Pursuit ships would have about exhausted their gasoline supply, quick action was necessary.

At about 4:45 the first airplanes were heard flying toward the field. All landing lights, obstacle lights and the beacon had been turned on to guide the pilots, and arrangements were made to burn magnesium flares on the flying field in the hope that the pilots would be able to see them. Signal lights were fired from the ground and from the water tank. Vertical visibility appeared to be better than lateral visibility, but the pilots would require visibility in all directions to land successfully.

Soon there were many airplanes flying over the field and evidently some of the pilots were attempting to land. Two three-ship formations could be dimly seen flying over the field at about 500 feet. The fact that they were keeping a fairly close formation indicated that they were not in the fog at that altitude. Then it was evident that a Pursuit ship was attempting to land. It could be heard as it glided in, the pilot evidently feeling for the field. The next sound indicated that it was on the ground and taxiing to the line. The pilot was 2nd Lieut. E.M. Day, A.C. He stated that after flying around in what he thought was the vicinity of the field he suddenly saw the beacon only a short distance away. That gave him his location and down to the landing he came, gradually feeling his way.

Then came a telephone call that a ship had crashed on "Tom Jones" farm near New Bridge Creek on the Back River Road. Meager information - but a Medical Officer, an Engineering Officer and crew were dispatched to locate it. It turned out to be Capt. H.W. Flickinger who had struck a tree in landing the U.S.M.C. F6C3 which he was flying, completely washing out the ship, but coming

out of it himself uninjured.

In the meantime, three other single-seaters had landed on the airdrome and had taxied to the hangars. Rumors were being spread to the effect that two pilots had jumped and that a ship had crashed near the airship hangar. None of these rumors had any foundation.

A little after five a telephone call came reporting several ships down near Hilton Village, without injury to pilots or ships except Major B.K. Yount, A.C., who had been injured when his P-1 was wrecked in landing. However, it wasn't long before Major Yount called by phone to deny that he had even so much as a scratch. This report lessened the tension to a great degree, but there were still twelve airplanes to be accounted for. Several minutes passed without news. The single-seaters must be on the ground as their gas supply must be exhausted. The two-seaters had sufficient fuel to go to Richmond, or further if necessary. Finally a phone call came. Name after name was given over the phone and the list was checked against that on the School Operations blackboard. Every ship and every pilot was accounted for. Personnel O.K. - two ships wrecked. A yell of joy went up from the crowd assembled in the office. Who cared about two ships when the pilots were all right? The Commandant and the Assistant Commandant slapped each other on the back, both talking at once in a relief from the tension and expressing joy that all was well after a hectic, harrowing hour.

As for the ships which were several miles from the field and must be brought back -- ask the Engineering Officer.

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AIR CORPS TO PHOTOGRAPH PREHISTORIC CANALS IN ARIZONA

Upon the request of Smithsonian Institute officials the Assistant Secretary of War for Aeronautics, Honorable F. Trubee Davison, has authorized the Army Air Corps to make aerial photographs of prehistoric irrigation canals near Phoenix, Arizona. From an archeological standpoint, these ancient canals are extremely interesting and of great value as a subject of study. They are fast becoming obliterated by local farmers and present-day irrigation projects. The canals are situated along the Gila and Salt Rivers.

An officer pilot, enlisted photographer and airplane are being ordered from Crissy Field, San Francisco, California, for the purpose.

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INTERMEDIATE LANDING FIELD ESTABLISHED AT MIDLAND, TEXAS

The Secretary of War has authorized the establishment of an intermediate landing field at Midland, Texas. The personnel for this field will consist of four enlisted men of the Air Corps and two from the Signal Corps.

The Chief Signal Officer, Major-General George S. Gibbs, will furnish the necessary meteorological personnel and equipment for the establishment of the necessary meteorological service at the field. The citizens of Midland have agreed to dismantle a surplus hangar at Biggs Field, Fort Bliss, Texas, and re-erect it at Midland. They have also agreed to construct buildings to house the personnel of the field.

The personnel for the manning of the field will be sent to Midland when the necessary buildings for it have been provided.

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NEW AIRPLANES FOR THE USE OF THE NATIONAL GUARD

One new airplane, Observation type, has been assigned to the 118th Observation Squadron, Connecticut National Guard, stationed at Hartford, Connecticut, one to the 104th Observation Squadron, Maryland National Guard, stationed at Baltimore, Maryland, and one to the 11th Observation Squadron, Texas National Guard, stationed at Houston, Texas.

These planes will be ferried from the factory to their home stations by Regular Army personnel on duty with the National Guard of the state concerned.

When delivery of the planes has been completed each of these squadrons will have five available planes of this type ready for use.

LET'S GET ACQUAINTED

Under the above title, Major S.T. Stewart, U.S. Army, contributed an interesting article in the December issue of the Coast Artillery Journal, which we take the liberty of quoting below, as follows:

"Shortly after the war the Coast Artillery Journal published a story about an officer who believed prior to 1917, that the Coast Artillery had stagnated, that it was "tied to the concrete" and had no future. He therefore transferred to the Cavalry and later, when the war came had to become a Field Artilleryman to see action. The point is that at the time the story was published we were realizing we had our hands full with tractor and railroad artillery, anti-aircraft guns and equipment, and a few other things which had developed during the war and carried with them many unsolved problems sufficient to interest any man and challenge the best of us.

"I am inclined to believe that many people in and out of the Army - but particularly those out - even now think the Coast Artillery is on its last legs. This is evidenced by the "Flash" which went over the country announcing that the Coast Artillery was to be discontinued as a result of the President's "Retrenchment Study".

"Again we see in LIBERTY MAGAZINE a partisan of the "Sky Army" stating that the coast defenders might just as well begin to look for other jobs.

"Lord save us! If these people only knew what we know they would know we have plenty of jobs right now and that the Air Corps, far from wanting us thrown out, realize we are their best friends; that we are not rival branches but complementary-auxiliary arms both respecting and needing the other, both seeing greater possibilities in the future. The tactics - or why and wherefore of this is another story (known (?) to graduates of Leavenworth at any rate) and too long for this one, but if the general public were better acquainted with us, they would not be so apt to write such things - or believe them, either.

"The Air Corps has grown in the last decade and its possibilities are tremendous - so much so that any man's guess for the future is as good as another's. But so have WE grown. The reason air forces are so much talked about is that aviation is being carried forward in civil life as well as military. It is new and it appeals to the public.

"The work of the Coast Artillery is almost purely a military science and its promotion is the result of hard, intensive study by the Corps on remote posts, by Ordnance and Signal Corps in proving ground or in laboratory, or by staff studies or otherwise - in ways not known to the civilian, without blaring of trumpets or flashing across the sky.

"The people simply do not realize what is going on. One personal example was when a lady in Honolulu informed me that Diamond Head contained the greatest guns in the world; that twelve-inch mortars were there shooting ten miles - "and wasn't it wonderful". The day before I had seen a sixteen-inch gun seventy-five feet long shoot a projectile, weighing almost as much as the mortar over forty thousand yards, and it wasn't in Diamond Head, either. I had seen Captain Braly's battery of anti-aircraft guns, old model, cut the towline of an anti-aircraft target at night at the ceiling. And she didn't know THAT.

"Many people still think of us as immobile troops, living a life of ease in pleasant houses on the water front, ready to point obsolete guns at obsolete battleships when they get too close to shore.

"What does the general public know of subaqueous range finding, of railway artillery, of remote and electrically controlled anti-aircraft equipment, of automatic belt-fed anti-aircraft machine guns - four in one, or the use of these weapons to make a safe rendezvous for the Navy or to cover a division, corps or army area? What does it know of beach defense against an overseas expedition? If not, why not? It is easy to say "Let's get acquainted", but another story to carry this out in these days of "No leave in the summer time".

"Much of our stuff IS scientific and dry. Anti-aircraft target practice can not be carried out over New York City and aviators are not voluntarily expendable; but there is much that can be made of interest, much that can be done if there is the will and IF A THING HAS TO BE DONE, IT CAN BE DONE.

"There is the old story of the two frogs who fell into the pail of milk. One said, "The sides are high, there is no footing to let me jump out, so there is nothing for me to do but die" - and he did. The other one said, "I can swim. I'm alive. Something may turn up." He kept paddling, churned a cake of butter and jumped over the side of the pail. If, therefore, we think that

the work of gaining public contact is hard, or if various ways suggested seem puerile or foolish, just keep paddling and butter may form under our feet. We never know what will happen until we try.

"Several ways of keeping in touch with the people suggest themselves; first, the Reserve and the National Guard officer. He is, in everyday life, a civilian but he is interested in the Coast Artillery (or some other branch) or he would not hold the commission. Although a part of the "One Big Army" he is also a part of the general public, with contacts and influence not open to the Regular establishment. Why not make him feel at home at the nearest post? On some posts there may be an officer particularly fitted for making these contacts, one who could bear the brunt of this work. But if not, it would be a good thing for every officer to know that the "Old man" wanted every Reserve officer or R.O.T.C. student to know that he was welcome on the post as a member of the Army, welcome at the mess or club, welcome to watch drills, at target practice, or to poke around the supply room or battery and see and feel army equipment, to know what is going on. I believe the average Reserve officer would pay his own way - that is, not expect any expenditure by way of entertainment, or, if he received it, would pay back in enlarged measure. That has been my experience over a good many years in various kinds of work. The college man may need some education along this line due to youth and inexperience, but many of them would be glad to eat in the battery mess, and pay for it, just to get into the atmosphere. Many officers and candidates would like to watch the preparation of a mess in an army kitchen, watch an inspection, or view the daily drill.

"There are a hundred thrills in a harbor defense for the average civilian. Why not invite the public to partake of an army meal on the day of a big shoot or a special review? Make provision only for those who drop a line or telephone saying they will be there and pay their fifty cents. Some other day have the Legion and Veterans of Foreign Wars as a select group.

The officer on Organized Reserve or National Guard duty can let it be known that he will always be glad to see those interested in military affairs, that he has the latest army directory, latest army regulations, or training regulations. Lots of ways he can find to make himself known and to make friends if he keeps paddling.

Then comes the general public. When I was at Jefferson Barracks a few years ago twenty-three thousand people responded to the invitation of the Commanding Officer to come out for a Memorial Day celebration. He made a speech which was reported in the newspapers and reached thousands of others. Coast Artillery posts near large cities have an unusual opportunity to stage events of this sort and in these days of the automobile and good roads anything up to one hundred miles is neighborly. But the general public must be made to feel welcome, to know that they are not going to be stopped or embarrassed by a sentry, that they may dare go inside the gate without something unpleasant happening. Put up a sign board at the entrance, "Visitors welcome", in big letters and under it, "For information apply at Bldg. No. 10". If there are spots which they should not visit, a neat, well-painted notice (not a worn-out dingy one which looks like a war relic) ought to steer them right. Automobileists today are accustomed to watching signs and have learned that it pays to observe them. Allow them near the batteries and on special days have the gun commanders and plotters around to explain things.

"Last but not least are the newspapers and news reels. If I were a post commander of Fort "Sixteen-Inch" or Fort "Room 21, Federal Building", I would make it a point to know at least one reporter or city editor on each paper in my neighborhood (Remember that one hundred miles.) and I would see to it that every time something happened or was going to happen, that they knew about it. I would see to it that they felt at home in my headquarters, free to drop in whenever they felt like it, and glad to see me if I called at theirs. And that if on any particular occasion I had on my hardboiled face, they would know that behind it was the possibility of a grin and a human point of view. I would have a feature writer ride the tug at mine practice, correspondents ride a plane at an anti-aircraft shoot, stand beside the group of battery commanders and see them sweat and swear, later telling them what it was all about. Human interest is what they are after and they could find it. This goes for the photographers, too.

"Some one in every organization should be on the lookout for stories with news value. Some one person should collect these, if on a large post, edit

them and see that they got out while hot, even if the editing suffered. That is another thing all papers want and appreciate. If I didn't know news value I would get some military intelligence Reserve man to put me wise. That is a "can do". Item: As a major of the Reserve has, to my knowledge, in the past several years, guided the publicity of a whole corps area just because, being a mighty decent, busy sort of a chap, he appreciated a little interest and "Welcome, glad to see you" at the right time.

"We have many things in the Coast Artillery which are, in spite of the technical aspect of some of them, of great potential news value, particularly for newspaper feature sections. Some of them need the point of view of the trained writer to translate them for the general public. Some of them will interest technical men and some the military "bug". The October JOURNAL contains two such stories: "What We Have Done with the 155 GPF" and "What Captain Braly Did with His 'B' Battery". "The Sound Locating Horn, What It Is, and How It Came About", is another one. Possibly the editor of the JOURNAL ought to add this work to his list of duties.

"Talks on the more technical subjects should be of interest to engineering societies. We have many able men in the corps and it should not be difficult to obtain recognition for them. Bodies of insurance men would be interested in a talk on the "Coast Artillery as Insurance". The Kiwanis, Rotary, City Clubs, and business men's organizations of many kinds would welcome officers as speakers at their luncheons or dinners with carefully thought out and prepared papers discussing any one of a dozen topics with which we are familiar. "What the Coast Artillery is Doing", "How to Hit an Airplane by Day or Night", "Controlled Mines and How They Are Handled", "The Anti-Aircraft Regiment in Attack and Defense", are suggestions.

"If I were a post commander, I would have the name of every officer, past or future, Regular or Reserve, in my neighborhood, and at least once a year I would have an open house of some kind, and see that a personal invitation went to every one of them to come and get acquainted. Every officer on the post would be a member of the reception committee and do his part to make every one happy.

"I would do likewise with city and government officials and see that any friends they sent out at any time with a card of introduction were shown every courtesy possible. It would not be difficult to lead conversation into interesting channels. Let the public into our confidence, whether just curious, whether after news, or just plain "bug" and see what happens. Out of little things big ones grow. WE know what we have, let the others find out. Let's get acquainted.

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WOODEN TROPHY CHANGES HANDS FREQUENTLY ✓

Several officers have displayed remarkable ability in landing Amphibians on the Field with their wheels up, according to the News Letter Correspondent from Luke Field, T.H. He goes on to say that none of these so-called dry landings were very serious or damaged any of the ships, and that it is remarkable what these "ducks" will stand and still fly away.

Major Maxwell Kirby, Commanding Officer of Luke Field, has donated a Wooden Loving Cup, and each dry-landing earns a handle on this trophy for the pilot concerned. Thus far the following pilots have earned this doubtful honor: Lieuts. Russell L. Williamson, George V. McPike, Thomas L. Gilbert, Harold Lee George, Captains Calvin E. Giffin and Frank H. Pritchard.

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ALTITUDE RECORD AT ROCKWELL FIELD, CALIF. ✓

Lieut. Norman H. Ives, Air Corps, attached to the 95th Pursuit Squadron at Rockwell Field, Coronado, Calif., does not appear to be superstitiously inclined. On the prize "Jinx" day of them all, Friday, December 13th, he took off in a Boeing P-12 airplane, equipped with a military load, and reached an altitude of 30,000 feet.

The News Letter Correspondent believes this to be the record altitude for Pursuit planes. He states that any knowledge as to greater altitudes will be appreciated but adds that until same is received Rockwell Field will consider that it holds the record.

RESUME OF MILITARY AVIATION FOR 1929

A resume of the activities of the Army Air Corps for 1929 indicates that it was a satisfactory year in accomplishments and progress in all departments of aviation. Satisfactory results in aeronautical engineering were obtained; several record flights were made by Army flyers and the training in the schools and throughout the Air Corps has shown improvement both in the number who have graduated from the schools and in the character of the training.

Early in 1929 the Air Corps Materiel Division at Wright Field, Ohio, announced the final successful tests on what is popularly known as the "Prestone-cooling" system for liquid-cooled airplane motors. Through the use of this liquid, glycol-ethylene, for motor cooling they succeeded in reducing the size of the radiator 70% and decreasing the weight considerably. This system was given a thorough service test in a small single-seater Pursuit plane, a Curtiss "Hawk", powered with a 12-cylinder Curtiss V-type motor of 400 horsepower. One glance at this airplane so equipped, with its sleek, racy lines, is sufficient to make one realize the advantages obtained by the use of this cooling system, such as weight reduction and increased streamlining of fuselage.

This past year has also seen the last of the famous Liberty motors as a standard installation for Army planes. Born during the war, and changed in small details from time to time, this motor outlived its usefulness and was replaced with more modern types, both air and liquid-cooled. The Appropriations Act for the current fiscal year sounds its death knell. "None of the money appropriated in this Act", it says, "shall be used for the purchase of any airplane, ordered after the approval of this Act, which is equipped or propelled by a Liberty motor or by any motor or airplane engine purchased or constructed prior to July 1, 1920."

New equipment has been the order of the year. Pursuit planes have had motors equipped with Prestone-cooling systems and with superchargers. Many Observation planes have recently been ordered, one type with water-cooled motors for tactical units and the other type with dual controls and air-cooled motors for use as advanced training planes.

Very important in one respect is the adoption of the heavy Bombardment plane, known to us as the "B-2" and outside of the service as the "Curtiss Condor Bomber". This dual motored plane is an adaptation of the Curtiss Condor transport and is the first case in which the Air Corps has adopted a truly "convertible" plane, one that in the event of an emergency could be converted from a commercial to a military plane either on the production line at the factory or at a repair depot from planes actually engaged in commercial aviation at the time.

In the latter part of 1929, a radical departure from the past was made when a dual-motored, three-place monoplane was ordered for contemplated service test as a long-range Observation plane; and a two-place Pursuit plane was ordered for similar tests. The May maneuvers in Ohio confirmed previous ideas on the need of these two types.

Training activities were carried on with the usual vigor. During the past year 57 officers, 2 non-commissioned officers and 244 flying cadets were graduated as pilots from the Advanced Flying School at Kelly Field, Texas, and 12 others graduated from the Special Observers' Course at this same school. There were 577 graduates from courses given at the Air Corps Technical School at Chanute Field, Illinois. Of these, 13 were officers, 517 Air Corps enlisted men and the remaining 47 were from other arms of the Government service and from the Armies of foreign nations. From the Air Corps Tactical School at Langley Field, Virginia, there were 24 graduates. Of these, 14 were Air Corps officers, 8 officers from other branches of the service and 2 officers from the armed force of other nations.

The classification system of all Air Corps Reserve officers, started in operation in 1928, was completed at the close of the fiscal year June 30, 1929. As a result, it was found that, of the 5800 or more Reserve officers, we had but 1500 who were qualified to pilot planes with the required degree of proficiency, and of this 1500, but 600 who were qualified to act as pilots of service type planes on tactical missions without the need of a refresher course of flying. This number of Group I pilots, as they are called, is small, but it has increased rapidly in the last six months. The survey, however, ascertained definitely that the number of good and fair pilots, and the number of Reserve officers qualified to assume active duties with tactical squadrons in

case of emergency.

As far as flying activities go, the year has been successful. The 6½ days' duration flight of the Army's "Question Mark" not only tended to demonstrate the high standard of flying ability reached by our pilots and the excellence of our adopted types of planes, but it also paved the way for flights of a similar nature by civilian aviators. These culminated in the record of 420 hours and 21 minutes, or 17½ days, made by Jackson and O'Brine late in the year.

Quite a number of notable long-distance flights were made during the year, thus giving evidence that flying equipment is reliable in character. Army pilots in a transport plane made the flight from Dayton, Ohio, to France Field, Canal Zone, in 38 hours and 40 minutes. Another notable flight was the one made in the other direction, from France Field to Kelly Field, Texas, a distance of 2030 miles, completed the same day the plane took off from its starting point in the tropics. A third interesting flight over the same route was the one participated in by France Field pilots, who proceeded to Langley Field, Va., in one Pursuit and two Observation planes, to take part in the Annual Aerial Gunnery Matches. These pilots returned to their proper station in the Zone in the same planes.

A flight, which at the time received very little attention from those outside the service, was the one made by a formation of nine Bombardment planes, under the command of Major Hugh J. Knerr, from Langley Field, Virginia, to Rockwell Field, Coronado, Calif. The trip West was made in exceptionally good time. The return to Langley Field was made in easy stages.

High altitude flying was not neglected, for quite a number were made, chief among them being the one participated in by Lieut. Harry A. Johnson and Capt. Albert W. Stevens, photographer, when a record of 35,611 feet for biplace planes with full load, was attained. Two young Army pilots, Lieuts. Gregg and Woodring, engaged in combat maneuvers in Pursuit planes at an altitude of 25,000 feet.

A flight under the auspices other than that of the Air Corps but which received considerable attention the world over, was that credited to one of the most famous of our Air Corps pilots, Lieut. James H. Doolittle, when he made a complete flight, including take-off and landing, solely with the aid of his instruments, thus approximating 100% fog-flying conditions.

A striking demonstration of the great advance made in the science of aerial photography was recently given by Capt. Albert W. Stevens. This officer piloted by Lieut. John D. Cerkille, proceeded on a photographic expedition from Dayton to the Northwest, and during the course thereof made an aerial photograph of Mt. Rainier from a distance of 227 miles. At the time of exposure Mt. Rainier was beyond the photographer's range of vision.

Several inspection flights of considerable length from 2,000 to 20,000 miles, were made by the Air Corps officers, carrying General Staff officers and high government officials. Honorable F. Trubee Davison, Assistant Secretary of War for Aeronautics, and Representative W. Frank James, Chairman of the House Military Affairs Committee, hold the record of 7,000 and 20,000 miles respectively.

In May of the past year there were facing each other, in the simulated combat conditions of a combined maneuver, over 250 planes of all types. These planes were assembled at Wright Field and Norton Field in the maneuvers held in Ohio. All these planes were flown from their home stations in various parts of the country to the scene of the maneuvers and upon the completion of same two weeks later were flown back again. Many lessons for future application were learned during these maneuvers, both from an engineering and a tactical nature.

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UNCONSCIOUS AIRMAN FALLS 12,000 FEET THROUGH SPACE

During a high altitude test conducted at Rockwell Field, Coronado, Calif., on Dec. 10th last, Lieut. D.D. Graves, A.C., attached to the 95th Pursuit Squadron became unconscious when a fitting on his oxygen tank suddenly failed to function, as a result of which he lost consciousness before becoming aware of the failure of the oxygen supply. The plane lurched into a tail spin, and at 15,000 feet altitude he began to recover. So fast was his drop, however, that the plane had reached 13,000 feet before he regained his faculties sufficiently to grasp the controls. He effected a safe landing.

Lieut. Graves had gone aloft to test a Pursuit plane in combat maneuvers at an altitude of 25,000 feet. The test was part of the winter schedule of high altitude maneuvers at Rockwell Field. Formation flying in groups of three at an altitude of 25,000 feet is contemplated very shortly.

ARMY AND NAVY PLANES JOIN IN ARMISTICE DAY CELEBRATION

The Army and Navy helped the Territory of Hawaii observe Armistice Day with spectacular formation flights which entertained the throngs of people in Honolulu.

Twenty-two Army planes, including several types, crossed the city. The formation was led by a flight of six Amphibian planes, followed by an equal number of De Havillands. Next came three Martin Bombers, and high above them all were six PW Pursuit planes from Wheeler Field.

The Army formation was followed by a large flight of Navy planes a few miles to the rear and farther seaward. The entire formation of both Army and Navy planes totaled 57 in all.

Off Diamond Head a flight of five Army planes left the larger formation and proceeded to the Island of Hawaii, where assistance was rendered the town of Hilo in its celebration. Capt. Calvin E. Giffin was the flight commander of this inter-island flight, and he was accompanied by the following personnel: Capt. George P. Johnson, Lieuts. Harold Lee George, R.R. Brown, L.P. Holcomb, Walter T. Meyers and Chaplain Herbert A. Rinard.

Radio communications were maintained with WYQ, the Army Air Corps radio station at Luke Field.

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RETIREMENT OF LIEUT. ALDWORTH

By the San Antonio Air Depot Correspondent

It is with deep regret that we announce the retirement, pursuant to War Department orders, of 1st Lieutenant Richard T. Aldworth, Air Corps, whose active military service terminated at the San Antonio Air Depot on December 19th, due to disability contracted in the line of duty.

Lieut. Aldworth, as a San Antonio boy, was one of the first of the young pilots on America's entry into the World War, having joined the first class in aeronautics at the University of Texas, and entering the Service as Private, First Class, Aviation Section, Signal Enlisted Reserve Corps, on July 28, 1917. He was commissioned as First Lieutenant, Air Service, National Army, on May 16, 1918, and permanently commissioned as First Lieutenant of Air Service on July 1, 1920.

Lieut. Aldworth was one of the first of the American airmen with the A.E.F. and after the course at Issoudun was actively engaged on the Italian front throughout the period of hostilities. He has an enemy plane to his credit, and at one time, due to forced landing behind the enemy lines, was a prisoner for some weeks. His flying was principally on Bombardment missions, and his War Record is well known.

Lieut. Aldworth was on duty at this Depot from June 30, 1924 to June 1, 1926, in the Engineering and Operations Departments, going from here to Langley Field, Virginia. He was again assigned to duty at this Depot on September 3, 1929. He is an enthusiastic flyer, and has also been prominent in all forms of athletics, and his retirement is felt as a distinct loss to the Service.

Lieut. and Mrs. Aldworth expect to take up their future residence in Newark, New Jersey, and their departure is accompanied by the most cordial and sincere wishes of their hosts of friends, not only at this station, but in the City of San Antonio and vicinity, for their happiness and prosperity in civilian life.

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BOMBARDMENT SQUADRON TAKES NEEDED REST

By the News Letter Correspondent

Seventy men of the 28th Bombardment Squadron, stationed at Nichols Field, P.I., recently departed for the Mountain Rest Camp at Baguic, P.I., where for a period of two weeks a complete rest cure was enjoyed by all, with the probable exception of our esteemed Squadron Commander, who wore himself to a mere shadow climbing mountains, playing golf, and trying to be on time at the three meals of the Squadron and at three at the Officers' dormitory where he did ample justice to anything which might have been set before him. Then our Squadron Adjutant and Supply Officer, Lieut. Steel, who by the way is one of the main factors largely responsible for the success of the trip, distinguished

himself by his activities as an arbitrator when he emerged victorious from the fray despite the fact that he sustained a sprained ankle.

Credit is due our Mess Sergeant and Cocks for the excellent table which we have been enjoying throughout the trip, this being possible through the untiring efforts in our behalf of the kitchen force, although we do say that Cook Fitts is a rather poor train butcher, he having lost a tussle with our old friend San Miguel. We firmly believe, however, that it was San Miguel and not Fitts who insisted upon knowing at what time a certain officer desired his tiffin.

Our three mountain goats, Pvts. Brown, Carpenter and Dalseg, conducted an expedition up to Sta. Tomas Mountain, which is the highest in the Islands. They left at midnight to view the gorgeous sunrise the following morning, but alas, alack and woe is me! It is ever thus! Halfway up the mountain they were rudely attacked by wild leeches and, after beating a successful retreat, they resumed their seventeen-kilometer hike. The sun may have risen that morning but they knew it not, this being due to a low ceiling.

As we reflect upon the many incidents that have occurred during our sojourn here, we writer believes our two outstanding sheiks have turned the tables on us by first being on the scene at the Bishop Brent School for girls. It is not believed that they should have been so ambitious. However, it is quite a thrill for any feminine heart to see the pride of the Air Corps strutting their stuff. There is much speculation as to what the matron of the school had to say to the Post Adjutant.

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POSTHUMOUS PROMOTION FOR LIEUT. MOTLEY

The death of Lieutenant Langhorne W. Motley on December 30th at the Fitzsimons General Hospital, Denver, Colo., removed from the ranks of the Air Corps a brilliant officer whose loyalty and devotion to duty brought frequent commendations from his superior officers. Lieut. Motley's physical condition was such that at various times it was necessary to relieve him from flying duty and it is unfortunate that he was unable to survive his last illness.

Since Lieut. Motley was due for promotion to the rank of Captain on September 29, 1929, the question of the posthumous rank of the deceased officer was taken up with the War Department. A communication from The Adjutant General, dated January 8, 1930, addressed to the Chief of the Air Corps, invited attention to the following provision of a Joint Resolution of Congress, approved March 3, 1925:

"Sec. 3. That the President be, and he is hereby, authorized to issue or cause to be issued, an appropriate commission in the name of any officer of the Army of the United States who, after having been examined and found duly qualified for promotion, died or shall die, in line of duty after the occurrence of the vacancy entitling him, by virtue of seniority, to such promotion and before the issue or acceptance of a commission therefor; and any such commission shall issue with rank as of the date of said vacancy, and any such officer's name shall be carried upon the records of the War Department, as of the grade and branch of the service shown in such commission, from the date of such vacancy to the date of his death.

Sec. 4. That no person shall be entitled to receive any bonus, gratuity, pay, or allowances by virtue of any provision of this resolution."

In conclusion, the letter from The Adjutant General states:

"The records show that this deceased officer was due for promotion on September 29, 1929, and his nomination for such promotion was before the Senate on the date his death occurred. In the circumstances, a commission is being issued conferring posthumously upon him the rank of Captain in the Air Corps, as of September 29, 1929. By virtue of such commission the proper rank to be inscribed on his tombstone is that of Captain."

Captain Motley was born at West Rupert, Vt., on November 9, 1892. He attended the University of Virginia in 1911-1912 and Indiana University, 1912-13.

He served as a 1st Lieutenant of Infantry, Indiana National Guard, in Federal service on Mexican border patrol in 1916 and 1917. Resigning his commission, he entered the second officers' training camp at Fort Benjamin Harrison, Indiana, and was commissioned a 1st Lieutenant in the Aviation Section, Signal Corps Reserve, November 8, 1917, after a special examination at the close of the training camp.

After three months' service at Selfridge Field, Mich., where he commanded a detachment of aviation mechanics and instructors and served as Chief Instructor of the Non-commissioned Officers' School, he was assigned to duty in the Enlisted Mechanics Section, Air Division, Signal Corps, Washington, D.C.

The inauguration of the policy to relieve officers of draft age from administrative duties in Washington during the war necessitated the transfer of Capt. Motley to field duty, and he served for brief periods at the Aviation Camp at Waco, Texas; and at the Concentration Camps at Charlotte, N.C., and Garden City, Long Island, N.Y.

In September, 1918, he was transferred to Kelly Field, San Antonio, Texas, for flying training, which he completed in March, 1919, whereupon he was rated as a Reserve Military Aviator. At Kelly Field he served successively as Adjutant and later as Commanding Officer of the Flying School Detachment; also as Flying Instructor; Engineering Officer; Officer in Charge of Flying; Assistant Operations Officer, First Wing; and Adjutant of the Air Service Mechanics School.

Transferred in January, 1921, to Chanute Field, Rantoul, Ill., he served as Commanding Officer of that field for three months, and the remaining nine months of his year's service there as Assistant Commandant and Executive Officer of the Air Service Mechanics School.

In March, 1922, Captain Motley was assigned to duty with the Organized Reserves of the State of Ohio, and he remained on this detail until the summer of 1925, when he was transferred to Langley Field, Va., for duty as student at the Air Corps Tactical School. Upon his graduation the following year, and being due for foreign service, he was ordered to duty in the Hawaiian Department. His three-year tour having expired, he was ordered to duty at Langley Field as instructor at the Air Corps Tactical School. His illness, however, prevented him from entering on this detail.

Captain Motley was buried with appropriate honors at the National Cemetery at Arlington, Va.

The News Letter sends its sympathy to his bereaved family.

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RANDOLPH FIELD

By Lieut. Harold L. Clark, Air Corps

Lieutenant Harold L. Clark, the author of this article, was recently on duty in the Buildings and Grounds Division of the Office of the Chief of the Air Corps. He is thus qualified, as are few others, to write in this authoritative vein.

The word, "Field", when applied to this huge project might be a misnomer. Were it not that this is a proper Army word for an Air Corps station it might well be called "Randolph City". For a city it is, or will be, a city especially designed, whose every building and every inhabitant is concerned with the art of flying and the necessary activities connected therewith. It is located on a site of approximately 2300 acres, donated by the citizens of San Antonio, and lies on the main transcontinental line of the Southern Pacific Railroad and the Old Spanish Trail, 16 miles northeast from the heart of the Alamo City.

At the present time, the flying training of the Army Air Corps is divided amongst three fields - March Field, near Riverside, Calif.; Brooks Field and Kelly Field (both of the latter near San Antonio, Texas). The basic idea underlying the establishment of Randolph Field was to concentrate all of the flying training at one point. However, the handling of upward of 300 student-manned airplanes from one field and at the same time is a problem in air traffic that can hardly be solved on paper. For that reason, only two units of Randolph Field are being constructed at the present time. These two units will comprise all of the primary flying training now conducted at March Field and Brooks Field. After this much is in full operation, it can be determined whether or not there is "air room" for the additional unit - the advanced training being carried on at Kelly Field. It can be seen that this consideration presented a special problem in design. It required one which would provide for two units complete in themselves, which would not appear unfinished in case the third unit was never built, and at the same time, the third unit, if built, must not look like an afterthought, tacked on to an already completed post.

Randolph Field was designed by officers of the Army Air Corps, and revised by George B. Ford, of New York, the War Department's Consulting Architect on city planning. It is unique in plan, especially designed to care for the many considerations making up the purpose for which it will be used; namely, flying training, and it is believed to be the first development ever planned, having as a primary consideration, its appearance from the air.

The building area is almost a square, comprising about 450 acres, and is located approximately in the center of the 2300 acre tract, with one entrance road and railroad track entering from the highway on the northwest boundary. The building area is thus surrounded by four separate airdromes, each approximately 3000 feet wide by 2 miles long, since it is contemplated using only two of them at a time. The entrance road and railroad are laid flush with the ground, so that an airplane can roll over them without damage in case of a forced landing in that area.

The operating hangars line two sides of the building area, the northeast and southwest. It might be well to add here that the main axis of the field lies southeast - northwest. Thus the hangar lines parallel the prevailing wind, which is southeast eight months of the year and north the other four months. By using only two of the four fields simultaneously, and shifting to the other two when cross-winds prevail, it is considered possible to prevent all flying over the building area and alleviate the dust situation as well, with the help of a paved warming up apron 150 feet wide and a good crop of Bermuda grass.

The main traffic boulevard enters the building area at the center of its northwest boundary and divides to form a large circle of 2500 foot diameter around the center of the post. Within this circle are the married officers' quarters, with the officers' mess in the exact center. There is a small circle at the entrance, around which are grouped various buildings forming a community center - the administration building, or headquarters, the post exchange, theatre and chapel. In the northwest corner of the building area, lies the industrial area - the garage, warehouses, engineering shops, bakery, laundry, etc. In the northeast corner, opposing this, is the Bachelor officers' area, consisting of four dormitory buildings grouped about a central mess. The southwest corner is devoted to the hospital, flight surgeon's school, nurses' quarters, and non-commissioned officers' quarters; while in the southeast corner, are the public schools for children, with a large playground, and more non-commissioned officers' quarters. There is a barracks area located just back of the operations office in the center of each hangar line. At the center of the southeast boundary, are located the academic building, or ground school, and the cadet barracks.

The entire post is designed in the Spanish Mission style of architecture, so prevalent in the southwest, and with its stuccoed walls and red tile roofs, combined with palm trees, Spanish dagger plants and what not, should present an imposing sight, when completed.

The personnel to be stationed there will consist of, eventually, 350 officers, 500 flying cadets, and 2000 enlisted men, who with their families will swell the total population to between 4000 and 5000 people, which is a small city in itself. There will be a total of 512 buildings erected, the total cost amounting to over \$11,000,000. The construction of the first two units calls for more than \$8,000,000, which has already been appropriated and is available for the job. Construction is progressing under the direction of Captain A.W. Parker, Q.M.C., Constructing Quartermaster. The roads are all laid out and gravel based, the railroad spurs are laid, water and sewer systems are being installed, and on August 15th bids were opened for the construction of the first 123 buildings.

This, then is the story of Randolph Field, the Flying City, to date, and it is confidently hoped and expected that when completed, the Army's "Air Academy" will be the world's greatest flying school and a spot of beauty from the air as well as from the ground.

ADDENDA.

To date - November, 1929 - \$8,000,000.00 have been appropriated for this field.

Further reference to this field may be found in:

San Antonio (Texas) Express - August 11, 1929.

Aero Digest - November, 1929.

The Aviator - April, 1929.

Air Corps News Letter - April 21, 1928.

ARMY AIRMAN WINS PHILIPPINE GOLF CHAMPIONSHIP

For the second consecutive year, 1st Lieut. A.F. Shea, Air Corps, stationed at Nichols Field, Rizal, P.I., won the Army Golf Championship of the Philippine Islands by defeating Colonel R.B. Parrott, Adjutant General's Department, 7 up and 6 to go. Lieut. Shea won the match in the last 18 of the 36-hole finals, as he was 1 down at the end of the morning's play.

The News Letter Correspondent says that after partaking of soup only for luncheon at the Caloocan Golf Club, "Gus" came back to show his real class as a competition golf player. This was also his 31st birthday. With long drives straight down the fairway, with brassie and approach shots of remarkable accuracy and deadly puts, he won or tied all holes. The real thrill came on the 12th hole. With the score 6 up and 7, the champion sliced his drive and the ball landed behind a large mango tree. Choosing a Number 3 iron, he hooked the ball around the tree to the green. After two puts for a par, the match was won.

It is generally conceded that Lieut. Shea is the best tournament golfer in the Philippines. Last year he was winner of the Army Open and runner-up in the Philippine Open. "It is a good bet", says the News Letter Correspondent, "that he will win this year's Philippine Open".

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TEN YEARS AGO IN THE NEWS LETTER

Among the various items which appeared in an issue of the News Letter published in January, 1920, were the following:

Announcement was made that the Training and Operations Group of the Office of the Chief of Air Service had plotted a proposed course overland to Alaska over Canada, which was being considered with a view, if possible, to flying over this course at some time in the future.

The Engineering Division of the Air Corps at McCook Field, Dayton, Ohio, conducted two successful parachute jumps, using a new pack type parachute. Sergeant Ralph Bottriel and Mr. James Russell ascended in a Martin Bomber to an altitude of 2,000 feet. The latter jumped from the wing tip of the Bomber and landed on the ground in one minute, 23-3/5 seconds, while Sergeant Bottriel followed by jumping from the rear gunner's cockpit and landing in one minute and 24 seconds.

A varied collection of German war planes were received at the Depot at Wilbur Wright Field, Fairfield, Ohio.

Test was made of the Sperry Gyroscopic Turn Indicator for cloud flying, which was installed in a DH-4 airplane. Among the recommendations of the pilot who flew this airplane was that an instrument should be developed which will perform the functions of a compass and turn indicator in one.

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ROCKWELL AIRMAN LANDS IN SORRENTO CANYON

Lieut. Kirtley J. Gregg, Air Corps, of the 95th Pursuit Squadron, Rockwell Field, Coronado, Calif., "sat down" in a dry creek bed in Sorrento Canyon, San Diego County, without injury to himself or the plane. He was returning from Los Angeles late in the afternoon when fog closed in around him. Knowing that the chances were good for his encountering the same fog over Rockwell Field, he cast around for an emergency landing field. He found it in Sorrento Canyon, near the railroad tracks. It was not the average landing field one would pick under ordinary circumstances, being covered with stones and brush. Nevertheless, Lieut. Gregg put his machine down on it. On the following day Lieut. Gregg went out and flew the plane back to Rockwell Field.

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NEW ALTITUDE RECORD FOR PURSUIT PLANE.

According to latest advices received from Rockwell Field, Coronado, Calif., the unofficial altitude record of 30,000 feet made December 13, 1929, by Lieut. Norman H. Ives, attached to the 95th Pursuit Squadron at that field, in a Beeing P-12 plane, did not endure very long, for it was eclipsed just recently by Lieut. George E. Price, also attached to the 95th, who attained an altitude of

31,200 feet.

The P-12 plane which Lieut. Pride piloted was equipped with full military load. The temperature encountered at the ceiling was 10 degrees below zero Centigrade.

Intensive training at service and absolute ceiling is being carried on by the 95th Pursuit Squadron at Rockwell Field.

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AIR CORPS RESERVE OFFICER SHOWS SKILL AS ARCHITECT

Lieut. Virgil D. Westbrook, Air Corps Reserve, attached to the 95th Pursuit Squadron, Rockwell Field, Calif., whose home is at San Clemente, Calif., won honors in the Lehigh Airports Competition, the first American contest for designs of modern airports.

Of the 257 architects from all parts of the nation who entered the contest, 14 were declared winners. Lieut. Westbrook was among twelve who received honorable mention and received \$100. for his design.

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ADVANCED AGENT FOR PURSUIT GROUP FLIGHT COMPLETES MISSION

Forced to abandon his ship at Kalispell, Montana, because of the fact that, being equipped with wheels instead of skis, the P-1-C he was piloting flipped over on its back when he failed to keep it in a plowed runway, Lieut. Walter E. Richards, Advance Agent of the round-trip flight of the 1st Pursuit Group between Selfridge Field, Michigan and Spokane, Washington, returned to Selfridge Field by rail.

During his tour Lieut. Richards experienced considerable difficulty and delay due to heavy snow, and his ship being damaged beyond local repair, authority was received to ship it to the Fairfield, Ohio, Air Depot for general overhaul. Authority was also received for Lieut. Richards to complete the remainder of his trip by rail.

Throughout the entire trip, Lieut. Richards caused to be forwarded to Selfridge Field complete information covering all facilities at each contemplated stop. The News Letter Correspondent states that, due to the necessity of completing the trip as scheduled, a great many cities which have furnished this information are going to be disappointed, since it will be impossible for the Group to maintain its schedule and visit all of the interested cities along the route.

The contemplated schedule is as follows:

- 1st Day - Selfridge to St. Ignace, 250 miles - noon stop.
St. Ignace to Duluth via Hancock 400 miles - overnight stop.
- 2nd Day - Duluth to Grand Forks, 250 miles - noon stop.
Grand Forks to Minct, 200 miles - overnight stop.
- 3rd Day - Minct to Glasgow, 250 miles - noon stop.
Glasgow to Great Falls, via Havre, 250 miles - overnight stop.
- 4th Day - Great Falls to Kalispell, 200 miles - noon stop.
Kalispell to Spokane, 200 miles - overnight stop.
- 5th Day - Stop over at Spokane.
- 6th Day - Spokane to Helena, via Missoula, 275 miles - noon stop.
Helena to Miles City, 200 miles - overnight stop.
- 7th Day - Miles City to Bismarck, 230 miles - noon stop.
Bismarck to Fargo, 200 miles - overnight
- 8th Day - Fargo to Minneapolis, 230 miles - noon stop.
Minneapolis to Wausau, 175 miles - overnight stop.
- 9th Day - Wausau to Escanaba, 150 miles - noon stop.
Escanaba to Selfridge, 350 miles.

Mr. H.J. Adamson, Assistant to the Hon. F. Trubee Davison, Assistant Secretary of War for Aeronautics, arrived at Selfridge Field, January 6th for the purpose of accompanying the flight. Tech. Sergeant George H. Fisher, motion picture photographer from the 4th Photo Section, Maxwell Field, Montgomery, Ala., reported to Selfridge Field for duty as official photographer in connection with the flight. Staff Sergeant Kennard E. Wilson, radio operator, was also assigned to Selfridge Field for duty in connection with the operation of the low wave broadcasting set to be used throughout the flight of the 1st Pursuit Group in conjunction with local stations and the American Radio Relay League.

PURSUITERS PATROL OVER DETROIT DURING FUNERAL OF SOLDIERS

The flight of six planes of the 27th Pursuit Squadron patrolled the sky over Detroit, Mich., during the funeral of the soldiers whose bodies were recently returned from Russia. A heavy snowstorm at the completion of the mission made the trip back to Selfridge Field and the landing, one of those not soon forgotten affairs. Tight formation practice proved very valuable.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Transfers: 2nd Lieut. Robert J. Dwyer, Field Artillery, to the Air Corps, November 21, 1929, with rank June 9, 1928.

2nd Lieut. Roger M. Ramey, Infantry, to Air Corps, November 21, 1929, with rank June 9, 1928.

Resignations: 2nd Lieut. Joel G. Pitts, February 1, 1930.

2nd Lieut. Harvey R. Ogden.

Relieved from Detail to Air Corps: 2nd Lieut. Harold G. Hayes to Signal Corps, 2nd Division, Ft. Sam Houston, Texas.

2nd Lieut. Norris S. Longaker, Jr., to Infantry, 2nd Division, Ft. Sam Houston, Texas.

2nd Lieut. Charles B. McClelland, Jr., to 1st Cavalry Division, Ft. Clark, Texas.

2nd Lieut. William L. Nave to Infantry, 2nd Division, Ft. Sam Houston, Texas.

2nd Lieut. Dexter M. Lowry, Jr., to 29th Infantry, Fort Benning, Ga.

2nd Lieut. Cornelius Z. Byrd, to the 25th Infantry, Fort Huachuca, Arizona.

Reserve Officers Detailed to Extended Active Duty: 2nd Lieut. Francis J. Bassing, St. Joseph, Mo., to Marshall Field, Fort Riley, Kansas, to January 17, 1931.

2nd Lieut. Robert Lyle Brookings to Mitchel Field, N.Y. to January 19, 1931.

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BLANKET LOST IN BATTLE OF SOISSONS JUST RETURNED TO OWNER

The movie fans here have witnessed the flight of the magic carpet in the Thief of Bagdad. The flights of that mystic fabric have nothing on the travels of Mike's blanket.

In 1916 a young sergeant came home from Santo Domingo and was paid off "Expiration of enlistment-Character Excellent". As was the custom in those days, he reenlisted the following day. He promptly requisitioned and was issued one of the new handsome blankets which had just been adopted. He painted his name, "M WODARCZYK", on the dark brown stripe with white paint. The blanket became Mike's mascot.

The war broke out and he carried it to France with the first contingent of the famous "Fifth Marines". Together Mike and the Blanket went through training trenches and over the top. On July 18, 1918, the Fifth was summoned from Corps reserve and thrown into the historic action at Soissons. Packs were thrown off and the Fifth plunged into melee. Captain Wass, the Company Commander, went down mortally wounded. Mike was leading the remnant of his platoon when he got his'. All night he laid wounded on the field wondering if he would ever see his pet blanket again. At dawn the stretcher bearers carried him to the rear. Eventually he was patched up and rejoined the regiment in time for the Argonne struggle.

After the war he came home and was made a Warrant Officer. Since then he has served again in Santo Domingo and in the Nicaraguan campaign, where he acquired more ribbons for his blouse, another promotion and a set of gold aviators' wings. He is now back with the Marine Squadrons at San Diego. A few days ago a Marine returned there to duty, after completing a course at the Army Air Corps School, Chanute Field, Rantoul, Ill. He reported to Chief Gunner Michael Wodarczyk, his section Chief, that a private at Chanute Field was using a Marine blanket marked "M. WODAREZYK".

A letter from the Army Commanding Officer at Chanute Field secured the return of the identical blanket left on the field at Soissons many years ago. Mike's joy at recovering his long lost mascot was scarcely exceeded by the pleasure of receiving his recent award of the Distinguished Flying Cross. - News Letter, Bureau of Aeronautics, U.S. Navy.

NOTES FROM AIR CORPS FIELDS

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Nichols Field, Rizal, P.I., December 4, 1929.

On November 16th, the Philippine Bowling Association's series of matches ended with Nichols Field enlisted men's team in fifth place; officers in eighth place. However, the enlisted men's team ended in first place in the Inter-regimental Bowling League, for the second consecutive year.

Kid Hewitt won the featherweight championship, Manila District, on November 29th.

2nd Observation Squadron, A.C.: There was an increase in flying activities in the 2nd Observation Squadron during the eleventh month.

Two target missions were carried out in connection with the 60th Coast Artillery at Corregidor. Both morning and night missions were made, but so far most of the targets seem to be intact and there were no casualties, from which we deduce that airplanes can, as during the war, still laugh at the "Archies"!

Numerous attack and liaison problems were accomplished with the 26th Cavalry and the 24th Field Artillery at Fort Stotsenburg. The regular cross-country, photo and radio missions were also made.

On the 20th of November a large number turned out to view the Field Meet participated in by the different organizations of the Post and by the 3rd Pursuit Squadron from Clark Field. The 2nd "ran" away with a big majority of the honors. Pvt. Anthony of the 2nd was high point man.

On November 29th, the 2nd Observation Squadron spent the day at Corregidor, the original home of the outfit in the Philippine Department, in observance of Organization Day. The day was utilized in swimming, sightseeing and eating. The program for the day consisted of a pleasant ride over on the mine-planter "HARRISON", lunch and "Spiff" at Kindley Field, baseball game (we lost) at top side, and then the same ride back. Every one had a good time but were tired when they arrived at Nichols Field, although happy and contented.

Headquarters, 4th Composite Group: The members of this Detachment are congratulating Technical Sgt. Monroe Reynolds, who just climbed another rung in the ladder of fame. There being no vacancies in the grade of Mr. Sergeant in this organization, he was transferred to the 2nd Observation Squadron, but the well wishes of this organization go with him.

Three members of the Detachment are enjoying Detached Service at Baguio for a few days and many others hope to pay their pilgrimage to this Mecca of the Orient before their tour of duty draws to a close.

The sailing of the January Transport will tear from this Organization some men who have spent more than their allotted number of years in the Orient, and it is hoped that they will enjoy their return to their native land.

6th Photo Section: During November a two hundred-mile reconnaissance road strip was made for the 14th Engineers, Fort Wm. McKinley, from Manila to Batangas and vicinity. A mosaic was also taken of the Navy Base at Mariveles for the Navy Department.

Four men from the Naval Photographic Department under the supervision of Lieut. Moss have been working in the Photo Laboratory for the past month laying mosaics that were taken of Manking, China.

The Section is now developing motion picture film for the Signal Corps which was brought to Manila recently by Mr. Barrett on a cable-layer boat.

On November 20th, during the track and field meet, some members of the Section participated while others of the Section were busy with cameras shooting some of the most exciting events.

28th Bombardment Squadron: November was a quiet month as far as flying is concerned, as we are still waiting for replacements for our L.B.-5's or for authority to make necessary changes. During the month we had a total of three ships in commission, and almost wore the surfaces off all three trying to get in our flying time.

Our worthy 1st Sgt. M. Hamer, who departs from the land of sunshine and cabarets, is at present on a thirty-day vacation prior to leaving on the January transport for March Field.

During the absence of Capt. Brock, Lieut. James L. Grisham assumed command, and Staff Sgt. W.J. Duffy was appointed acting 1st Sgt. until arrival of Sgt. Hamer's replacement. Sgt. Maurice P. Riherd was discharged by pur-

chase to accept a position (if you please) with the International Harvester Co.

We will be sorry to lose Lieut. Grisham, who becomes Post Adjutant, effective December 1st. However, we have the satisfaction of knowing that he is a worthy replacement for the present Adjutant, Capt. C.M. Savage. We expect to have our tennis court completed by next month and are sure that with the talent we have in this squadron we will have several Bill Tilden's developed shortly.

66th Service Squadron: A great deal of interest was shown in the Nichols Field Field Day, November 20th. The following men of this organization entered: Staff Sgt. Clement H. Kelly, Sgt. James A. Sommer, Pvts. Welton E. Avery, Barney A. Haugen, Francis F. Miller and Stephen E. Vetrecin. Pvt. Miller won the 440-yard run and the 220 low hurdles, thereby winning a place on the Post Team at the Department Field Meet, scheduled for December 15th at Fort Wm. McKinley, P.I., and the prize offered by the Squadron to any man taking first place.

Pvt. 1 Cl. Ray C. McMullen, the inter-service light weight boxing champion for the Philippine Department, met his Waterloo in a battle with Sailor Rohan of the Navy. McMullen put up a great fight, and despite a broken nose and a badly cut ear, continued on to the end. This was not a fight for the championship, therefore McMullen still wears the belt.

The Squadron had a great dinner Thanksgiving Day. The menu card, designed by Pvt. 1st Cl. Arthur P. Ryan, was a knockout, and each man received a hand painted copy as a souvenir. EATS! Man, when you look the menu over you think its from the Ritz or what have you. Roast Turkey with all the trimmings, winding up with cigars, cigarettes, candy, etc.

The Squadron received no news from Lieut. Earl S. Hoag, A.C., the Squadron Adjutant, since he left with Mrs. Hoag for an extended tour of China and Japan. He has been away over a month now and we are wondering if he has joined or been inducted into the service by one of the many rebellious armies of China.

The following promotion was made during the month: Pvt. Leroy A. Lasure, appointed Corporal on the 7th.

Rockwell Field, Coronado, Calif., December 16th.

One of the most elaborate military weddings held in Coronado for some time was that of Miss Ernestine Lenore Hunker, daughter of Capt. and Mrs. H.J. Hunker, QMC., to Lieut. Joseph G. Hopkins of the 95th Pursuit Squadron. The ceremony was solemnized on the evening of December 2nd at Christ Episcopal Church, Coronado, in the presence of about 150 relatives and friends, and was marked with all the brilliance and splendor of military pomp and dignity. As the wedding party left the altar they walked beneath 26 crossed sabers of officers stationed at Rockwell Field. Following the ceremony a reception for the bridal party and wedding guests was held at the Coronado Country Club, the bride cutting the wedding cake with her husband's sword.

Major Carl Spatz and Capt. H.M. Elmendorf returned to the Field December 11th from Langley Field, Va., where they attended a conference on Pursuit tactics.

Parachute training for officers is in progress at the Field, and several live jumps were made during the past week.

Mr. William L. Winner, Asst. Radio Engineer, Signal Service at large, Headquarters, 9th Corps Area, arrived at Rockwell Field December 16th for temporary duty in connection with the installation of remote control equipment at the Rockwell Field Radio Station.

The Officers' Club, Rockwell Field, made elaborate plans for a large Christmas party for the children of the officers and non-commissioned officers of the Post. A large Christmas tree was erected in one corner of the Club and gaily decorated with Yuletide trimmings and gifts for the youngsters. Lieut. Robert E. Self, Post Adjutant, was designated to act as Master of Ceremonies on this occasion, in other words, to don the garb of Santa Claus.

Col. H.J. Brees, I.G.D., Inspector of the 9th Corps Area, is scheduled to make the annual inspection and survey of Rockwell Field about the middle of January.

113th Observation Squadron, 38th Division Aviation.

Lieut. D.D. Watson, Senior Instructor, accompanied by Sgt. L.M. Johnson, Sgt.-Instructor of this Organization, completed a tour of the Southwest in an

02-H for the purpose of obtaining some new ideas and to form a basis of comparison of various National Guard units. In spite of foggy weather all the way to Houston, Texas, and freezing weather all the way back, with considerable motor trouble thrown in, the itinerary was followed to the letter, with one exception - Birmingham, Alabama. From all accounts the outfit there is a pretty hot organization, but it had to be passed up, due to exceptionally bad weather in that locality.

Four days were spent at Houston, Texas, due to having the motor worked over and waiting for the necessary nine feet of visibility.

Sgt. Johnson learned considerably about the duties of an Air Service mechanic on this trip; at least his fingers were all blistered and skinned up when he came back.

Lieut. Watson, also studied methods of training and operations of National Guard units in various states and came back full of good ideas that can't help but improve our outfit, good as it is.

The weather in Indianapolis for the past month was such that operations were practically at a standstill, rain and fog every day. But it's an ill wind that blows no good. While the ships are on the ground they aren't burning any gas. The gas allowance for this organization is inadequate for the type of ships and the number of pilots we carry. Under the conditions that exist at present our gas allowance permits of a little less than two hours per month per pilot, which makes it extremely difficult to maintain proficiency as a service pilot. So if the bad weather continues for three more days, we will have saved enough gas to take off a three-ship formation, fly one hour and forty-five minutes and land, dead stick.

Right now I wish to state, loud and strong, a fact. If there is any National Guard outfit in the United States that can beat this record, let's hear from them. In the three years the 113th operated from Stout Field, under the command of Major R.F. Taylor, we have flown considerably over 10,000 hours. This includes all sorts of flying (except the hangar variety), night and day formation, cross-country, etc., without a forced landing through motor or mechanical trouble or a serious accident. We would like to hear from any outfit that can beat that.

Luke Field, T.H., December 7th, 1929.

Following out our recently adopted policy of broadening our activities through many inter-island training flights, Luke Field sent a flight of seven planes to Hilo on November 29th, returning to Luke Field the following day. Capt. Frank H. Pritchard, Lieuts. L.P. Holcomb, John H. Dulligan, Ulysses G. Jones, Eyrle G. Johnson and Thomas L. Gilbert formed the personnel of this flight, using three Amphibian planes, three Martin Bombers and one Keystone LB-5 Bomber.

Aloha flights were performed by this station for the U.S.A.T. GRANT, and the CHATEAU THIERRY as they entered Honolulu harbor and again when they left for other ports.

Night flying has started as part of our regular training program, and missions from all the squadrons are performed on Tuesday and Wednesday evenings.

On November 2nd a Chandelle was held at the Palm Lodge on the Peninsula, and every officer from Luke Field was present and enjoyed the program arranged by Major Maxwell Kirby, who presided in the capacity of Master of Ceremonies and Toastmaster. Several after dinner speeches were enjoyed, and a quartet offered some real harmony. Luke Field's popular orchestra provided good music before the dinner was served. A Chandelle will be held on the first Saturday of each month, and the officer who is returning to the States in that month will be Master of Ceremonies and accept the gifted duties of Toastmaster.

The following officers of the Air Corps, and their families arrived at this station on November 12th aboard the U.S.A.T. "CHATEAU THIERRY": Major Rae Houke, M.C.; Capt. Horace N. Heisen; 1st Lieut. Joseph W. Benson; 2nd Lieuts. Edgar T. Noyes, John H. Dulligan and Mark D.S. Steensen.

This is Lieut. Benson's second trip to the Hawaiian Department for duty, having served here in 1923, 1924 and 1925.

Capt. Frank H. Pritchard, who has been stationed at Wheeler Field in this Department, was transferred to Luke Field for further duty.

1st Lieuts. James F.J. Early and Joseph W. Benson are attending the School for Cooks and Bakers at Schofield Barracks, T.H.

1st Lieut. R.R. Brown, Post Exchange Officer, is busy packing and preparing to leave for the mainland on the January transport. Lieut. Brown will be stationed at Fort McPherson, Ga., upon his arrival in the States. 1st Lieut. Harold F. Reuse will replace Lieut. Brown in his duties as Post Exchange Officer.

Luke Field is in the midst of its athletic sports and there reigns a high spirit among the squadrons who are competing for the Kuntz-Moses Trophy. The Fourth Observation Squadron had very little opposition in winning the Basketball Championship, taking eight straight victories. The 23d Bombardment Squadron finished in second place, the Staff in third place, the 72d Bombardment Squadron in fourth and the 65th Service Squadron bringing up the rear.

From the outstanding stars of each Squadron Luke Field team was picked to represent this station in the Sector tournament.

On November 21st, an inter-squadron smoker was held and the eight bouts scheduled started the annual boxing season. Every bout on this card was filled with plenty of action, and the contestants displayed real art in the pugilistic game. The 72d Bombardment Squadron carried away 100 points; the 4th Squadron's boxing team came in a close second with 90 points to their credit; the 23d Bombardment Squadron won 50 points, and the 65th and Staff teams took zero as their points. The large crowd attending the smoker was well satisfied with the results and the spirit displayed by the fighters.

The following personnel officiated at the smoker: Lieut. Dulligan, referee, Capt. Temple, Lieuts. Foster, Holcomb and Gillespie, judges. Lieut. Lowe, in charge of the boxing teams, arranged the bouts so that every contest was arranged on an equal basis of weight, ability and experience among the contestants.

The basketball court is being roofed and upon its completion will provide an all weather arena in which to hold Luke Field athletic activities, and enlisted men's dances.

Over one ton of Turkey was roasted to a King's taste for the enlisted men of this station on Thursday, November 28th. The Mess Sergeants were busy all week preparing the doomed fowls and baking cakes, puddings and pies. When the Mess Call was sounded, 800 soldiers of the Air Corps, stationed at Luke Field, sat down to a Thanksgiving Dinner that was arranged for them and which contained style, quality and quantity par excellence.

San Antonio Air Depot, Duncan Field, Texas, Dec. 31st, 1929

Lieut. Charles E. Branshaw, Chief Engineer Officer of the Depot, returned to duty on December 22d from a spell of sickness at the Station Hospital, Ft. Sam. Houston, Texas, beginning November 9th, and sick leave since December 6th.

A pleasant holiday occasion at the Post was the Christmas party held on Saturday, December 21st, for the personnel of the Depot and their families. Through the courtesy of Kelly Field, a band from that station rendered delightful music; and a surprising amount of local talent was manifested in the presentation of various items of entertainment. Light refreshments were served, and the general feeling of fellowship and Christmas spirit tended to make the affair a most successful one.

Capt. Walter H. Reid, Air Corps Instructor with the Texas National Guard at Houston, Texas, was among the visitors at this Depot during the month, coming in on the 13th and again on the 30th, for National Guard planes turned out by the Depot.

Selfridge Field, Mt. Clemens, Mich., January 8th.

During the month of December, due to exceptionally bad weather which resulted from continuous rain, snow and high winds, it was possible to perform but very little flying. There were, in fact, 22 days during this period without sunshine. Of these 22 days, the meteorologist marked 10 of them dangerous for flying. After the heavy snows during the first part of the month, all Pursuit ships were equipped with skis, and some intermittent flying performed. After a few days, however, the weather warmed up and skis had to be taken off and the old reliable wheels installed. Due to this bad weather, very few pilots visited this station during the month.

Lieut. Bruner, flying an O-2, arrived from Wright Field on December 2nd and returned the following day. Lieut. Quesada, with one passenger, in an O-2, arrived from Bolling Field on December 4th returning via Pittsburgh on

the 5th. 1st Lieut. Julian B. Haddon, now stationed at Wright Field and not so long ago Adjutant at this station, arrived here on the 8th and returned to Wright Field on the same day. 1st Lieut. Martinus Stenseth, formerly Commanding Officer of the 17th Pursuit Squadron, arrived from Bolling on the 26th. Lieut. Stranahan, also from Bolling, arrived the following day. Both officers were delayed by bad weather, but returned on the 30th.

17th Pursuit Squadron, Air Corps: The end of the Holiday Season found us with quite a bit of activity, namely, preparations for the trip to Spokane, Wash. Several ships were returned from the Fairfield Air Intermediate Depot after being groomed for this event, thus giving us almost our full quota again. There was considerable flying on skis, including the P-T on which skis are mounted on the axle with the wheel. It does nicely and takes off like a sea-plane, a step at a time.

Cross-countries this month were rather limited, due to shortage of ships. However, Lieut. R.D. Moor, made hops to Toledo on the 1st and 14th; Lieut. A.L. Moore to Battle Creek and Lieut. Laurence W. Koons to Cleveland on the 14th; Major Ralph Royce and Lieut. Paul W. Wolf on the 27th, left on a trip with stops at Toledo and Columbus.

Leaves of absence were granted Lieuts. Coleman, Olds, Shanahan, Warburton, Estes, Giovannoli, Burns and Van Auken for the Christmas Holidays. Those who remained were guests of the Squadron for Christmas dinner, which was one of those kind more often thought of than eaten.

Basketball practice is now well under way, with much enthusiasm and a great deal of promise shown. Plenty of new equipment has been provided for the team and great things are hoped for this season.

The Squadron will be very sorry to lose Lieuts. Aubry Moore and Max Warren, transferred to the Training Center, San Antonio, Texas. We wish them "Happy Landings" and a pleasant time at their new station.

94th Pursuit Squadron, Air Corps: The 94th enjoyed a very excellent Christmas dinner this year, having all the officers and wives, non-commissioned officers and their wives and a large majority of the enlisted personnel present.

After spending over seven years with the 94th Sqdn., our 1st Sgt. Henry G. Wilkes, was promoted to the grade of Mr. Sergeant and transferred to the 15th Obs. Sqdn. Sgt. Nathan W. Beacher is now our 1st Sergeant and is making the boys step lively. Cpl. Charles Jauga was promoted to the grade of Sergeant. Pvts. 1st Class Charles Pung and Edwin Olson were promoted to the grade of Corporal.

Lieut. Durward O. Lowry was on leave for seven days, spending a very enjoyable time in the jack pines at Alpena Michigan. Lieut. Theodore M. Bolen was on leave in Tennessee and reported upon returning that he slid most of the way after getting into the mountains.

27th Pursuit Squadron, Air Corps: Colonel and Mrs. Chas. H. Danforth, and Captain and Mrs. A.J. Etheridge honored the Squadron with their presence at the Thanksgiving dinner. Eight officers were recently assigned to the Squadron; viz:- Lieuts. Boatner; Ramey; Smith, F.G.; Yost; Brown; LeMay and Hegy.

Having won the Post Football Championship, attention is now being turned to developing an equally good basketball team. Lt. Roger M. Ramey is in charge, assisted by Lieut. W.R. Morgan.

Lieut. Hoyt L. Prindle departed for duty in the Hawaiian Islands. He decided to turn the trip into a honeymoon shortly before leaving. We wish him all the happiness in the world.

15th Observation Squadron, Air Corps: Due to heavy continued snow, the O-2's are being equipped with skis instead of wheels.

Information was received that the shortage of ships will soon be relieved by the addition of eight O-11's as replacement for O-2's. In the meantime the ship shortage was somewhat relieved by the loan of 2 P-3's from the Pursuit Group, one of which is equipped with skis.

Preceding the hop on December 20th, the officers of the Squadron had a "Dutch Dinner" at the quarters of Lieut. and Mrs. J.T. Morris.

Cpl. Langlands is in the Post Hospital recovering from a very serious siege of pneumonia.

Staff Sgt. Kretz left on the transport for Hawaii as replacement for Staff Sgt. Mayers, who has been assigned to this organization.

Rockwell Field, Coronado, Calif., January 6th.

All LB-7 Bombers, the Fokker Transport and one Boeing P-12 Pursuit plane are being equipped with complete radio sets. During a group flight to Crissy Field on December 27th, the Bombers, equipped with the first radio sets to arrive here, maintained constant communication with ground stations on the coast, receiving weather reports throughout the entire journey.

Major H.H. Arnold, Chief of the Field Service Section, Materiel Division, was a most welcome visitor at Rockwell Field, January 2nd to 4th. While here he made an inspection of the Rockwell Air Depot. Major Arnold was the Commanding Officer of Rockwell Field from March to May, 1919, and again from 1922 to 1924. He is also the author of the Rockwell Field History.

War Department orders were received transferring Lieuts. A.J. Mickle and K.A. Rogers, of the 95th Pursuit Squadron, to the Air Corps Training Center for a course of instruction. Upon the completion thereof, about March 1st, these officers will be assigned to March Field for duty.

Serial No. 291. LIST OF NEW MATERIAL ADDED TO INFORMATION DIVISION FILES
NOV. 25, 1929 to JAN. 7, 1930.

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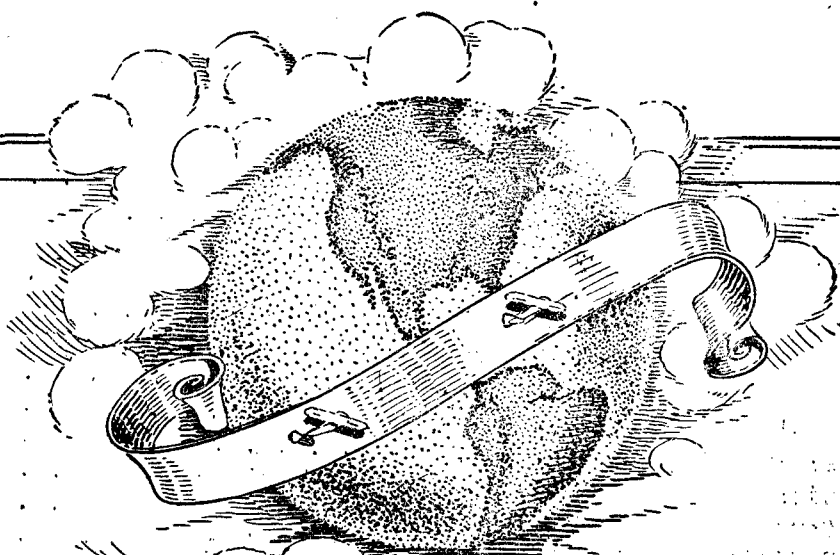
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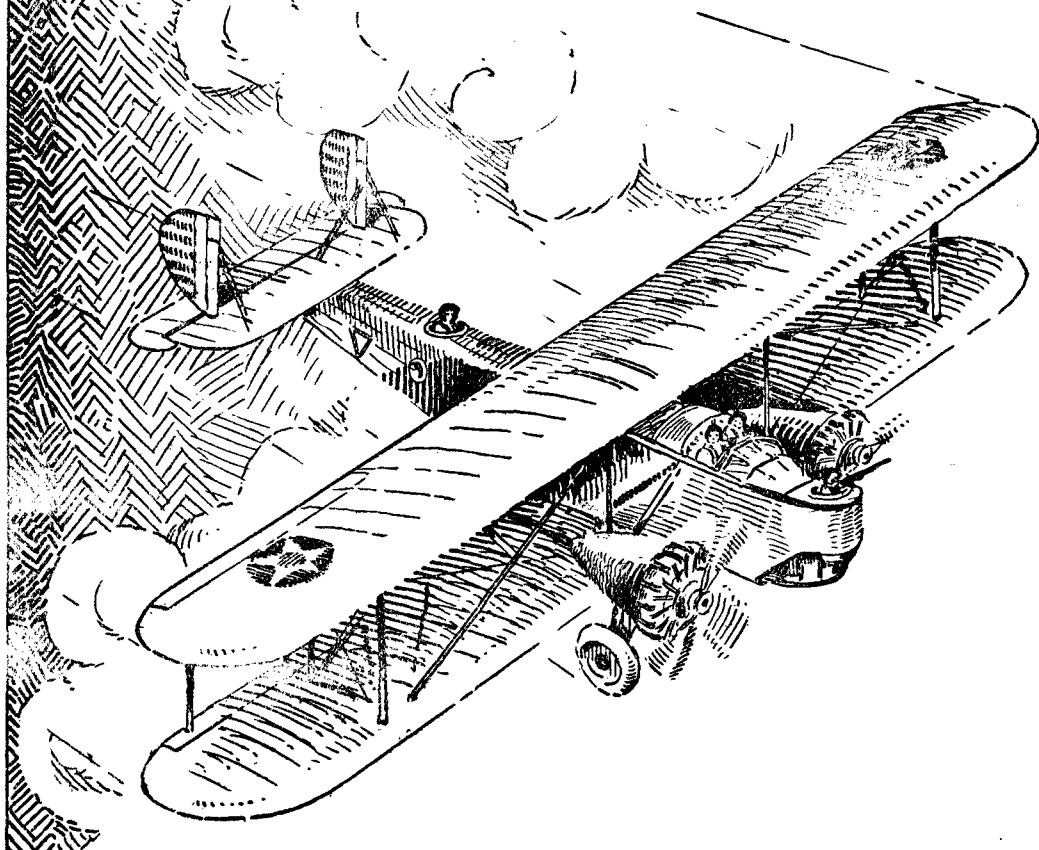
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- 629.145/R53 Should We Exclude the Aviation Hazard? (Twenty-fourth Annual
Meeting, American Life Convention, Cincinnati, Oct. 18, 1929.)
Robbins, C.B.
- 629.148 United States Aviation Reports, 1928.
Un3u/1928
- 629.17 The Book of the Aeroplane. Ed.2. Pritchard, J.L.
P93/Ed.2
- 629.193/R66 Sky Travel. Romer, A.R.
- 665.5 New and Revised Tag Manual, 21st Rev. Ed. Wilhelm, R.M.
W64/Ed.21
- 833.91/R28 All Quiet on the Western Front. Remarque, E.M.

- 833.91/Sch3 Schlump; The Story of a German Soldier Told by Himself.
- 920/L64m Lindbergh; His Story in Pictures. Miller, F.T.
- 923.1/D29t Jefferson Davis; His Rise and Fall. Tate, Allen.
- 940.4/C18 An Outline History of the Great War. Carey, G.V.
- 940.44/H14o One Man's War; The Story of the Lafayette Escadrille. Hall, Bert.
- 940.44/N75f Falcons of France. Nordhoff, C.B.
- 940.45/C81 Naval Operations. 4 vol. Corbett, Sir J.S.
- 940.5/C47 The Aftermath. Churchill, W.L.S.
- 943.085/Sch2 The Making of New Germany; The Memoirs of Philipp Scheidemann.
Scheidemann, Philipp.
- 629.13/M31 Aviation from the Ground Up. Manly, G.B.

The first part of the report discusses the general situation of the country and the progress made in various fields. It is noted that the government has taken several steps to improve the economy and social conditions. The second part of the report provides a detailed analysis of the current economic situation, including the impact of inflation and unemployment. The third part of the report discusses the social and cultural aspects of the country, highlighting the role of education and the media. The fourth part of the report provides a summary of the findings and recommendations for the future.



AIR CORPS NEWS LETTER



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OFFICE OF THE CHIEF OF THE AIR CORPS
WAR DEPARTMENT
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A10
M.S.

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

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STRANDED AVIATOR FREEZES ON DESERT

Freezing on a desert is a rather odd bit of news, since one is accustomed to associating a desert with climate where the thermometer hits the high places. Nevertheless, this was the unusual experience recently of Lieut. Robert E. Self, Air Corps, stationed at Rockwell Field, Coronado, Calif.

Not long ago, when "Bob" was on duty in the Materiel Liaison Section, Office of the Chief of the Air Corps, he agreed, with mental reservations, that the climate of a Washington winter was not so bad. But this was some time before he embarked on his eventful flight from Rockwell Field to San Francisco, when he spent the coldest night of his life on barren Nevada desert land.

"Bob" was due for a cross-country flight, and decided on San Francisco as his destination. He had managed to get hold of tickets for the Army-Stanford football game, and decided to combine business with pleasure. Averse to doing things by halves, he took a tuxedo along so that he may not miss out on any social event taking place after the game.

On Friday, December 27th, "Bob" took off from Rockwell Field in his trusty PW-9D, with a feeling of confidence that he would make the aerial jaunt to "Frisco" in record time. But the fates were unkind to him. Everything seemed to be "hotsy totsy" when all of a sudden he became enveloped in a thick fog. He arose above the mist as best he could and tried to stay there. He saw what he thought was Mt. Diablo near San Francisco. The peak was sticking up through the fog, and he circled to the right of the mountain hoping to come down the bay to San Francisco. Instead, the mountain proved to be Mt. Whitney. No matter how high he flew, the mountain always remained several hundred feet higher.

The fog then cleared just enough for him to sight a railroad track. He swooped down along this as close as he dared, but the track ran into a hillside mine. Once more he tried to find some familiar landmark, but the gas tank recorded only a half hour of flight left. Near the end of that precious half hour he sighted what seemed to be a dry lake bed. But the bed had a shine to it, and he did not know whether or not water was there. "Bob" then tried a trick new to aviation. He swooped down over the bed, pulled his stick back, and let his tail skid just touch the surface. Dust flew up and he knew that that no water was there, so he returned and landed.

As is customary with forced landings, Lieut. Self expected to see autos and children run out to meet him. They still do this sort of thing in the back country. Instead, however, he was greeted with a silence eternal and everlasting, and his altimeter recorded, on the ground, 6,000 feet.

Not having the least idea where he was, "Bob" gathered wood and built a fire to attract attention. He filled his cigarette lighter with the remnant of the gasoline left in the tank and used this for starting the blaze. He sprinkled the wood with gasoline he carried over in a soap container from his handbag. By this time his fingers were numb from cold. He pointed his ship to the setting sun to check his compass. Using the bonfire as a spot, he walked through the night to a hill six miles away. From its summit he looked around. What he thought might be the lights of houses turned out to be stars. The altitude fooled him.

Returning to his fire, "Bob" put on all the clothes he had brought along, three pairs of socks, an extra pair of trousers, flying suit, topcoat and blouse. But even with all this clothing on his person he could not keep warm. He dared not fall asleep for fear he would freeze to death. Beyond the fire and in back of him he suddenly saw objects moving around in the darkness. A pack of coyotes had come to the fire. They were so close that through the reflection of the flames he could see their teeth when they wrinkled their lips. He got hold of the crank from his plane and yelled at them, but they would retreat only a few yards, then return. To keep warm and to keep the

coyotes at a distance, he executed a war dance around the fire, shouting to keep warm, sometimes singing, probably such things as the "Desert Song," "Button Up Your Overcoat, Turn on the Heat," etc. But he couldn't whistle, he was shivering too much. What effect his vocal efforts produced on his coyote audience is not recorded.

Rebuilding the fire, he wrapped his feet in the parachute bag and maintained a tedious vigil until the stars faded with the coming of dawn and the baffled coyotes slunk away to their respective lairs. Sunrise found him with frost on his chest where his breath had frozen.

Leaving a note on his plane, advising nobody to stay there overnight because of the cold, he started walking. After covering ten miles he sighted a dim cow trail with a weatherbeaten sign "Gilbert - 16 miles." The sign, however, failed to disclose the direction. By this time he was so thirsty that he could hardly see. He did manage to discern a broken beer bottle near the edge of the trail and carried it along with him to serve as a cup in the hope that he might find water. Then he saw another sign, reading "Tonopah - 35 miles." But again the direction was not mentioned. Still walking he came to a clump of green sagebrush. The ground was moist there, and he sank his beer bottle into it to catch drops and then wait for the dirt to settle.

While thus waiting recollections came to him of a movie he had seen which depicted a thirsty prospector slowly crawling along scorched desert sand and reaching a water hole only to find a sign there reading: "Poison - Do not drink." "Wait a moment," he said to himself, "this water might not be good after all." He walked away and watched. Presently a member of the feathered tribe swooped down to the sage brush, drank its fill, and flew away. "I guess that bird must know his business," muttered Bob, as he returned to the spot and proceeded to moisten his mouth with what his beer bottle had caught.

It was now ten o'clock and so cold that the frost was still on his chest. Lieut. Selff, however, began shedding his clothes, carrying the monster pack under his arm in preference to spending another night in the open.

That night, December 28th, as he was still walking, he saw something he thought was a canyon or ditch. He crawled to the edge of it to look over. The shiny something proved to be a highway - and the highway was paved and led to a small oil station, thence into Tonopah, Nevada, - a small walk of only 38 miles.

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GENERAL CRAIG INSPECTS FRANCE FIELD

The annual inspection of France Field by the Commanding General, Panama Canal Department, was made on the morning of December 20th last. Major-General Malin E. Craig and his staff came by train from the Pacific side. An inspection of the planes and personnel on the flying line preceded the Review.

An event of this inspection is noteworthy, as Mr. Lewis, the Field Manager for the Pan American Airways, ordered the PAA planes on the line and personnel standing by for inspection by the Commanding General. Mr. Lewis invited the Commanding General to include the PAA in the inspection, inasmuch as the PAA occupies one of the hangars of the 25th Bombardment Squadron and uses France Field as a terminal.

The Commanding General, before reaching the reviewing stand, was given aerial photographs depicting his arrival at Mount Hope Railroad Station and his arrival by automobile at France Field. Lieut. Williams, Commanding Officer of the 12th Photo Section, made the pictures, and the developing and printing by the Section was made in record time.

The Aerial Review followed the line inspection, and the flights passed in excellent formation. It must be remembered that General Craig is very familiar with Aerial Reviews, and badly spaced flights would not pass without unfavorable comment.

After the detailed inspection of hangars, shops and barracks, the Commanding General assembled all officers in Group Headquarters where he held a short critique, became acquainted with the officers who are recent arrivals in the Department, and departed for Quarry Heights on the Pacific side.

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A splendid means of entertainment is being afforded France Field personnel by a small group of band members who have organized a jazz band. In order that the entire command may enjoy this music, the orchestra plays on two evenings each week at the Post Movies.

LIEUT. MATHENY TO RECEIVE CHENEY AWARD

For performing an outstanding act of valor and self-sacrifice worthy of the highest commendation, 2nd Lieut. William A. Matheny, Air Corps, upon the recommendation of a Board of Air Corps officers, was designated by Major-General James E. Fechet, Chief of the Air Corps, to receive the Cheney Award for 1929, which consists of a bronze plaque with the name of the recipient engraved thereon, an engraved Certificate of Award and \$500.00 in cash.

The Board, (which) consisted of Brigadier-General William E. Gillmore, Assistant to the Chief of the Air Corps; Lieut.-Colonel Ira Longanecker, Chief of the Information Division, and Major L.W. McIntosh, Executive Officer in the Office of the Chief of the Air Corps, were unanimous in their recommendation that Lieut. Matheny's conduct was the most outstanding and meritorious act performed by any individual eligible to receive the Cheney Award.

The act of valor and self-sacrifice for which the award was made occurred at Managua, Nicaragua, on August 30, 1929. Lieut. Matheny, with 1st Lieut. Dwight J. Canfield and Sergeant Wright took off from Managua, Nicaragua, in an LB-6 Bomber, which was one of four being ferried from the United States to Panama for use in the Canal Zone.

Lieuts. Canfield and Matheny were in the pilots' seats with the latter at the controls. When about seven miles out of Managua, the left motor of the plane caught fire. Turning back, Lieut. Matheny headed for the field at Managua, with his right motor at full throttle in an attempt to reach it. Flying the plane in this manner tended to overtax the motor and it froze, leaving the plane with no motive power. As the altitude at this time was too low to permit the personnel to use their parachutes with safety, Lieut. Matheny had no alternative except to attempt to land the plane in the jungle. As the plane was about to strike the ground, Lieut. Canfield loosened his safety belt. The plane crashed in the jungle and its entire nose was broken off as far back as the instrument board. Sergeant Wright, in the rear cockpit, was catapulted clear of the plane and was thrown some distance into the jungle. Immediately after the crash the gasoline tanks burst and both officers were saturated with gasoline. Lieut. Matheny, thrown a short distance from the plane, was unhurt except for a few cuts on his hands. He ran clear of the wreckage, but turning to look for his companion saw the plane enveloped in flames with Lieut. Canfield sitting at the side of it apparently conscious but unable to move.

Disregarding his own safety, he ran back to the burning plane, and by tugging at the clothing of Lieut. Canfield assisted him to his feet and dragged him away from the flames.

By this time Lieut. Canfield had apparently recovered from his daze and dashed for the open with his gasoline-soaked clothes a mass of flames. Lieut. Matheny then tackled him and attempted to roll him in the wet grass in order to smother the flames. In so doing Lieut. Matheny's clothes also caught fire. Lieut. Canfield then extricated himself from Lieut. Matheny's endeavor to put out the flames, jumped to his feet and rushed into the jungle.

Lieut. Matheny then attempted to smother the flames on his own body which were by this time burning his flesh, and succeeded at the expense of severe burns and terrible pain. He then started to search for Lieut. Canfield and found him with the flames extinguished from his person sitting on an old jungle road. Both officers were forced to wait for an hour before aid reached them. Lieut. Canfield died that night as a result of his burns. Lieut. Matheny was confined to the hospital for about three weeks as a result of his injuries.

In making its recommendation, the Board stated that the heroism displayed by Lieut. Matheny in disregarding his own safety and running to the assistance of Lieut. Canfield with the certain knowledge of catching fire reflects great credit upon himself and measures up to the traditions of the military service.

The Cheney Award was established in memory of First Lieutenant William H. Cheney, Air Service, who was killed in an air collision at Foggia, Italy, on January 20, 1918. The donors are Mrs. Mary L.C. Scofield, Peterboro, New Hampshire, and Mrs. Ruth Cheney Streeter, of Morristown, New Jersey, the mother and sister, respectively, of the deceased officer. They have set aside a trust fund of \$15,000, the interest from which is to be used to make the award which is bestowed annually by the Chief of the Air Corps for an act of valor or extreme fortitude or self sacrifice in a humanitarian interest not necessarily of a military nature but which shall have been performed in connection with aircraft. Officers and enlisted men of the Air Corps, the Air Corps Reserve and,

in the event of a posthumous award, the widow or next of kin are eligible to receive the award.

Although the income from the trust fund exceeds \$500.00 per year, the remainder is placed in a sinking fund for possible use in the event more than a single individual is recommended for the award.

Lieut. Matheny is the third member of the Air Corps to receive the Cheney Award and, incidentally, all of these three men were, at the time of the performance of the deed of valor entitling them to the Cheney Award, stationed at Langley Field, Hampton, Va.

In 1927 the Cheney Award was bestowed on Master Sergeant Harry Chapman, of the 19th Airship Company, Langley Field, Va., for conspicuous bravery in the Airship ROMA disaster which occurred in February, 1921. In 1928, Lieut. Uzal G. Ent, Air Corps, received the award for his heroism during the National Elimination Balloon Race. He was aide to Lieut. Paul Evert, Air Corps, the pilot of the Air Corps balloon. When the bag was struck by lightning, Lieut. Evert was instantly killed and the balloon caught fire. Instead of jumping with his parachute, Lieut. Ent, at great peril to his life, remained in the burning balloon and endeavored to revive his companion. Being inflated with hydrogen gas, there was danger of the balloon exploding at any moment.

Lieut. Matheny was born in Carrington, North Dakota, and gives his residence as at that place. He graduated as electrical engineer from the Marquette University, class of 1926. During the four years of his university training he was employed by the Duquesne Light and Power Company, and also as a cooperative student with the Wisconsin Telephone Company. He was appointed a Flying Cadet in 1928, graduated from the Primary Flying School at Brooks Field, Texas, on November 1st of that year, and from the Advanced Flying School, Kelly Field, Texas, four months later. He was appointed a 2nd Lieutenant in the Air Corps Reserve, with the rating of Airplane Pilot. On May 2, 1929, he was appointed a 2nd Lieutenant in the Air Corps, Regular Army, with station at Langley Field, Va., where he has remained since that date.

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FRANCE FIELD AIRMEN CELEBRATE By the News Letter Correspondent

The 25th Bombardment Squadron, stationed at France Field, Panama Canal Zone, recently held their Organization Day party on the famous island adjoining Colon, Republic of Panama. This was the first squadron party for a number of months, and a schedule of athletic events had been prepared and approved by the popular Squadron Commander, Major Lyon. The schedule began at 10:30 a.m., and extended to 3:00 p.m. Different events were scheduled during this time so that there were no unoccupied periods. The first boat left the France Field boat-house at 10:30 a.m., with Major Lyon; the Post Adjutant, Captain A.E. Jones, and Lieut. "Mike" Horton aboard as an advance party to inspect the picnic grounds and kitchens.

After the inspection the races began and continued the rest of the morning. The France Field band, accompanied the participants with music. The first selections of the band were rendered in military style - standing. The heat, however, became very oppressive and the musicians were so overcome that towards the middle of the afternoon it was necessary for them to remain seated on the ground while playing.

All officers of the post had received invitations to attend the festivities and by half past twelve they were there en masse and enjoying the hospitality of the Bombardment Squadron. It was, indeed, a beautiful scene among the palm trees in a tropical setting, soft breezes and sunshine. There is no question about the soothing influence of such a tropical scene, and it is practically impossible to stay awake for any length of time in such surroundings. This was especially evident after everyone had partaken of the excellent luncheon served by the Mess Sergeant and cooks of the Squadron.

In connection with this party, mention must be made of the courtesy extended by the Naval Air Station in furnishing a motor sailer and crew to transport men from France Field to Manzanillo Island and return.

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In the contribution to the News Letter from the 115th Obs. Squadron, Calif. National Guard, Griffith Park Airport, Los Angeles, an invitation is extended to all pilots in the Services to drop in on them at any time. "You are welcome to all facilities at our disposal," says our Correspondent, "and we shall be honored to have you with us. Please pass the word around."

ENGINEERING-SUPPLY CONFERENCE AT WRIGHT FIELD

A total of 35 officers assembled at Wright Field, Dayton, Ohio, on January 13th for the Engineering-Supply Conference which started on that day, continuing until January 17th.

The discussions included all engineering and supply problems, failures of materiel, corrections for faulty operation, and changes for a new program. Each major Air Corps station was represented by two officers, one for supply and one for engineering.

The conference was opened by an address by General Foulois, who outlined the plans. Groups of officers were then formed for visiting the different engineering branches for conference. Captain C. V. Finter was liaison officer in charge of arrangements.

The Air Corps fields were represented, as follows:

Fort Crockett, Texas:

Captain S. J. Idzorek
Lieut. John F. Whiteley
Lieut. J. L. Davidson

Brooks Field, Texas:

Lieut. Clifford C. Nutt
Lieut. James Flannery

Kelly Field, Texas:

Lieut. Delmar H. Dunton
Lieut. A. L. Jewett

Middletown, Pa., Air Depot:

Major J. H. Houghton
Captain Ray A. Dunn
Captain M. G. Estabrook
Lieut. R. G. Harris

San Antonio, Texas, Air Depot:

Major A. W. Robins
Lieut. E. V. Harbeck
Lieut. E. V. Webster
Lieut. C. E. Thomas, Jr.

Mitchel Field, New York:

Captain A. E. Simonin
Captain F. F. Christine

Langley Field, Va.

Lieut. K. B. Wolfe
Lieut. R. V. Ignico
Lieut. C. W. O'Connor

March Field, Calif.:

Captain R. B. Walker
1st Lieut. H. B. Chandler

Chanute Field, Ill.:

Lieut. Robert S. Heald
Lieut. N. R. Laughinghouse
Lieut. W. M. Lanagan

Scott Field, Belleville, Ill.

Captain E. S. Schofield
Captain Roger S. McCullough

Rockwell Air Depot, Calif.

Major A. L. Sneed
Lieut. C. P. Kane
Lieut. R. Baez
Lieut. Edward M. Robbins

Office Chief of the Air Corps:

Major Frank M. Andrews
Major Frederick L. Martin
Captain Elmer E. Adler
Lieut. L. P. Whitten

Selfridge Field, Michigan:

Captain A. J. Etheridge

This was the second of these annual conferences to be held at the Materiel Division, and their continuance seems a definite adoption. The interchange of experience between engineering and supply officers stationed in all parts of the United States and the technical force at the Division responsible for the equipment sent out to these various stations is of inestimable mutual benefit and, as a result, of great advantage to the Air Corps as a whole.

Officers of the various fields come into closer touch with the general aims and plans striven for in the improvement and development of equipment and materials and, by discussions of the difficulties encountered in service, bring to the development center first hand knowledge of flying needs which influence the research and experimental programs. Such a convention cannot but increase the understanding of a large body of diversified workers as well as add to the spirit of cooperation.

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ALLOTMENT OF OFFICERS TO AIR CORPS TACTICAL SCHOOL

The Secretary of War has directed that ten officers of arms other than the Air Corps be detailed to the Air Corps Tactical School, Langley Field, Va., as students for the 1930-31 school year. The allotment to the different arms of the service is as follows: Two officers each of the Infantry, Field Artillery, Cavalry and Coast Artillery, and one officer each of the Corps of Engineers and the Signal Corps.

The officers to be detailed must be of the grade of senior captain or above, graduates of the advanced courses in their respective service schools or the Command and General Staff School, and must have signified their willing-

ness to be placed on duty involving flying. They will not be required to pass the special examination for flying, but only officers who are in good physical condition will be detailed, in view of the fact that they are required to participate as observers in flying missions.

While the number of officers detailed for the 1930-31 course is the same as for the 1929-30 course, the allotment to the various arms is different. In 1929 only the Infantry, Field ^{Artillery} and Cavalry field officers were detailed to the Air Corps Tactical School. This year the Coast Artillery, Signal Corps and Corps of Engineers have been added.

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SOLDIERS MEDAL FOR LIEUT. MATHENY.

Acting on the recommendation of Major Hugh J. Knerr, Commanding the 2nd Bombardment Group at Langley Field, Va., that Lieut. William A. Matheny, Air Corps, be awarded the Soldiers Medal for his heroic conduct following an airplane crash near Managua, Nicaragua, which recommendation was approved by the Chief of the Air Corps, the War Department, in a communication dated Jan. 23, 1920, stated that, after careful consideration, Lieut. Matheny had been awarded this decoration with the following citation:

"William A. Matheny, second lieutenant, Air Corps, United States Army. For heroism when an LB6 airplane crashed and burned near Managua, Nicaragua, August 30, 1929. The airplane piloted by Lieut. Dwight Canfield and Lieut. Matheny, one of four being ferried to the Canal Zone, crashed, due to leaking gasoline and fire in one of the motors. Both officers were thrown free of the airplane at the time of the crash and Lieut. Matheny after running a few steps looked back and saw Lieut. Canfield on the ground near the burning plane and unable to move. At great personal risk, knowing that both of them were drenched with gasoline, he ran back and assisted Lieut. Canfield to his feet, the clothing of both catching fire. He then attempted to extinguish the flames from the clothing of Lieut. Canfield by rolling him in the wet grass, after which he extinguished the flames from his own clothing. Lieut. Matheny received painful and severe burns and Lieut. Canfield died later from the burns received. The heroism displayed by Lieut. Matheny reflects great credit on himself and the military service."

In the concluding paragraph of the communication, above referred to, it is stated that these medals are not yet ready for issue, but when they are available the necessary steps will be taken to cause the medal to be presented to Lieut. Matheny at a suitable time.

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FLYING INSTRUCTORS' SCHOOL OPENS

The Air Corps Training Center Instructors' School opened at Kelly Field, San Antonio, Texas, on January 15th. The course will last for six weeks. Captain J. K. Cannon is in charge of the school, assisted by Lieuts. J. S. Griffith, B.D. Knapp, C.W. Davies, H.C. Wisehart and G. E. Henry.

A total of nineteen officers from various Air Corps stations reported at the Training Center to take the course, viz:

2nd Lieut. G. R. Acheson	2nd Lieut. Richard H. Lee
2nd Lieut. James W. Andrew	2nd Lieut. George H. MacNair
2nd Lieut. F. A. Armstrong	2nd Lieut. A. L. Moore
2nd Lieut. Albert Boyd	2nd Lieut. I. M. Palmer
2nd Lieut. M. M. Burnside	2nd Lieut. E. P. Rose
2nd Lieut. C. W. Davies	2nd Lieut. E. A. Sanborn
2nd Lieut. C. D. Fator	2nd Lieut. W. P. Sloan
2nd Lieut. O. C. George	2nd Lieut. K. E. Tibbetts
2nd Lieut. G. E. Henry	2nd Lieut. M. M. Towner
2nd Lieut. A. M. Kelley	

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ARMY AIRMEN EXCEL IN POLO

Driving the ball between the goal posts to score in the last 20 seconds of play gave the Air Corps Training Center a victory over the Third Infantry

Brigade in the final match of the tournament on January 5th.

It was not until the third chukker that the Air Corps were able to score, when Lieut. George Beverly drove the willow down the field and through the goal. As the second half opened, the Airmen were holding down the short end of a 4 to 2 score. While the defense checked the Infantry scoring drives, Lieut. Craw scored for the airmen in the fifth chukker and twice in the sixth, to give them a temporary lead. But Capt. Coulter of the Infantry shot a beauty to tie the score at 5-all shortly afterward.

Both sides scored again in the seventh, Lieut. Beverly giving the Air Corps a temporary lead which Capt. Coulter tied again with another accurate swing of the mallet. The eighth was merely a duplication of the seventh chukker, as Capt. Coulter scored his fifth goal of the game for the Infantry only to have Lieut. Beal tie the score again just as the game ended.

Hard and fast driving featured the final period. The ball was in the very mouth of the Air Corps goal, but Lieut. Craw raked it away and accompanied it on a mad pace down the field, where Lieut. Beal with a backhand stroke made a beautiful shot to score and thus win the contest.

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COMMERCIAL AVIATION OFFICIALS CONSULT AIR CORPS ENGINEERS ✓

Among the leading representatives of the aircraft industry to come to Wright Field, Dayton, Ohio, recently to consult with engineers of the Materiel Division were E. N. Gott and C.T. Porter of the Keystone Company; Victor E. Bertrandias and A.N. Gassner of the Fokker Aircraft Corporation; T. E. Tillinghast of the Pratt and Whitney Company; E.E. Aldrin of the Standard Oil Development Company; W.H. Munns, Wright Aeronautical Corporation; C. P. Lyon, Thomas-Morse Aircraft Corporation; F.H. Russell, Arthur Nutt, T.P. Wright and Burdette S. Wright of the Curtiss Company; Gordon T. Waite of the Alliance Aircraft Corporation; C.V. Johnson of the Bendix Brake Company; N.H. Gilman of the Allison Engineering Company and F.W. Caldwell of the Hamilton Steel Propeller Company.

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EXTENDED CROSS-COUNTRY FLIGHT BY LIEUTENANT THORPE ✓

Between the dates of December 26th and January 1st, 2nd Lieut. Clarence S. Thorpe, Air Corps, of March Field, Riverside, Calif., accompanied by Private Norman B. Estabrook, 47th School Squadron, made an extended cross-country flight to Spokane, Washington, and return, via Las Vegas, Nevada; Salt Lake City, Utah; and Boise, Idaho, on the outward journey, and via Pasco, Washington; Corning, Calif., and Crissy Field, Presidio of San Francisco, Calif., on the return journey. Lieut. Thorpe's report covering this flight is as follows:

Left March Field, Calif., on December 26, 1929, at 10:50 a.m. A course was flown via Cajon Pass to Bakersfield, Calif., where it was observed that the entire valley was filled with a heavy ground fog, making it necessary to change the course toward Las Vegas, Nevada, at 2:20 p.m. Gas and oil were obtained from the Standard Oil Company, and the plane was then flown to the new Department of Commerce field which is located about eight miles east of town. This field is in good condition and is made up of three runways in the shape of an isosceles triangle. Gas and oil will be obtained at this field in the near future. A radio station is maintained there by the Western Air Express with an operator on duty 24 hours every day.

Left Las Vegas, Nevada, at 9:40 a.m., December 27th, and a straight course was flown to Salt Lake City, Utah, where a landing was effected at 2:00 p.m., at the Municipal Airdrome. Excellent weather was encountered en route.

The flight took off from Salt Lake City, Utah, at 8:55 a.m., December 28th, and a straight course was flown to Burley, Idaho, and thence to Boise, Idaho, where a landing was made on the Municipal Airdrome at 12:05 p.m. The plane was serviced and a take-off was made at 12:40 p.m. The route of the Varney Air Lines was followed via Baker, Oregon; La Grande, Oregon, and Pasco, Washington, to Spokane, Washington, where the flight landed at 3:55 p.m. on Felts Field. Excellent weather was encountered en route.

At 8:55 a.m., December 31, 1929, left Spokane, Washington, and proceeded to Pasco, Washington, where the plane was serviced after the landing at 10:35 a.m. The Pasco Field is used by the Varney Air Lines and is in good condition.

A take-off was made from Pasco at 10:55 a.m., and a compass course was flown to Corning, California, where a landing was made at 2:35 p.m. The Corning Field is large, in excellent condition, and equipped for rapid servicing. The plane took off at 3:10 p.m. from Corning, California, and was flown straight to Crissy Field, Calif., where a landing was made at 4:00 p.m. The weather throughout the day was excellent.

Left Crissy Field on January 1st, at 9:30 a.m., and a straight course was flown to Bakersfield, Calif., thence through Tehachapi Pass and Cajon Pass to March Field, Calif., where a landing was made at 12:50 p.m. The usual ground fog was present over the valley north of Bakersfield, otherwise the weather was excellent.

An O2-K Douglas plane was used in this flight and it functioned perfectly in every respect.

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LARGE CLASS OF ENLISTED MEN TO UNDERGO FLYING TRAINING

Of the 239 candidates selected by the Chief of the Air Corps to begin training March 1st at the two Primary Flying Schools of the Air Corps at Brooks Field, San Antonio, Texas, and March Field, Riverside, Calif., 49 are enlisted men of the Regular Army, constituting the highest number from the ranks to be members of a starting flying class since the operation of these schools under peace-time conditions.

Among the 122 new students to be trained at March Field, 12 are enlisted men of the Air Corps and three enlisted men from the Infantry. Numbered among the 117 students to attend the Brooks Field School are 32 enlisted men of the Air Corps, one from the Infantry and one from the Medical Department.

Pursuant to orders from the War Department, the enlisted men have been ordered to report to the Commandants of the respective schools not later than February 28th for appointment as Flying Cadet and assignment to the class starting training the following day. Names and present stations of these men are enumerated below, as follows:

To March Field

Private James P. McReynolds, 24th Airship Company, Scott Field, Ill.
 " Wm. O. Carlson, 94th Pursuit Squadron, Selfridge Field, Mich.
 " Willard D. Clark, 27th Pursuit Squadron, " " "
 " Walter Harvey Gould, 15th Obs. Squadron, " " "
 " Walter C. Newland, 94th Pursuit Squadron, " " "
 " Albern R. Swanson, 16th Obs. Squadron, Marshall Field, Kansas.
 " Joseph B. Donnelly, 91st Obs. Squadron, Crissy Field, Calif.
 " Donald M. Kessler, 46th School Squadron, March Field, Calif.
 " Albert C. Reed, 54th School Squadron, " " "
 " Wade H. Westmoreland, 54th School Squadron " " "
 " Thomas Moreland Ulery, 3rd Infantry, Fort Snelling, Minn.
 " Jacob A. Wahl, Hqrs. Co. 17th Infantry, Fort Crook, Neb.
 " Forrest L. Gorin, Hqrs. Co. 30th Infantry, Presidio of San Francisco.
 " Willard G. Heberling, Schofield Barracks, Honolulu, T.H. (A.C.)
 " Jason R. Spahn, A.C., Schofield Barracks, Honolulu, T.H.

To Brooks Field

Private Elias J. Keller, 5th Obs. Squadron, Mitchel Field, N.Y.
 PFC Richard J. Close, Air Corps Detachment, Bolling Field, D.C.
 Private Robert T. Miller, 2nd Bombardment Group Hqrs., Langley Field, Va.
 " Joe W. Cotton, 22nd Obs. Squadron, Maxwell Field, Montgomery, Ala.
 PFC Benjamin F. Lowery, 22nd Obs. Squadron, Maxwell Field, Ala.
 Private Albert A. Rice, 22nd Obs. Squadron, Maxwell Field, Ala.
 " Theodore B. Taylor, Jr., Air Corps Technical School, Chanute Field, Ill.
 " Lloyd C. Waldorf, Air Corps Technical School, Chanute Field, Ill.
 Corporal James R. Rogers, 88th Obs. Squadron, Post Field, Fort Sill, Okla.
 Private Loyd Sowder, 88th Observation Squadron, Post Field Fort Sill, Okla.
 " Elmer F. Diamond, Jr., 20th Photo Section, Brooks Field, Texas.
 " James F. Doads, 52nd School Squadron, Brooks Field, Texas.
 " Luther J. Fairbanks, 11th School Group Hqrs., Brooks Field, Texas.
 " Troy Eli Frost, " " " " " " "
 " Claud C. Ham, " " " " " " "
 " Archie T. Lyon, " " " " " " "
 " Donald D. Stow, " " " " " " "

To Brooks Field (Continued)

Private	Addison E. Baker,	90th Attack Squadron,	Fort Crockett,	Texas.
"	Ottis Lobbitt,	"	"	"
PFC	Fred W. Huston,	60th	"	"
Private	Leo O. Miller,	8th	"	"
"	Ben T. Stogner,	3rd Attack Group Hqrs.	"	"
"	Hugh A. Bruce,	48th School Squadron,	Kelly Field,	Texas.
"	Michel M. Des Marias,	40th School Squadron,	Kelly Field,	Texas.
PFC	Earl W. Gessner,	40th	"	"
Private	Quincy L. Hardy,	40th	"	"
Corporal	Norman M. Jackson,	10th School Group Hqrs.	"	"
Private	William D. Showalter,	48th School Squadron,	"	"
"	Robert L. Springer,	24th School Wing Hqrs.	"	"
"	Harry H. Weiner,	42nd School Squadron,	"	"
"	John W. Welch,	41st School Squadron,	"	"
PFC	Volley J. Williams,	48th School Squadron,	"	"
Private	William F. Leahy,	Medical Dept.,	Fort Ethan Allen,	Vermont.
PFC	Herman D. Corey,	Howitzer Co. 29th Inf.,	Fort Benning,	Ga.

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REDUCTION IN THE COST OF AIR TRAVEL ✓

The Western Air Express, with headquarters at Los Angeles, Calif., has effected a reduction in transportation rates on their lines to conform to a fare equal to rail and Pullman rates for the benefit of Federal officials and employees. As a result of this new transportation rate schedule it will be possible for those connected with the government to travel by air at rail and Pullman rates over the Western Air Express, the Standard Air Lines, West Coast Express, and Mid-Continent Air Express. The latter three named are associate companies to Western Air Express.

The above-named air lines serve the following points: Kansas City, Los Angeles, San Francisco, Seattle, Portland, Salt Lake City, San Diego, Agua Caliente, Santa Catalina Island, El Paso, Phoenix, Albuquerque, Pueblo, Denver, Amarillo, Wichita, Cheyenne and intermediate points.

Special schedules and rates have been prepared for the use of government officials and employees, and agents of these four companies have been instructed to honor the usual transportation vouchers.

Announcement was recently made by the Aviation Corporation of a sweeping reduction in transportation rates on its entire system of air lines on a level comparative with railroad and Pullman fares and, in some cases, lower. The lines affected are those of Universal Aviation Corporation; Colonial Air Transport, Inc.; Embry-Riddle Aviation Corporation and Southern Air Transport, Inc., which compose the largest system of air lines in the United States, the planes of which fly more than 20,000 miles daily in scheduled service.

This sweeping reduction follows a temporary experimental slash of fares on the Universal passenger lines which resulted in an almost immediate large increase in passenger travel over their lines.

In the opinion of Robert J. Smith, general traffic manager of the corporation, this experiment showed where the "E" should be placed in the word describing the retarding influence of air travel. It was "farE" instead of "fEar." The experiment demonstrated that passengers will travel in much larger numbers if the fare approximates that of train and Pullman.

"The one great question mark which has been staring at air line operators was whether it was fare or fear that delayed general acceptance of air travel," continued Mr. Smith. "We are sure now it was fare. We expect to see an immediate great increase in air travel over the country and we believe this increased passenger traffic will demonstrate conclusively that air travel is worth more to the public than slower forms of transportation."

The new rate schedule for passenger transportation over the lines above mentioned is virtually half that of the old one and, in some cases, the reduction in fare is as much as 60 percent.

"Increased air travel which is bound to follow the reduction of fares," said Mr. Hamilton, operating vice president of the Aviation Corporation, "will serve to stimulate the aviation industry as a whole. It will mean the increased use of present airline equipment and very probably make necessary the purchase of new and larger airplanes and the employment of more pilots and personnel."

COURSES OF INSTRUCTION FOR SECOND BOMBARDMENT GROUP

Through the cooperation of the Air Corps Tactical School, an interesting and instructive series of courses have been outlined for officers of the 2nd Bombardment Group at Langley Field, Va. These courses and the respective instructors are as follows:

Infantry	Major L.S. Frasier, Infantry
Field Artillery	Major H.G. Fitz, Field Art.
Combat Orders	1st Lt. K.N. Walker, A.C.
Use of Federal Troops in Civil Disturbances	Major L.S. Frasier, Infantry
Visual Inspection, Air Corps	1st Lt. H.A. Bivins, A.C.
Cavalry	Major H.M. Estes, Cavalry.
Coast Artillery.	Major E.H. Metzger, Coast Art.
Air Corps Tactics (Pursuit).	1st Lt. C.L. Bissell, A.C.
Air Corps Tactics (Bombardment).	1st Lt. K.N. Walker, A.C.

The 2nd Bombardment Group has started to work on instruction bombing as it is authorized in the season's training program. With a mark of 492 out of a possible 500 points, 2nd Lieut. Edwin L. Tucker recently secured the highest score to date. The bombers are using 100-pound demolition bombs and are dropping eight of them from 5,000 feet and eight from 8,000 feet. When all officers shall have completed their instruction bombing, the next thing on the program will be bombing for record.

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FOG PROVES IMPENETRABLE BARRIER

Forced by adverse weather conditions to return to Rockwell Field an hour and a half after they had taken off for Tucson, Arizona, Mayor Harry C. Clark, of San Diego, Calif., and Colonel Ed. Fletcher, San Diego's foremost good road enthusiast, were prevented from attending a meeting of the Tucson Chamber of Commerce, scheduled for January 7th, and held in the interest of a paved highway across Arizona to connect San Diego and Southern California.

Mayor Clark and Colonel Fletcher, in an Army Douglas C-2, took off from Rockwell Field at 11:00 a.m., piloted by Lieut. Burrows. Circling for elevation over the city of San Diego, the plane reached an altitude of approximately 8,000 feet. Fog hung over the city up to an altitude of more than 12,000 feet, it was reported, and presented a barrier of mist that could not be penetrated with safety. With the plane headed South, it was forced to turn back by rain and snow over the mountains in the vicinity of Tecate, Mexico. With every mountain pass clogged by fog, rain or snow, the plane was forced to return to Rockwell Field.

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ADVANCED SCHOOL STUDENTS SEEK REGULAR ARMY COMMISSIONS

Out of the class of 84 students attending the Advanced Flying School at Kelly Field, San Antonio, Texas, 63 have made application for examination for appointment as second lieutenants in the Air Corps, Regular Army. The preliminary examinations were held on January 16th and the final examinations will be held February 17th to 22nd.

A total of 78 Flying Cadets out of the 84 above mentioned, attending the Advanced Flying School, have made application for extended active duty with a tactical unit of the Air Corps. This class has the largest number of applicants for active duty of any graduating class of the Kelly Field School.

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ENGINEERING SCHOOL STUDENTS RESUME STUDIES

Students of the Air Corps Engineering School at Wright Field, Dayton, Ohio, returned to their studies on January 6th after their two weeks mid-year holiday. The course which opened on July 1, 1929, closes June 30, 1930. The miscellaneous subjects have been completed in the six months just passed, and concentration during the next six months will be directed on aerodynamics and the design courses, such as airplane, aircraft engine and propeller design. Eleven student officers are enrolled in the present class.

THE ARCTIC PATROL FLIGHT OF THE FIRST PURSUIT GROUP

The First Pursuit Group of the Army Air Corps, under the command of Major Ralph Royce, which for nearly a month was engaged in a winter test flight from Selfridge Field, Mt. Clemens, Mich., to Spokane, Washington, returned to their home station on the evening of January 29th.

The question as to whether the Pursuiters gained ample experience in flying and handling their planes under severe weather conditions can be very emphatically answered in the affirmative. They had many hard tussles with Old King Boreas with his sub-zero blasts. There were a few mishaps and several of the pilots were rendered hors de combat. Happily, there were no serious accidents, and the men who participated in the flight, after they have thawed out, will no doubt look back on their long jaunt through the frigid Northwest as the experience of a lifetime. Stationed as they are at Selfridge Field, where the weather is anything but mild, it may require some time before the thawing out process is completed.

One plane was lost during this flight, being damaged beyond repair when Lieut. Warburton crashed near Beach, N.D., in a raging blizzard. The pilot suffered injuries which, however, were not of a serious nature.

Among the many things which the Pursuiters learned from this flight, one was that plumbers are utilizing an article in their stock in trade which is extremely valuable in connection with winter flying - the firepot. They now have a very high regard for this implement, hitherto considered of use in heating soldering irons, melting lead, etc. Using these firepots, the Army pilots were able to start their cold motors with little difficulty. The next time a flight is made in the dead of winter there will no doubt be a popular demand for this article in the plumbing supply line.

There have been some comments on the difficulties which the Pursuit Group encountered while flying in the cold weather. It was pointed out that the mail planes had been making their scheduled flights without any trouble of this nature. One must not lose sight of the fact, however, that the mail planes start on their flights from heated hangars, whereas the Army pilots were conducting their operations in the open. Furthermore, it is much easier to start the engine of one plane than 22 of them.

The planes which the Army pilots flew on this Arctic Patrol Flight, that is to say, 18 of them, were the small single-seater fighters, built especially for quick maneuvering, equipped with a powerful motor, and carrying two machine guns and 100 gallons of gasoline.

The "Arctic Patrol," as this flight was referred to, involved a total distance of approximately 3,500 miles. The forces arrayed against King Winter comprised a total of 23 pilots, about 20 mechanics, 18 Pursuit planes, three Cargo planes and one Observation plane. All of these planes were equipped with skis instead of the conventional landing wheels, in view of which fact such landing fields as were cleared of snow were studiously avoided. One of the Cargo planes was equipped with radio receiving and sending apparatus, which were operated on two wave lengths, 32.5 and 54 meters.

While the primary purpose of the Arctic Patrol was to test the efficiency of planes, personnel and equipment under the most severe winter conditions, the secondary object was to obtain first-hand experience on the value of short-wave radio in connection with Army Air Corps operations in remote sections and covering long distances. Thus, when the First Pursuit Group took the air on January 10th, another short-wave radio station sprang into existence (Station AB6) which added a new element of interest to the Amateur Radio Operators or "Hams," as they are generally known. Members of the American Radio Relay League deserve commendation for the whole-hearted cooperation they extended in aiding the communications end of this big project of the Pursuiters.

The communication terminals were in charge of F.E. Handy, of the American Radio Relay League, Hartford, Conn.; Captain Frank E. Stoner, U.S. Army Signal Corps; B. R. Cummings of the Radio Engineering Department, General Electric Co., Schenectady, New York. Mr. H. J. Adamson, assistant to the Hon. F. Trubee Davison, Assistant Secretary of War for Aeronautics, was on board the Observation plane and in charge of communications. Staff Sergeant Harry E. Wilson was the Radio Operator.

The Army pilots who flew the Pursuit planes were Major Ralph Royce, 1st Lieuts. Alden R. Crawford, Kenneth A. Rogers, Marion L. Elliott, Paul W. Wolf,

Cecil E. Henry, 2nd Lieuts. Charles A. Harrington, Ernest K. Warburton, Ralph C. Khudy, Austin A. Straubel, Donald L. Putt, Norman D. Sillin, Paul B. Wurtsmith, Theodore M. Bolen, Edward H. Underhill, Homer L. Sanders, Paul M. Jacobs and Robert K. Giovannolli. First Lieut. James E. Duke piloted the Radio C-9 airplane, accompanied by nine mechanics; 2nd Lieut. Paul E. Shanahan, the Transport C-9, accompanied by nine mechanics; 1st Lieut. Ennis C. Whitehead, the C-2 Observation plane, accompanied by Mr. H.J. Adamson; and 2nd Lieuts. Edwin R. French and D. M. Lowry, Jr., the Douglas Transport C-1, accompanied by two mechanics.

According to the flight itinerary, the First Pursuit Group was scheduled to depart from Selfridge Field on the morning of January 8th, stopping at St. Ignace, Mich., at noon, and at Duluth, Minn., via Hancock, Mich., overnight; January 9th, Grand Forks, N.D., at noon, Minot, N.D., overnight; January 10th, Glasgow, Montana, at noon, Great Falls, Montana, via Havre, overnight; January 11th, Kalispell, Montana, at noon, Spokane, Washington, destination.

Departing from Spokane, Washington, January 13th, the Group was scheduled to stop at Helena, Montana, at noon, and Miles City, Montana, overnight; January 14th, Bismarck, N.D., at noon, Fargo, N.D., overnight; January 15th, Minneapolis, Minn., at noon, Wausau, Wisconsin, overnight; January 16th, Escanaba, Michigan, at noon, Selfridge Field, same day.

Jack Frost and Old King Boreas were not kindly disposed towards the Pursuiters, not only delaying their departure from Selfridge Field two days but otherwise impeding their progress so that they were almost two weeks behind schedule when they finally returned to their home station.

January 8th ushered in a heavy sleet which resulted in all of the 22 planes being covered with a coating of ice, and a take-off was out of the question. With the temperature barely at freezing, the heavy radio plane was in danger of sinking through the ice of Lake St. Clair. The entire personnel of Selfridge Field worked all night getting the ship out of danger and dragging it to dry ground. The right wheel of the plane was entirely under water.

January 10th: The 18 Pursuit planes departed from Selfridge Field at 9:05 a.m., bound for St. Ignace, Mich. One C-9 Transport plane departed at 11:30 a.m., and another one at 2:20 p.m. The O2-K plane, with Lieut. Ennis C. Whitehead as pilot and Mr. H.J. Adamson, passenger, was unable to depart, due to motor trouble. The Pursuit ships reached St. Ignace at 11:25 a.m., and Duluth, Minn., at 3:20 p.m. One Ford Transport and one Douglas Transport arrived at Minnising at 4:00 p.m. The Ford Radio plane arrived at St. Ignace at 5:10 p.m.

January 11th: Lieut. Whitehead with Mr. Adamson departed from Selfridge Field for St. Ignace at 8:40 a.m. The 18 Pursuit planes arrived at Minot, N.D.

January 12th: With the temperature 20 degrees below zero, the Group attempted to start their planes for the next leg of their flight. The rear end of the crankcase of Lieut. Bolen's plane was torn out by the starter because the motor was too cold to turn over, and it was decided to wait for the arrival of the transport with the heaters. One Ford Transport and one Douglas Transport arrived in the afternoon. Lieut. Rogers, who was delayed at Grand Forks with damaged skii, also arrived. The Douglas Transport, piloted by Lieut. French, which was forced down 25 miles east of Minot, due to a broken oil line, proceeded to Minot after the break was repaired, but met with another mishap when the right axle broke in landing.

January 13th: A new motor was expressed from Selfridge Field to replace the one in Lieut. Bolen's plane which was damaged the previous day when an attempt was made to start it. Lieut. Whitehead with Mr. Adamson, in the O2-K, held over at Anasa, Michigan, due to severe weather conditions, arrived at Wausau, Wisconsin, in the afternoon.

The flight to Glasgow, Montana, was made in groups of three and five planes, thus affording the junior officers an excellent opportunity to lead their units in winter weather. Before starting, the water and oil were drained from engines and live steam injected to motors, using hot blowers actuated by blow torches. As a result of these heating operations, three radiators started leaking. The start was a long process, the Group arriving safely at Glasgow, the last plane touching the ground at 1:15 p.m. In taking off the skis on

Lieut. Warburton's plane were damaged so badly that they were replaced by wheels. Handicapped by his wheel landing gear, Lieut. Warburton nevertheless made a nice landing.

Just as the last plane arrived at Glasgow, the first one took off for Great Falls, Montana. All but four of the planes arrived at that plane at 3:45 p.m. Motor trouble necessitated Lieut. Elliott making a forced landing at Hosey, some 50 miles from the nearest railroad, due to a broken piston. Overtaken by darkness, Lieuts. Wolf, Warburton and Putt landed at Havre, Montana. During the flight to Great Falls, the temperature varied from ten degrees below zero to five above. Some winter fog and snow flurries forced the pilots to fly at an altitude of 200 feet and often below that mark. The level country made conditions ideal for flying with skis. The pilots were reported to be in excellent condition, while the planes required some minor repairs on skis.

January 14th: It was necessary for the Pursuiters to delay their departure from Great Falls due to snow flurries and low visibility. Aided by willing citizens of Great Falls, the Pursuiters worked all morning to start the motors, and succeeded in doing so only to find their labors wasted. City officials arranged to have three steam boilers on the flying field the next day to facilitate starting the engines.

Lieuts. Wolf, Warburton and Putt, who landed at Havre, arrived at Kalispell, Montana, but in landing Lieut. Putt broke a skii, causing him to nose up and break the propeller.

Lieut. Shanahan, with nine enlisted mechanics, took off in the Transport from Minot, landed at Glasgow for gas and headed for Kalispell. Unable to get through the mountain pass, he had no alternative except to land at Havre.

In an attempt to test the visibility, Lieut. Crawford took off at one o'clock, but when five miles from the landing field he was forced down to 200 feet. The landing gear of Lieut. Rogers' plane was broken, and steps were taken to repair it locally.

January 15th: It was a hectic day for the Army airmen at Great Falls. The temperature at the field was 32 degrees below zero when work was started in the morning to get the motors started. Through the use of live steam, hot Prestone and hot oil, seven motors were started and the planes dispatched to Kalispell, Montana, under Lieut. Crawford. Lieut. Sanders could not get off the ground, due to the condition of the skis. The six ships, after arriving within 30 miles of Kalispell, were forced to turn back because of fog and mountains. Four planes returned to Great Falls, Lieut. Sillin being forced down at Brandy, Montana, and Lieut. Giovannolli at Power, Montana, because of exhaustion of gasoline.

The Ford Transport reached Kalispell to wait the arrival of the remainder of the Group. Lieut. C.A. Harrington, in his dispatch, stated that the Eskimo garb seen at Great Falls was looked upon favorably by the pilots suffering from cold and fatigued by working in stiff flying suits, also that they were receiving extremely valuable experience repairing and caring for their own planes in the field.

Lieut. Elliott arrived at Great Falls after a 70-mile sled trip from the Mountains to Big Sandy, Montana. The farmer who brought Lieut. Elliott in from Hosey Post Office to Big Sandy came in through a raging blizzard. On arrival one horse dropped dead and the farmer was taken to the hospital, where he was reported to be in a critical condition. Arrangements were made to ship a new motor from Selfridge Field to Lieut. Elliott and for him to ferry it in a transport plane to his stranded plane at Hosey.

Lieut. Duke, pilot of the Radio plane, was reported to be still held over at Anasa, Michigan.

January 16th: Taking heed of the harrowing flight of the six planes which were forced to turn back when within 30 miles of Kalispell, the Group took all possible precautions before attempting to again cross this wild section of the mountains. The officers engaged on this flight suffered extremely from the cold. While awaiting weather reports, advantage was taken of the opportunity to have four skis repaired and to have the three steam lines ready for starting the motors the following morning. Goggles worn by the pilots were declared unsatisfactory because of frosting, necessitating their flying without them.

Lieut. Rogers was taken to a hospital with an infected foot, while Lieuts. Underhill and Giovannolli suffered from frozen noses.

Lieut. Duke, held over at Amasa, Michigan, flew the Radio Transport to Wausau, Wisconsin.

One boiler supplying steam to planes froze while in operation and one of its pipes cracked. Another boiler was supplied but efforts to get up sufficient steam therein while in the open proved without avail.

January 17th: A blizzard with a 35-mile wind on the plateau airport of Great Falls foiled the attempts of the Army pilots to start their motors for the flight to Spokane. The temperature was 14 degrees below zero. Snow lashed by the wind drifted high about the ships. Officers working on them found it necessary to wear lined face masks. Removing his gloves to fasten a bolt on his plane, Major Royce's hands froze, but he succeeded in thawing them out in time to avoid serious consequences.

Lieut. Straubel succeeded in starting his plane, but at the cost of a frost-bitten face. A physician was attending to Lieut. Underhill's nose which was frozen the day before.

The three Pursuit planes, piloted by Lieuts. Wolf, Warburton and Putt, and the Transport with nine mechanics, piloted by Lieut. Shanahan, took off from Kalispell at noon and arrived at Spokane.

There were many cases of frost bites among the personnel held over at Great Falls.

January 18th: Snow and poor visibility still held the 13 planes over at Great Falls. A broken cylinder in one of the engines of Lieut. Duke's plane forced him to remain at Wausau, Wis., to wait for the arrival of a new engine.

January 19th: Major Royce, leading the flight of 13 planes, arrived at Spokane, Wash., at 4:00 p.m., his telegram reporting arrival at destination reading as follows:

"Having battled forces of King Winter ten days and won from them secrets of how they intend to aid enemies of United States in war time, the First Pursuit rests in Spokane, Washington, while battle wounds are healed.

With arrival of Lieut. Bolen, whose motor was treacherously damaged by the enemy in skirmish at Minot, North Dakota, seventeen Pursuit planes and one Ford Transport now stand definitely on the ice at Newman Lake, fifteen miles east of Spokane. Battered skis are being repaired, motors looked over, valves checked, fabric patched and broken parts replaced as well as can be done in this operation of a fighting air unit far away from base of supplies. One pilot and one Pursuit plane are still in the enemy's hands. Lt. Rogers in hospital Great Falls, Montana, with infected foot, and Lt. Elliott's plane being ill treated by blizzards on a bleak Montana hillside. However, this plane will soon be recaptured. New motor has arrived Great Falls, Montana, to be taken by Lieuts. Elliott and Shanahan in Ford Transport to stranded plane if landing there is possible. Douglas Transport piloted by Lieuts. French and Lowry holds an outpost at Minot and awaiting orders. Lieut. Duke with burnt out right motor on Ford Transport awaits new motor at Wausau, Wis. Observation plane piloted by Lieut. Whitehead and carrying Mr. Hans Adamson, representative of Assistant Secretary of War F. Trubee Davison, will meet Group along homeward flight, it having been hard pressed by the enemy."

January 20th: Lieut. Bolen departed from Great Falls at 10:00 a.m., and arrived at Spokane at 2:30 p.m.

Lieut. French, pilot of the C-1 Transport, was delayed at Sidney, Montana. In landing, the axle was broken, necessitating shipment to him of right half landing gear.

January 21st: In a telegram from Major Royce, sent from Spokane, Wash., he stated that, barring violent weather, the First Pursuit Group expects to begin the return journey to Selfridge Field on the 22nd. The skis were repaired in Spokane and all but two replaced on planes. The planes which required engine repairs were flight-tested. It had been contemplated wiring heaters into planes for the purpose of facilitating the starting the engines, but it was found that plumbers' pots warm engines so well that Group may depend on borrowing them from cities where overnight stops are made.

Major Royce further stated that the pilots were rested and were anxious to try new ideas on how to keep warm and see through goggles high above the

Rockies and down in canyons weathering blizzards and 35 below temperatures. He believed the return trip would be more easily accomplished because of the lessons learned so far.

January 22nd: Leaving Spokane at 10:45 a.m., on the first leg of the return flight, the Selfridge Flyers arrived at Helena, Montana, at 1:45 p.m. The late take-off from Spokane, due to mounting of three skis and motor starting troubles, necessitated abandonment of the scheduled 35-mile flight over Spokane prior to departure. The flight to Helena was favored by perfect visibility all the way across the Rocky Mountains. Extreme cold was experienced at the high altitudes it was necessary to attain in order to clear the peaks. A temperature of 12 degrees below zero greeted the visitors when they landed at Helena. Plenty of snow was on the ground for landing and take-off.

January 23rd: Meeting the forces of King Winter with a newly found weapon, namely, the humble plumbers' fire pot, the First Pursuit Group gained a signal victory in being able to start the motors that morning at Helena in time to arrive at Miles City, Montana, via Billings, at 3:30 in the afternoon. At Helena these fire pots proved the best means of warming the motors for starting in sub-zero weather. The planes were parked parallel to a spur of the Union Pacific Railroad. Half of them were warmed by steam lines from a locomotive on this spur and the remainder by the fire pots. Starters were broken on four planes, necessitating turning the propellers by hand. These four were sent direct to Miles City without stopping at Billings, arriving shortly before the remaining 15 ships of the Group and landing on the ice at Rattlesnake Lake. A series of snow storms from Billings to Miles City forced the Group into echelon formation at a low altitude. The pilots, however, were growing accustomed to flying through such storms.

In taxiing after landing at Helena, Lieut. Bolen nosed up when the right ski struck an iron pipe, resulting in breaking the right side of undercarriage and propeller. Repairs were made and Lieut. Bolen reached Miles City shortly following the arrival there of the Group.

January 24th: When the take-off from Miles City was made, the weather reports received indicated snow flurries and a ceiling of 1,000 feet. As the Group progressed, however, the visibility became poorer and the flying dangerous. When four miles east of Beach, North Dakota, the blizzard then raging made visibility impossible, and forced landings were made on the farm of A.H. Arnold. Lieut. Warburton crashed within a few hundred feet of the farmhouse, receiving cuts about his head. He was taken to Beach in a wagon sled, no automobiles being able to get through on the roads.

The forced landings were very difficult to make for all planes. Major Royce went through three wire fences and damaged his plane, a large dent being made in the tail surfaces.

January 25th: The Pursuiters busied themselves salvaging Lieut. Warburton's plane and repairing the other planes. Six pilots, Lieuts. Crawford, Straubel, Sillin, Rhudy, Underhill and WurtSmith, succeeded in starting their engines through the use of plumbers' fire pots and left for Bismarck, N.D. The Army airmen have a high regard for plumbers' fire pots, claiming that they have solved the problem of starting motors in cold weather.

Lieut. Warburton was sent to the hospital at Fort Lincoln, N.D., suffering from shock and cuts about his face, especially two deep cuts on his forehead and one on his chin. His plane was found to be a complete wreck, much worse than Lieut. Warburton's injuries would have led one to surmise. The blizzard the previous day prevented a detailed inspection of the plane after the crash. Lieut. Warburton remembered nothing of the crash, and it is presumed that he zoomed his plane to avoid the Arnold farmhouse looming up before him in the blizzard which caused him to lose flying speed and crash on the right wing. The stabilizer, tail surface, were good enough to be placed on Major Royce's plane. The instruments, machine gun and one magneto were taken from the wreck. What remained was nothing but junk and was permitted to be hauled away from the Arnold farm.

Six of the pilots spent most of the afternoon sewing up the holes in Major Royce's ship. The lower wings were spreaded, and a fence post had gone through the bottom of the fuselage. The snow was very deep and in drifts.

Fences were taken down in order to move the ships in the largest open space for take-off. Had the blackest of the blizzard overtaken the Group five minutes later, they would have been over the Dakota Bad Lands, and the landing of the flight would have proved disastrous. Landing the previous day in a 40-mile gale, and unable to see the ground, the windmill, which almost proved to be the undoing of some of the pilots, gave them the wind direction, and all of them circling to the left from habit prevented collisions.

Installation of a new motor in the plane which Lieut. Elliott was forced to land in the mountains, 55 miles east of Fort Benton, Montana, was completed. This particular job would make a good story by itself. The Ford Transport, piloted by Lieut. Shanahan, which ferried the motor to the stranded ship, carried Lieut. Elliott as passenger. The change of motor effected, both planes took off from a rather precarious spot in the mountains and reached Great Falls at nightfall.

January 26th. The nine pilots held up near Beach, N.D., succeeded in warming up their motors and took off at noon for Bismarck, N.D. Half an hour later, when over Richardton, N.D., they encountered a snowstorm, necessitating their turning back and circling. They reached Bismarck at 1:20 p.m., serviced their planes, lunched and then took off again, seven of them reaching Fargo at 4:55 p.m., and Lieuts. Rogers and Elliott roaring in five minutes later.

The six Pursuit planes, led by Lieut. Crawford, who took off from Bismarck soon after Major Royce's contingent arrived, reached Fargo, N.D., at 4:30 p.m.

Lieuts. French and Lowry, piloting the Douglas Transport equipped with wheels, arrived at 4:55 p.m. Leaving Sydney, Montana, in the morning, they passed over the Group near Beach, N.D., and were about to make a landing when they were waved on. It was fortunate that the pilot's attention was attracted just before he was preparing to land with his wheels in the snow-drifted field. It looked like a good landing field from the air.

Lieut. Rogers, released from the hospital at Great Falls, joined Lieut. Elliott in the take-off at daybreak for Miles City, Bismarck and Fargo. The Ford Transport also left Great Falls at daybreak and reached Miles City just as Lieuts. Rogers and Elliott were leaving for their next stop.

Lieut. Duke, piloting the Radio C-9 Transport, arrived at Minneapolis with engine in poor condition.

January 27th: Taking off from Fargo at 10:30 a.m., the First Pursuit Group reached Minneapolis, Minn., at 12:30 p.m., completing another leg of the Arctic Patrol Flight.

The Ford Transport from Bismarck reached Fargo just as the Group was preparing to take off for Minneapolis and joined the flight. Including the disabled radio plane at Minneapolis, which awaited the arrival of the Group, all but two of the planes which started from Selfridge Field on the long flight were together again in Minneapolis (17 Pursuit planes, two Ford tri-motor Transports and the Douglas Transport). The Observation O2-K, piloted by Lieut. Whitehead, returned to Dayton, Ohio.

The flight from Fargo was almost blocked by a snowstorm shortly after the take-off. The Group climbed over this storm, circled until a hole was found in the clouds, and diving through this hole they soon flew out of the storm area and had clear weather into Minneapolis save for occasional snow flurries.

January 28th: Completing all the necessary repairs, the twenty ships - 17 Pursuit, 3 Transports - left Minneapolis shortly after noon and, favored by clear and cold weather, landed by 2:45 p.m. on the excellent airport at Wausau, Wisconsin, which was covered with deep snow. Utilizing the now famous plumbers' fire pots, no difficulty was experienced in starting the motors, and the planes took off on scheduled time.

January 29th: The Pursuiters arrived home (Selfridge Field) shortly before dark. Fifteen planes in tightly packed formation saluted the home field by passing in review down the hangar line.

The Group left Wausau, Wisconsin, at 9:20 a.m., after starting the motors promptly with the aid of the fire pots. A landing was made at Escanaba, Mich., where the planes were serviced and the pilots lunched. The landing was made on an ice-covered lake which had a mantle of deep snow over it. A three-hour flight brought the pilots to Selfridge Field.

Soon after leaving Escanaba, Mich., Lieut. Sillin was forced down at Cooks,

Michigan, due to a broken connecting rod. Lieut. Elliott landed beside him to render whatever assistance he could and took off later and reached Selfridge Field at six o'clock.

Lieut. Shanahan, piloting the Ford Transport, arrived at 6:20 p.m., after darkness had settled over the field. Clear and cold weather was encountered during the day's flight.

January 30th: Lieut. Duke, piloting the Radio Transport, and Lieuts. French and Lowry, in the Douglas C-1 Transport, were delayed at Bay City, Mich., and arrived at Selfridge Field at noon.

February 2nd: His airplane repaired, Lieut. Sillin took off from Cooks, Michigan, and arrived at Selfridge Field at 5:15 p.m.

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NEW OFFICERS FOR THE AIR CORPS

As a result of the examination held October 7th to 12th, 54 Air Corps Reserve Officers qualified and were appointed second lieutenants in the Air Corps, Regular Army. These new appointees are listed below. The majority of them were, at the time of their examination, on extended active duty at Air Corps fields. Save in the case of Lieut. William A. Schulgen, the station assignment of these officers was not changed under their new status. Three officers were not on active duty status at the time of their appointment, viz: Lieuts. Olsen, Rawlins and Wright.

The new Air Corps Regulars are listed below, as follows:

Name	Home Address	Station Assignment
Anderson, Edward Lapsley	Glendale, Ohio	Selfridge Field, Mich.
Anderson, Edward Wharton	Long Beach, Calif.	Rockwell Field, Calif.
Auton, Jesse	Demossville, Ky.	Selfridge Field, Mich.
Baxter, Donald Harvey	Lafayette, Indiana	Mitchel Field, N.Y.
Baylor, Joseph Wiley	Bluefield, West Va.	Mitchel Field, N.Y.
Beatie, Alfred Lot	Oregon City, Oregon	Fort Crockett, Texas.
Brownfield, Leon Ray	Fort Riley, Kansas	Marshall Field, Kansas.
Burns, Robert Whitney	Eau Claire, Wisconsin	Selfridge Field, Mich.
Chappelett, Cyril	Los Angeles, Calif.	Rockwell Field, Calif.
Cork, Robert Oswald	Detroit, Mich.	Mitchel Field, N.Y.
Covington, John Coleman	Richmond, Kentucky	Mitchel Field, N.Y.
Crosher, Kenneth Ross	Pasadena, Calif.	Fort Crockett, Texas.
Dolan, William Charles	Superior, Wisconsin	Marshall Field, Kansas.
Egan, John Waldron	New York City	Mitchel Field, N. Y.
Farman, Ivan Lonsdale	Oakland, Calif.	Rockwell Field, Calif.
Gerhart, John Koehler	Chicago, Ill.	Mitchel Field, N.Y.
Goetz, Robert William	St. Paul, Minn.	Rockwell Field, Calif.
Griswold, Francis Hopkinson	Erie, Penna.	Selfridge Field, Mich.
Hegy, Clarence Frank	Hartford, Wis.	Selfridge Field, Mich.
Howze, Harry Whitfield	Texarkana, Ark.	Fort Crockett, Texas.
Jenkins, Daniel Webster	Floydada, Texas.	Fort Crockett, Texas.
Judd, Maurice Warren	Rising City, Neb.	Rockwell Field, Calif.
Kennedy, William Leroy	Beaumont, Texas.	Fort Sam Houston, Texas.
LeMay, Curtis Emerson	Columbus, Ohio.	Selfridge Field, Mich.
MacArthur, Earle Thomas, Jr.	Boulder, Colorado.	Fort Crockett, Texas.
Mace, Harold Loring	Lake Helen, Florida.	Maxwell Field, Alabama.
Macrum, Robert Shuter	Germantown, Pa.	Mitchel Field, N.Y.
Massie, Louis Ellis	Summerville, Mo.	Marshall Field, Kansas.
McLellan, George Brinton	West Palm Beach, Fla.	Selfridge Field, Mich.
Meisenholder, Philo George	Vermilion, S.D.	Fort Crockett, Texas.
Mills, William Courtney	Mooreville, N.C.	Fort Crockett, Texas.
Morgan, William Richard	Hinton, Oklahoma.	Selfridge Field, Mich.
Morse, Winslow Carroll	Los Angeles, Calif.	Rockwell Field, Calif.
Munroe, Charles L., Jr.	Bon Avon, Pa.	Mitchel Field, N.Y.
Nelson, Sidney John	Madison, Wis.	Selfridge Field, Mich.
Newberry, James Presnell	San Antonio, Texas.	Fort Sam Houston, Texas.
Olsen, Norman Bert	Chicago, Ill.	Selfridge Field, Mich.

Name	Home Address	Station Assignment
Patteson, Elder	San Diego, Calif.	Rockwell Field, Calif.
Prince, William Marshall	Laurinburg, N.C.	Fort Crockett, Texas.
Pugh, Charles Francis	Chevy Chase, Md.	Mitchel Field, N.Y.
Rawlins, Louis Murray, Jr.	Baltimore, Md.	Langley Field, Va.
Redetzke, Samuel Oswald	Wausau, Wisconsin	Fort Sam Houston, Texas.
Ross, Stoyte Ogleby	Jacksonville, Fla.	Maxwell Field, Ala.
Ryan, John Paul	Baltimore, Md.	Langley Field, Va.
Ryan, Llewellyn Owen	Elk Point, South Dakota	Selfridge Field, Mich.
Schulgen, William Alexander	Traverse City, Mich.	Selfridge Field, Mich.
Shepherd, Albert Wynne	Columbus, Georgia	Maxwell Field, Ala.
Tellman, Herbert Henry	New Salem, N.D.	Selfridge Field, Mich.
Van Auken, Hanlon H.	Albion, Michigan	Selfridge Field, Mich.
Vaupre, Louis Adolph	Kalamazoo, Mich.	Selfridge Field, Mich.
West, Casper Perrin	Greenville, S.C.	Langley Field, Va.
White, Daniel Beckett	Fort Sam Houston, Tex.	Fort Crockett, Texas.
Wright, Roy Thomas	St. Louis, Mo.	Marshall Field, Kansas.
Wright, Stuart Phillips	Dallas, Texas.	Selfridge Field, Mich.

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A CATHEDRAL OF THE AIR

A non-sectarian chapel, to be known by the above title, is to be erected by the American Legion and the American Legion Auxiliary Department of New Jersey, as a tribute to self sacrifice and devoted service.

The chapel will be of modified Gothic design. The architect, Paul Phillippe Cret, of Philadelphia, is a veteran of four years' service in the French Army during the World War. The structure is to be erected near Lakehurst, N.J., the home of the ill fated U.S.S. SHENANDOAH when she sailed to write her tragic chapter in the history of man's conquest of the air.

The Honorable Morgan F. Larson, Governor of New Jersey, is Chairman of the Citizens Committee.

The American Legion Memorial Chapel Association of 1706 Packard Building, Philadelphia, Pa., will be pleased to answer queries concerning this movement.

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CAPTAIN STEVENS DESIGNATED FOR MACKAY TROPHY

Upon the recommendation of a Board of Air Corps officers, Captain Albert W. Stevens, Air Corps, has been designated by the War Department to receive the Mackay Trophy.

The Trophy is competed for annually by officers of the United States Army under rules made each year by the War Department. In the absence of such contest, the Trophy may be awarded to the officer or officers who have made the most meritorious flight of the year. As no competition for the Trophy was provided for in 1929, the Board recommended the award on the basis of the most meritorious flight.

"Any one of the three major flights of Captain Stevens was very meritorious," said the President of the Board, Brigadier General William E. Gillmore, Chief of the Training and Operations Division of the Air Corps. "The Board is of the opinion that the flights of Captain Stevens during 1929 should be considered in the light of a combined achievement, with a material contribution to the Air Corps in particular and to aviation in general."

Captain Stevens has long made a study of high altitude flying and aerial photography, including their combination into high altitude and long range photography.

On February 27, 1929, with Lieut. Harry Johnson, as pilot, Captain Stevens ascended to an altitude of 35,611 feet, a record at that time for a biplace airplane. Freed of the responsibility of having to pilot the plane, Captain Stevens was thereby enabled to make complete and accurate notes of the engineering and meteorological features of the flight, his data proving of great value to the Engineering Division of the Air Corps.

On March 3, 1929, Captain Stevens, in a standard observation plane piloted by Lieut. John D. Corkille, made night photographs of the Capitol and the White House at Washington, D.C. Undaunted by several mishaps earlier in the evening, the pair of flyers kept at their work until at 10:45 p.m. with successful results. The negatives were dropped immediately after exposure, picked up by

Air Corps officers and telephotoed to all parts of the country.

The climax of his activities came when on a 14,000-mile aerial photographic tour of the Northwest he made a photograph of Mt. Rainier from a distance of 227 miles. Piloted again by Lieut. Corkille, the Army's expert photographer spent the summer in taking some of the most beautiful scenic photographs ever made. Taking off on August 13th, from Eugene, Oregon, and flying over a point well south in Oregon, Capt. Stevens was unable to see with his own eyes many of the mountain ranges and peaks he hoped to include in his next photograph. Consulting his compass and pointing his camera in the direction of Mt. Rainier, he made the exposure. The result was remarkable. In the 227-mile picture, the Three Sisters Mountains are shown in the foreground, 15 miles away, while successively in the distance are Mt. Washington, Three Fingered Jack, Mt. Jefferson, Mt. Hood, Mt. St. Helens and Mt. Rainier.

In the picture, Mt. Rainier, although in reality higher, appears lower than the other mountains in the foreground, due partly to the curvature of the earth's surface. In addition to the photographic data gained on these long distance pictures, it is thought they may yield important measurements relating to the curvature of light rays around the surface of the earth.

The military possibilities of being able to photograph points so far behind the enemy's lines are apparent. "Captain Stevens by dint of hard work and continued effort has made himself an authority on high altitude conditions and aerial photography," said Major-General James E. Fechet, in reviewing the decision of the Trophy Board. "It is typical of him that last summer, in attempting to shield an intricate aerial camera from a fall, he took a bad fall himself and broke his arm rather than allow one of his cameras to suffer harm. His hard work and devotion to duty are a byword in the Air Corps. He has certainly made valuable contributions to science as the result of his 1929 flights."

The Hon. F. Trubee Davison, Assistant Secretary of War for Aeronautics, approved the decision of the Board and stated that he concurred most readily in their choice.

Captain Stevens is stationed at Wright Field, near Dayton, Ohio, where he is Chief of the Aerial Photographic Unit of the Materiel Division. He was born in Maine, March 13, 1886, where he received the degrees of B.S. and M.S. at the University of Maine. His home is at Grimes Pass, Boise County, Idaho.

The Mackay Trophy was presented to the Aero Club of America by Mr. Clarence H. Mackay in 1912. The Aero Club of America's successor is the present National Aeronautic Association, which acts as custodian of the Trophy for the War Department. The Trophy was first awarded in 1912 to Lieut. H.H. Arnold, now a Major in the Air Corps. It was last awarded to Lieut. Harry A. Sutton, Air Corps, for his flight spin tests conducted during 1928.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: Major John B. Brooks, General Staff, relieved Feb. 23d, and to sail from New York City about May 7, 1930, for duty in Philippines.

Following officers, on duty at stations indicated, to duty in the Philippines, sailing from New York City about May 7, 1930:

Captain Oliver S. Ferson, Chamute Field, Ill.; 1st Lieut. Bushrod Hoppin, Bolling Field, D.C.; 2nd Lieut. Willard R. Wolfenbarger, Langley Field, Va.

Upon completion tour of duty in Hawaiian Department, Captain Harry C. Drayton to proceed to Chamute Field, Rantoul, Ill., for duty.

Upon completion of tour of duty in Philippine Department, following-named officers to proceed to stations indicated: Captain Charles A. Pursley to Chamute Field, Ill.; 1st Lieut. Thomas H. Chapman to San Antonio Air Depot, Duncan Field, Texas; 1st Lieut. Howard G. Davidson to 1st Balloon Company, Fort Sill, Oklahoma; 1st Lieut. Winfield S. Hamlin with Air Corps troops, Fort Sill, Okla.; 1st Lieut. Bayard Johnson to Wright Field, Dayton, Ohio; 1st Lieut. Oakley G. Kelly to Air Corps Training Center, Duncan Field, Texas; 1st Lieut. Augustine F. Shea to Bolling Field, D.C.; 2nd Lieut. Clarence S. Irvine to March Field, Riverside, Calif.

1st Lieut. Richard K. Lebrou to Rockwell Field, Calif., upon completion tour of duty in Panama Canal Department.

1st Lieut. Lester M. Rouch to Primary Flying School, March Field, Calif., upon completion tour of duty in Philippines.

2nd Lieut. F. Edgar Cheatle, Brooks Field, to Hawaiian Department, sailing

from San Francisco about May 1, 1930.

Colonel Charles H. Danforth, Selfridge Field, to Washington, D.C., for duty in Office of the Chief of Staff.

Lieut.-Col. Roy C. Kirtland from duty as a member of the War Department General Staff and to Chanute Field, Ill., for duty as Commanding Officer.

1st Lieut. Arthur G. Hamilton, Selfridge Field, Mich. to Chanute Field.

Captain Grandison Gardner appointed as Assistant Commandant, Air Corps Engineering School, Wright Field, vice Capt. Edgar P. Soreneon, to be relieved about May 1, 1930.

1st Lieut. Robert H. Finley, Chanute Field, to Hawaiian Department, sailing from New York City about May 28, 1930.

2nd Lieut. Arthur J. Lehman, Brooks Field, to Panama Canal Department, sailing from New York City about June 12, 1930.

1st Lieut. Isaiah Davies, Richards Field, Mo., to Langley Field, Va., reporting to Commandant of Tactical School for duty not later than Sept. 1, 1930.

Capt. Wm. B. Wright, Jr., Rockwell Field, Calif., to Richards Field, Mo., July 1, 1930, for duty with Organized Reserves, 7th Corps Area.

Upon completion of tour of duty in Philippines, 2nd Lt. George L. Murray to March Field, Calif. Previous orders in his case revoked.

1st Lieut. Robert W. Douglass, Jr., from Brooks Field to Air Corps Training Center, Duncan Field, Texas.

1st Lieut. Eugene C. Batten, Rockwell Field, Calif., to Walter Reed General Hospital, Washington, for observation and treatment.

1st Lieut. Russell L. Williamson, upon completion of tour of duty in Hawaiian Department, to Wright Field, Dayton, Ohio.

Upon completion of present courses of instruction at Air Corps Technical School, Chanute Field, Ill., following-named officers to proceed to stations indicated for duty: 1st Lieut. Aubrey M. Ballard to Selfridge Field, Mich.; 1st Lt. John M. McCulloch, 2nd Lt. Lindsay M. Bawsel to Mitchell Field, N.Y.; 1st Lt. Henry H. Reily, 2nd Lts. Roland O.S. Akre and James G. Pratt to Langley Field, Va.; 2nd Lts. Joseph H. Atkinson, Leo W. Desrosiers, Herbert C. Lichtenberger to Air Corps Training Center, Duncan Field, Texas; 2nd Lt. Ford L. Fair to Fort Crockett, Texas; 1st Lt. James W. Spry, 2nd Lts. James S. Stowell, Robert L. Schoenlein and George H. Sparhawk to Air Corps Technical School, Chanute Field, Ill.; 2nd Lt. Narcisse L. Cote to Maxwell Field, Alabama; 2nd Lt. Claire Stroh to Air Corps troops, Fort Sill, Okla.

Promotions: Major Frank M. Andrews to Lieut.-Col., rank January 13, 1930.

Major Oscar Westover to Lieut.-Colonel, rank January 13, 1930.

1st Lieut. Theodore J. Koenig to Captain, rank from Sept. 4, 1929.

1st Lieut. Grandison Gardner to Captain, rank from Sept. 19, 1929.

1st Lieut. Alvan C. Kincaid to Captain, rank from Sept. 19, 1929.

1st Lieut. Omer O. Niergarth to Captain, rank from October 2, 1929.

1st Lieut. Roderick N. Ott to Captain, rank from November 4, 1929.

2nd Lieut. Leonard H. Rodieck to 1st Lieut., rank from September 14, 1929.

2nd Lieut. John L. Hitchings to 1st Lieut., rank from September 16, 1929.

2nd Lieut. George H. Steel to 1st Lieut., rank from September 19, 1929.

2nd Lieut. Edward H. White to 1st Lieut., rank from October 5, 1929.

2nd Lieut. William O. Eareckson to 1st Lieut., rank from October 19, 1929.

2nd Lieut. Richard W. Gibson to 1st Lieut., rank from October 25, 1929.

2nd Lieut. Ralph E. Fisher to 1st Lieut., rank from November 27, 1929.

2nd Lieut. John R. Hawkins to 1st Lieut. rank from November 16, 1929.

Relieved from duty in Air Corps: 2nd Lieuts. Edward B. Hempstead to the Philippines; Ward T. Abbott to Engineers, Fort Sam Houston, Texas; Harrison W. Davison to 2nd Cavalry, Fort Riley, Kansas; John L. Hornor to Q.M. Corps, 2nd Division, Fort Sam Houston, Texas; 2nd Lieut. Wayland H. Parr, Coast Artillery, to Hawaiian Department; Bruce D. Rindlaub, Engineers, to Fort Logan, Colorado; Philip W. Merrill to 2nd Infantry, Fort Brady, Mich.

Transferred to the Air Corps: 2nd Lieut. Frank F. Everest, Jr., Field Artillery, Nov. 21, 1929, rank from June 9, 1928.

2nd Lieut. James F. Olive, Jr., Infantry, Nov. 21, 1929, with rank from June 9, 1929.

NOTES FROM AIR CORPS FIELDS

Langley Field, Va., January 21st.

You'd just about think everybody is dead down here. We received news items from only two sources, but according to a recent check by your correspondent we have all of eight (or maybe its ten - one or two may have been hiding) organizations on the post which must have had something of interest happen even if it wad done quietly. However, one or two little things are known. For instance, Corley got married! Yes, Corley McDarment! You know him - all nicely married and settled down. He married Miss Miner Tomlinson of Newport News, Va., on January 4th. They have just returned from New York and are occupying quarters on the field. Our best wishes for their every happiness.

Langley Field is to have a band, a real honest to goodness band all its own. We all sort of perked up a little when we heard that. It should arrive about the latter part of this month, and will be assigned to the Second Bombardment Group. Won't the old Group be some pumpkins with a band!

And then we're going to have talkies! Yes, Sir; right here on the post! The equipment is being installed now and there is hope that they will be in full blast (and how) by the middle of February. No fooling, this is getting to be a regular post!

For the third successive year the Cheney Award Board selected one of the personnel of this field to receive the Cheney Award, the personnel thus honored being -

Master Sergeant Harry Chapman -----1927

1st Lieut. (then 2nd Lt.) Uzal G. Ent --1928

2nd Lieut. W. A. Matheny -----1929

The notice of the selection of Lieut. Matheny to receive this Award reads: "For heroic conduct on August 30, 1929, near Managua, Nicaragua, in attempting to rescue 1st Lieut. Dwight Canfield, A.C., from burning."

The entire personnel of the field tenders to Lieut. Matheny their heartiest congratulations for having qualified to receive this honor.

96th Bombardment Squadron: B-2, A.C. No. 29-36, arrived from Buffalo, New York, January 6th, making a total of nine Condors in this organization at the present time. Lieut. Adams, Group Operations Officer, departed for Buffalo, N.Y., on the 8th to ferry back B-2 No. 29-37. Sergeant Mendel accompanied him as crew chief.

Several formations have been flown during the past week. The Condors piled up 22 hours, 40 minutes on the 9th, in addition to several hours of night flying. To break the monotony they all took off one afternoon a short time ago and did a beautiful job of formation flying in a heavy rain with a ceiling of 500 feet.

The building between the hangars has been completed and is now occupied by the Armament, Radio and Air Corps supply sub-stock room. The temporary quarters occupied by these sections have been removed from the hangar.

Master Sergeant Salansky returned on the 17th from ninety days' furlough. The Sergeant will retire during the latter part of February.

The Squadron basketball team, under the able supervision and excellent coaching of Lieut. Power, won its second game of the season in a spectacular contest with the formidable Group Headquarters quintet. Excellent guarding on the part of McKinney and the team's splendid cooperation was largely responsible for this. With the dark horse plays developed in the last few days and the team's natural aggressiveness, the acquisition of the cup is no longer a nebulous supposition but rather a strong probability.

19th Airship Company: Rain and high winds hampered the flying activities of this organization during the past week, and consequently only four flights were made. Two reconnaissance flights and one radio and compass test flight were flown on the 10th in the TC-6, and a test flight in the TE-2, which has just been repaired, was made on the 15th, Lieut. Ent conducting the test.

The 19th Basketball squad finished the first half of the season with a 500 average, winning three and losing the same number. However, they feel that they have had some bad breaks, including a late start and a few crippled players. With these handicaps overcome they expect to finish well up among the leaders.

Bolling Field, D.C., January 16th.

Four planes of the Connecticut National Guard stayed at Bolling the night of January 10th and left early the next morning for Miami. The flight was

under the command of Major Johnson, Connecticut National Guard.

Lieut. Phillips Melville, Air Corps, recently appointed Assistant Military Attache for Air to Cuba, was at Dolling Field on January 2nd on his way to Havana. He was flying a Vought Corsair.

The Curtiss "Tanagor", which recently won the Guggenheim \$100,000 Safety Prize, was at Dolling Field on January 10th and 11th, where it was tested by several Air Corps officers.

Lieut. Gaines, Air Corps test pilot at the Curtiss plant in New York, was at Dolling for several days. He was ferrying a Sikorsky Amphibian to Wright Field. Several of the officers at the field took advantage of the opportunity to test this plane.

Lieut. Morricks led a flight of four P-1's over Arlington Cemetery on January 2nd during the funeral of the late Lieut. Langhorne W. Motley, Air Corps. Other members of the flight were Captain Eaker, Lieuts. Hicks and Stranathan.

With good weather, the new addition to the Operations Office should soon be completed.

Marshall Field, Fort Riley, Kansas, January 13th.

One day last month Lieut. M.C. Robinson took off into the wind, at the proper time with altitude adjustment closed; smoothly flew training mission about the post without coming nearer than ten feet from any Cavalryman's head; did not barrel roll or loop the "H"; came in without endangering other ships, making a three point landing; taxied up to the line, ran the gas out and cut both switches. In the afternoon he took a cross-country and returned before dark...one day.

The holiday season's fair weather now rebounds with blasts of fury from Billy Hells coldest side. Zero weather is here, as is always the case when pilots of the squadron have ships to ferry to Fairfield. God bless Lieut. Pirtle; God bless Lieut. Wright, who are on their way from Dayton with an "H".

"None but the brave deserve the air," chirps Lieut. C.P. Gilger, as he takes off in a PT-1 for Scott Field with the thermometer at two above. He would gain the title of the Maskless Marvel of Meteorology, but when he returned to Fort Riley his face turned white, then black, then partly fell off. "Ho hum, what price glory! Guess I'll wear a face mask." P.O. might venture his face looks better now.

Like every place else, it was foggy for two weeks in December at Marshall Field.

Lieut. Ralph O. Brownfield announces he desires no more x-country over one nite duration. Really it is impossible to keep an American Air Corps home successfully an intact on a longer absence.

During Christmas week, Lieut. and Mrs. Dolan visited their paternal domicile in San Antonio - "Land of perpetual sunshine." Laff, clown, laff! Despite the heavy snow, they had an enjoyable visit.

Jack Frost Hix, versatile man of many accomplishments, local dramatic hit, cabinet maker, bronze metal worker and supply officer, is a dog fancier and trainer as well. The place will soon be overrun with police puppies. Hix's big problem is keeping fleas off Master. P.O. advises he pour some "jumping powder" on dog's back and then sprinkle with sand, - fleas get drunk and throw rocks at one another.

P.O.'s room mates all buying diamond rings, ruining spirits of organization. Getting so tight they won't even rinse out the shaving brush any more.

The Lieutenants Pirtle, Donal and the two Brownfields all seem pleased and happy with wedded life... Did ja ever hear about that aviator who was so pleased with his wedding he could hardly wait for the next?

Lieut. Carl N. Olson, Air Corps Reserve, from Galesburg, Ill., requested another year's active duty. Hope he gets it. Olie is a big influence for good on the morale of the younger pilots.

I ask you which is worse - freezing your face in the air during these days or going to squadron school? But would you dare tell any instructor that his voice was monotonous? Not I; why classes are just like a dream to me. Have to go to sleep to appreciate 'em.

Lieut. and Mrs. Charles T. Skow entertained several members of the Air Corps with a buffet dinner.

Captain and Mrs. Ross F. Cole entertained the officers and ladies of the Squadron with a dinner.

Major and Mrs. Robert E.M. Goolrick entertained the officers and ladies of the squadron with a tea on New Year's Day.

Lieut. and Mrs. Lloyd Barnett entertained several members of the Squadron and Cavalry School with a dinner on New Year's eve.

The Squadron bowling team won the enlisted men's tournament of the post. The team consists of Master Sergeant Arnold Ruef (Captain), Sergeant Opal Henderson, Privates, 1st Class, Joseph J. Eberling, Joseph Colosi, Gldson and Hayden. Those boys surely know their pins.

The officers' team did not hurl such a mean ball in their first go-round with the officers of the 2nd Cavalry on January 6th. Lieut. Barnett just can't whip his amateur material into shape.

The General ordered that such personnel stay on the post during the holidays as was necessary to take care of the horses. Out of sympathy the Air Corps remained on duty too, even tho we have only a few horses at Marshall Field now.

Rockwell Field, Coronado, Calif., January 16th.

Major Carl Spatz, Group Commander, is the high ranking squash player among the Rockwell Field officers at the conclusion of the round-robin tournament which lasted four months. Other leaders are Lieuts. D.D. Graves, J.E. Mallory and E.C. Datten.

Bound for the annual Engineering-Supply Conference at Wright Field, Dayton, Ohio, Major A.L. Sneed, Commanding Officer of the Rockwell Air Depot; Lieut. R. Laez, Jr., Chief Engineer Officer; Lieut. C.P. Kane, Depot Supply Officer, and Lieut. E.M. Robbins, Station Supply Officer, left Rockwell Field via rail on January 9th.

Planning to compete in another round-robin squash tournament, scheduled to last several weeks, sixty officers have been divided into four teams for the play, with Major Spatz, Lieuts. Graves, Mallory and Datten as captains.

The 11th Bombardment Squadron was awarded a team trophy emblematic of the Rockwell Field indoor baseball championship. The 95th Pursuit Squadron and Hqrs. 7th Bombardment Group ran the winners a close race.

Colonel H.J. Drees, Corps Area Inspector, 9th Corps Area, arrived at Rockwell Field January 13th to make the annual inspection and survey of the field and the Air Depot.

Captain Orlo H. Quinn, formerly of March Field, stopped at Rockwell Field for a day or two enroute to his new station at San Antonio, Texas.

Captain M.A. McFadden, Constructing Quartermaster at Rockwell Field, was relieved from further duty at this station and assigned to Maxwell Field, Montgomery, Ala., sailing from San Francisco February 1st.

Wright Field, Dayton, Ohio, January 16th.

Mr. John J. Ide, foreign representative of the National Advisory Committee for Aeronautics, stationed at Paris, France, lectured at the Materiel Division in December on European Progress in Aeronautics. Several days were spent here by Mr. Ide in consultation with the various engineers on aircraft development at the field.

Lieut. Ennis C. Whitehead with Captain A.H. Thiessen, in charge of meteorological work, made a flight from Wright Field to Pittsburgh and Middletown, Pa., for the purpose of inspecting and advising upon proposed new meteorological stations to be situated over the mountains.

Captain Willis Hale and Lieut. C.E. Archer were visitors at the Materiel Division during December, having flown in for consultation on engineering matters.

Brigadier-General D.D. Foulis, Chief of the Materiel Division, Majors H.H. Arnold, C.W. Howard and O.P. Echols attended a meeting of the Aircraft Procurement Board in Washington the latter part of December.

Major J.E. Fickel was welcomed back to his desk December 28th after a two weeks' absence due to an attack of influenza. The Major has completely recovered.

Major H. H. Arnold made an extended flight through the west the last of the year for the inspection of various air depots.

Lieut. George W. Goddard, formerly connected with the Aerial Photographic Unit of the Division, spent several days here during the holidays on detached service.

Major E.L. Hoffman left December 31st for Brooks Field to confer with officers upon parachutes in use there.

Among the Wright Field force who attended the Army-Navy Conference for the

standardization of aircraft parts were Lieut. F.O. Carroll, J.A. Roche, R.L. Schunaker, Park M. Sutton, J.E. Johnson, A.F. Senart, Guy R. Marlay.

Captain George S. Warren, formerly of Scott Field, arrived at Wright Field in December for duty and was assigned to the Industrial War Plans Section.

Lieut. James G. Taylor reported for duty on December 9th and was assigned to the Airplane Branch. Lieut. Taylor's former station was Marshall Field, Kans.

Lieut. Ennis C. Whitehead left on January 6th for Selfridge Field to accompany the First Pursuit Group as officer in charge of supply and engineering matters on their winter maneuvers. He flew an O2-H airplane.

Lieut. W.W. White left for Garden City, Long Island, N.Y., January 3rd to consult with the Curtiss Company concerning a new pursuit plane being constructed for the Air Corps.

Captain J.Y. York, Jr., left for Washington January 10th to attend the War Department Commodity Meeting on the rubber supply.

Captain Richard Coupland, of the Ordnance Department, formerly stationed at the Materiel Division, was a recent visitor here. He brought with him Major J.L. Hatcher of the Ordnance Department who is to be stationed here for duty with the Armament Branch.

Luke Field, T.H., January 13th.

A training flight from this station took off at 8:30 a.m., December 9th, for the Island of Hawaii. This flight carried the largest personnel of any inter-island mission during 1929. Captain Raymond E. O'Neill, flight commander, was accompanied by the following pilots: Lieuts. Carl W. Pyle, L.P. Holcomb and Edgar T. Noyes, flying three LB-5's; Captain Calvin E. Giffin, Lieuts. Thomas L. Gilbert and Richard H. Dean, piloting three amphibian planes; Captain George P. Johnson, Lieuts. Angier H. Foster and Fred S. Stocks, piloting three Martin Lombers. Major Daehr, an artillery officer; Lieut. Kuhn, Q.M.C., and Lieut. Thompson, C.A.C., were passengers.

The Trans-Pacific Fokker left for Hilo the next day on an inspection trip of the Department Air Officer. Including the nine planes from Luke Field and the Fokker from Wheeler Field, the entire personnel totaled 40.

Major Maxwell Kirby, Captain Frank H. Fritchard and Lieut. Thomas M. Lowe, flying three amphibian planes and accompanied by Lieut. R.R. Gillespie, Sergeant Yonconish and Sergeant Stolte, left Luke Field Dec. 18th for the Island of Kauai, returning two days later.

The USAT CAMERAI and the SS EMPRESS OF CANADA were greeted with Aloha flights as they entered Honolulu harbor during December.

Luke Field and Wheeler Field are expecting an increase in officers during January when the USAT SOMME and CHATEAU THIERRY arrive.

The Luke Field Chandelle met at the Young Hotel during the month of December at which time the Wooden Trophy described in the last issue of the News Letter was presented to the six pilots who landed amphibian planes on this field with the wheels up. Each pilot has an individual handle placed upon this trophy. Lieut. R.R. Drown officiated as master of ceremonies and those present had a very enjoyable evening.

Lieut. George V. McPike was granted leave of absence for 30 days, leaving for the mainland on the January transport.

Lieut. Mark D.S. Steenson left for Schofield Barracks to take the course for cooks and bakers.

Lieut. Carl W. Pyle has been endorsed for the post of Department of Commerce Inspector of Aeronautics for the Territory of Hawaii.

Lieut. James F.J. Early returned to Luke Field for duty, having finished the course for cooks and bakers at Schofield Barracks.

Luke Field and Wheeler Field will receive over 175 recruits during the month of January.

Lieut. Roland Kieburz, who is in command of the recruit detachment, is preparing to instill into these men the true character of a soldier and fit them for further duty in the Air Corps.

The above number of recruits is the largest consignment of men ever received in the Hawaiian Department for the Air Corps.

Luke Field enjoyed a wonderful season in sports, bringing to the attention of the whole Hawaiian Department that the Air Corps has athletes as well as pilots.

Our natators captured the triangular swimming meet held in the Army and Navy "Y" on the afternoon of December 11th. The Luke Field team won 35 points, closely followed by Fort De Russy with 34. The Fort Kamehameha aggregation

took the remaining 10 points as their share and finished in third place.

Sergeant Morris Aubree, 72nd Bombardment Squadron, Luke Field, T.H., won the 5-mile marathon race around Diamond Head. This race is an annual event, and the best civilian and service men compete for the beautiful gold medal presented the winner each year. In addition to the medal, a large trophy is held with the names of the winners engraved thereon. This trophy is to go to the man who wins first place in the marathon for three years in succession. Sergeant Aubree is making room among his 60 medals and 9 trophies for this loving cup. His time on this tiresome grind was 28 minutes, 41-2/5 seconds. The official record is 27 minutes and 40 seconds.

The inter-squadron smokers held during the month were attended with keen interest, each boxing card seeming to upset the prearranged dope. In the final smoker between the squadrons which was held January 8th, the 23rd Bombardment Squadron came from the third position to first place. Asher, Koss and Krug won their engagements in a most exciting and thrilling way. Fetzko of the 4th Observation Squadron gave Koss a real fight, and four rounds had to be fought in order to decide the winner. Asher had little difficulty in beating his man. Moore, a 72nd fighter, let him have all he had, but retired without the bacon. Krug had a tough time in winning his fight over Criss, another 4th Squadron man, and this fight had to go four rounds in order that the three judges could give a winning decision.

Lieut. Dulligan will give the haulers a week's rest and then the Luke Field team will be picked to represent us in the Navy Sector season starting February 1st.

The results of the inter-squadron season are as follows:

23rd Bombardment Squadron - - - -	510	points
4th Observation Squadron - - - -	490	"
72nd Bombardment Squadron - - - -	450	"
65th Service Squadron - - - - -	70	"
Staff Section - - - - -	000	"

The much discussed and fought for Kuntz-Moses Trophy will go to the 4th Observation Squadron, which organization won the majority of points in Volley - ball, Swimming, Basketball and Boxing.

Spore of the 65th Service Squadron, present holder of the Lightweight Championship of the Hawaiian Department, is in perfect condition and is anxious to get his gloves on again to defend this coveted title for Luke Field.

San Antonio Air Depot, Duncan Field, Texas, January 27th.

Major H. H. Arnold, Chief of the Field Service Section, Materiel Division, returning from the West Coast to Wright Field in an O-32, stopped over for a visit and inspection here on Jan. 5th and 6th, resuming his journey on the 6th via Hat Dox Field, Muskogee, Oklahoma.

An important item of news was inadvertently omitted from our last contribution: Lieut. and Mrs. Charles E. Thomas, Jr., of this Depot, are the proud parents of a bouncing baby boy, Robert William, who arrived December 27th.

On January 8th the Depot received a visit from Captain Juan de la Torre, Flight Surgeon, accompanied by Sergeant Campuzano, Cuban Army, who were interested in viewing the operation of our Engineering Shops.

Captain Christopher W. Ford, A.C. (DOL), on duty at Hqrs. First Corps Area, Boston, Mass., was a visitor here January 9th to obtain and ferry back to the Boston Airport a PT-3A airplane.

The annual Engineering and Supply Conference of the Materiel Division at Wright Field, Jan. 13th to 17th, was attended by the following officers of this Depot: Major A.W. Robins, Commanding Officer; Lieuts. E.V. Harbeck, Assistant Engineer Officer; C.E. Thomas, Jr., Depot and Station Supply Officer, and L.S. Webster, Asst. Depot Supply Officer, all of whom report most interesting and helpful sessions of the conference and an enjoyable visit.

The following airplanes and engines were overhauled and repaired in the Engineering Department of the Depot during December, 1929:

Airplanes: Overhaul - 10 A-3, 2 O2. 1 O2-C, 2 O2-H, 2 O2-K. 1 DH-4M-2P, 2 DH-4M-2&, 1 Pl-D, 1 Pl-F, 5 PT-3A, total 27. Miscellaneous Repair: 1 NBS-4, 1 O2, 1 O2-H, 1 PT-3A, total 4.

Engines: Major overhaul - 19 Curtiss D-12, 8 Wright J-5, total 27. Minor overhaul - 17 Liberty, 3 Wright J-6, total 20.

40th Division Aviation, California National Guard:

The 115th Observation Squadron, based at Griffith Park Airport, Los Angeles, Calif., is well launched in its training program for the coming year. Reconnaissance missions and aerial sketches are being made daily by the personnel of the Squadron, while the Sunday drill periods are being monopolized by the Operations Office in a solid schedule of photographic and radio missions. The enlisted personnel has been polishing up on the use of the pistol, and within a week or so are to go on the range. Deep muttering among the pilots indicated that shortly the local taxpayers are to be favored with dividends in the form of some hot formations of O-2's and O-17's.

Recently the Squadron had a small part in the hunt for three high school students, lost in the mountains on a hike to Mt. Wilson, north of Pasadena. One ship and pilot were on duty for two days, and although the hikers were not located from the air, they were found safe but suffering from exposure by a ground searching party.

The flying equipment, all in good shape and on the line, now consists of 2 PT-1's, 3 O-17's, 1 O-2C, 2 O-2H's and 1 O-2K.

We have recently had assigned to us a brand new Flight Surgeon - Captain Elmer E. Langley. Captain Langley was formerly with the Washington National Guard Aviation but couldn't resist the call of Southern California.

Effective January 18th, 1st Lieut. George Sherwood was promoted to the grade of Captain, A.C., California National Guard, vice Captain Harry Claiborne, transferred to the Reserve. Captain Sherwood is in command of the 115th Observation Squadron during the temporary absence of Major Jeffers, who is in the east on leave.

The following-named officers recently joined the Squadron:

2nd Lieut. Cyril Chappellet, graduated October, 1929, from the Brooks-Kelly course.

2nd Lieut. Clifford R. Gard, from 1st Lieut., Air Reserve.

2nd Lieut. Harry E. Gillmore, from March Field, Class of March, 1928.

2nd Lieut. Walter C. Mazey, from Brooks Field, graduated 1925.

The official strength of the Squadron is now 16, including our medico.

Pardon our gloat, but a little undercover work has resulted in the attendance record of the Squadron going into the list of "Honor Companies" of the 40th Division. We have been working toward this result for some time, and esprit de corps did the work. We intend to keep up the record, and our attendance record will stay up with the cooperation shown thus far.

JAN. 8 to FEB. 3, 1930

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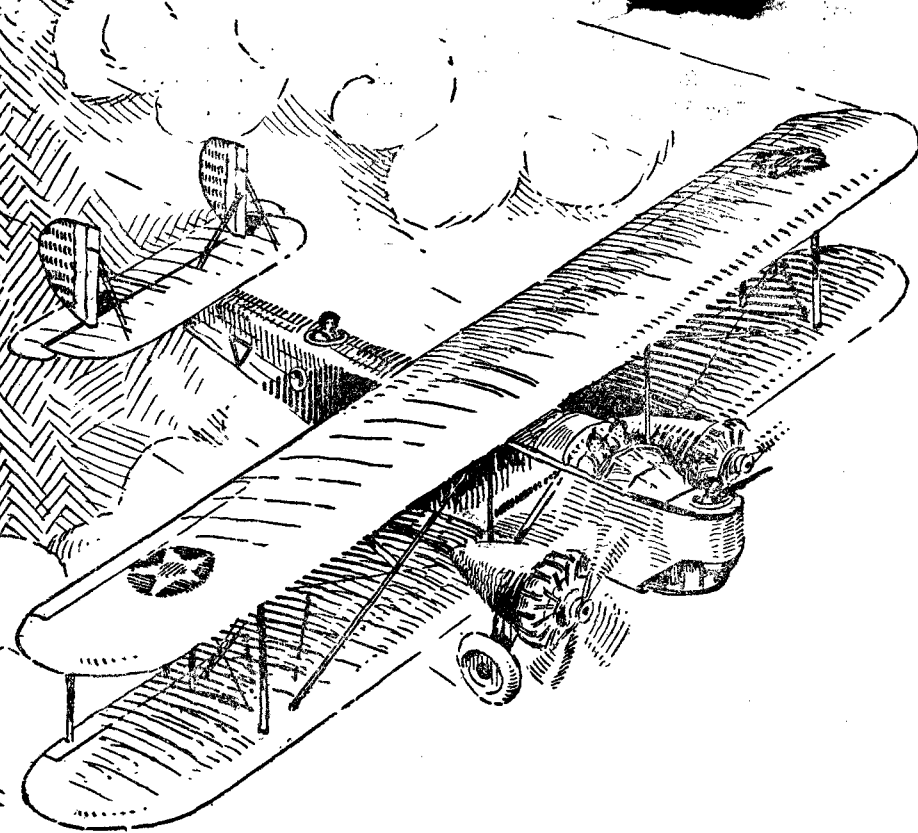
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NEWS LETTER



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F.C. Barry

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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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NON-STOP MIAMI - PANAMA FLIGHT

Three officers and one noncommissioned officer of the Air Corps took off at 6:10 a.m., February 20th, on a non-stop flight from Miami, Florida, to Panama, and reached their destination at 5:35 p.m., thus covering the distance of 1200 miles in 11 hours and 25 minutes. The route followed was practically all over water and the greater part of it along one Meridian.

A number of flights have previously been made between the United States and Panama, but this is the first non-stop flight by the Air Corps along this route. The flight was in no sense intended as a stunt, but was made for the purpose of delivering a plane from the United States to France Field on the Canal Zone without effecting a landing on foreign soil; to eliminate steamship charges; to continue the training of a group of Air Corps pilots in long distance navigation and to test equipment under the hard service involved in a trip of this nature.

The senior officer on the flight was Major Jacob E. Fickel, at the present time Executive Officer of the Materiel Division at Wright Field, Dayton, Ohio, where the engineering activities of the Air Corps are carried on.

Stationed at the controls were two veterans of a number of thrilling flight experiences, Lieuts. Albert F. Hegenberger and Ennis C. Whitehead. Lieut. Hegenberger is considered one of the best aerial navigators in the Air Corps and was first brought to wide public attention by his participation in the non-stop California - Hawaii flight in the Spring of 1927, upon which he served as navigator, the pilot at that time being Lieut. Lester J. Maitland. Lieut. Whitehead was co-pilot with Major Herbert A. Dargue on the flight of amphibian airplanes around South America several years ago.

The 80th Meridian was followed southward during the flight. Observations on the sun and the utilization of compasses and radio communication served to guide the airmen on to their destination.

Radio communication, an important feature of the flight, was handled by Sergeant Wilson, who not long ago had under his charge the wireless communications during the course of the Mid-Winter Flight of the First Pursuit Group through the Northwest.

Having ferried this airplane to its destination, the airmen intend to ferry another Transport plane back to the United States where it will undergo an overhaul which is due it.

The Ford Transport in which the flight was made is powered with three Wright J-6 air-cooled radial motors of 300 horsepower each. It can fly with all safety on two of its motors should one prove balky. Certain slight changes were made in the airplane before the flight. The standard 300-gallon gasoline capacity of the Transport was increased by the installation of four 110-gallon tanks in the cabin, making a total fuel capacity of 740 gallons.

In the matter of navigating instruments there was installed in the plane a Sperry artificial horizon, in addition to the standard instrument equipped for blind flying. Three magnetic compasses were also installed as well as an earth inductor compass, and a drift-indicator for direction of drift. A bubble sextant was also one of the navigating instruments taken along for employment at regular intervals, as well as smoke bombs, handy to be dropped on the water from time to time to check with the drift indicator the wind direction and the amount of drift of the plane off the course due to side winds.

A short wave radio set of the type used by the Pan American Airways was relied upon to receive information from their stations, those of the United Fruit Company's Tropical Radio and the Government stations in the Panama Canal Zone. No radio beacon was available to the Army airmen on this flight, for this valuable navigation medium has not yet been constructed in the Canal Zone.

Captain A. H. Theissen of the Signal Corps and Lieut. Russell J. Minty, of the Air Corps, both stationed at Wright Field, who made a cross-country flight to Florida, made a study of meteorological conditions prior to the take-off of the

transport. Of unusual interest is the emergency equipment which the transport plane carried, among which was a standard collapsible life raft equipped with pumps and emergency supplies, and a small 12-volt battery radio set for use in an emergency.

The successful outcome of the flight will no doubt bring to a nearer realization the dream of "Express Service to Panama." The Army Air Corps simply took a logical step in its efforts to take proper care of its outlying garrisons.

A telegram received from Major Fickel just prior to the take-off stated that at that time a light breeze was blowing East North East; that the ceiling was partly overcast, the visibility about ten miles and that predicted weather conditions along the route were a partly overcast ceiling to Colon with favorable winds.

On the day of the flight two messages were received from the Communications Department of the Pan-American Airways; the first one, marked 10:30 a.m., stated that the Transport C-9 was sighted when 100 miles south of Trinidad, Cuba, at 10:00 a.m. The second message, 1:22 p.m., stated that the plane passed Serranilla Bank at 12:45 p.m.

The official report on this flight is awaited with interest.

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AERIAL PHOTOGRAPHIC MISSION FOR SMITHSONIAN INSTITUTE

Lieut. Edwin B. Bobzien and Technical Sergeant Stockwell, of the 15th Photo Section, stationed at Crissy Field, Presidio of San Francisco, Calif., recently returned from a very interesting photographic mission in Arizona.

Taking off from Crissy Field on January 21st, the Army airmen arrived at Phoenix, Arizona, on the 23rd. During six days of flying they took 350 oblique pictures and mapped an area of 400 square miles with vertical shots.

All mosaic and other laboratory work will be done by the 15th Photo Section at Crissy Field. This work is being done for the Smithsonian Institute under the direction of Mr. Neil M. Judd, Curator of Archaeology. The mission was undertaken for the purpose of making a close study of the ruined prehistoric cities and canals which were constructed from 800 to 1,000 years ago.

The largest of these ancient cities covers about an acre of ground and the houses approximate the size of a modern five-room bungalow, with here and there a two-story structure. The canals are especially interesting. There are about 240 miles of them in all, varying from 25 to 60 feet in width and 8 to 12 feet in depth. They were so well laid out that our modern engineers find few changes necessary to make them useful today.

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KELLY FIELD BREAKS FLYING TIME RECORD IN 1929

In 1929, a year of many flight records, including the quest for non-stop refueling honors, Kelly Field, San Antonio, Texas, completed what is believed to be the largest aggregate of flying time amassed by any Army field since the close of the World War.

Records of the Field reveal that the record-breaking total of 48,448 hours and 20 minutes of aircraft flying time was credited to permanent and student pilots on duty at the Air Corps Advanced Flying School. Were a single ship to start out on a non-stop flight to equal the Kelly Field flying time for the year, it would take such a ship almost six years of continuous flying to reach the mark. With six airplanes flying every minute of the day and night, it would require almost a year to establish such a record.

Figured in mileage, Kelly Field aircraft traveled about 4,844,700 miles during 1929, the equivalent of nearly 200 trips around the world.

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ARMY AIRMEN HELP FEATHERED FRIENDS

According to a report recently received by the Chief of the Air Corps, Army Air Corps pilots stationed at Post Field, Fort Sill, Oklahoma, flew several missions, at the request of game preservation authorities, during which grain was scattered on snow-covered fields where game birds were congregating. The heavy snowfall during January prevented the birds from getting at their natural feed on the ground.

GRADUATION EXERCISES FOR BROOKS FIELD STUDENTS

Graduation exercises for the 51 students who successfully completed the course at the Primary Flying School at Brooks Field, San Antonio, Texas, will be held on February 28th. Beginning at 9:00 a.m., all the students will participate in an aerial review, followed by the presentation of diplomas in the Ground School building by Brigadier-General Frank P. Lahm, Commanding General of the Air Corps Training Center, and Major S.W. FitzGerald, Commandant of Brooks Field.

Among the 51 graduates are 16 officers of the Regular Army, one officer of the Republic of Colombia, South America, a Staff Sergeant of the Air Corps training in his grade and 33 Flying Cadets. They are listed below, as follows:

2nd Lieutenants

James E. Briggs, Field Artillery
James K. DeArmond, Signal Corps
Robert L. Easton, Field Artillery
David P. Laubach, Corps of Engineers
Richard P. O'Keefe, Field Artillery
William L. Ritchie, Field Artillery
William C. Sams, Infantry
Delma F. Spivey, Infantry
Fred C. Stritzinger, Field Artillery
Fred O. Tally, Infantry
Otto Wienecke, Air Corps, L/A
Edward H. White, Air Corps, L/A
Fay O. Dice, Air Corps,
John F. Egan, Air Corps.
John W. Persons, Air Corps.
Murray C. Woodbury, Air Corps.

Lieut. Henrique Santa Maria, Colombia

Flying Cadets

Joe S. Anderson
Paul S. Baker
Eugene D. Blakeney
Frank P. Bostrom
Edgar G. Carlisle
Willis G. Carter
William B. Clements
Harold W. Fairchild

Flying Cadets

Marshall H. Fay
J. E. Grasty
James N. Going
Phillip W. Hatch
William E. Shuttles
James H. Smart
Frank L. Smith
Ashby H. Toulmin
Reginald L. Needham
Herbert A. Orr
Olof P. Pierson
Harvey W. Regan
Curtis E. Smith
Winston W. Kratz
Robert S. Riley
George E. Rodieck
Lloyd L. Sailor
John E. Sandow
William H. Sherwood
William H. Sykes
Thomas L. Taylor
Benjamin E. Tilton, Jr.
Paul Waterman
Clifton D. Wright

Staff Sgt. Maurice Beach, Air Corps.

The above-named students are slated for a strenuous four months' course at the Advanced Flying School at Kelly Field, San Antonio, Texas.

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COULD NOT FIND MARKET ON HIS MAP

A Cadet was making his first cross-country flight and was bewildered and hopelessly lost. Spotting a hamlet of no great size, he decided to fly down and "shoot the town." A small sign was all that was visible on what appeared to be the only store, station and Post Office. Climbing to 2,000 feet, he studied his map but could find no trace of any place called "Market, Texas." Down he went again. No mistake, there it was - "Market." Still the map was useless. Once more he flew down low, but he was lost as before, for above the word "Market" was a smaller one - "Meat."

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AIR CORPS TRAINING CENTER WINS POLO TITLE

Battling into an extra period, the Air Corps Training Center Polo Team came through with flying colors by overhauling a four-goal handicap in defeating the Rainbows of San Angelo in the final match for the low goal championship of the seventh annual midwinter polo tournament on Brackenridge Park Field on February 16th. The score was 11 to 10.

A crowd of about 4,000 enthusiastic spectators watched the game with intense interest from the first throw-in until the deciding goal was scored by Lieut. Connell in the ninth chukker. The Air Corps had a hard fight to overcome

the handicap, and not until the eighth chukker, when Lieut. Connell scored two goals, did the Aviators pull up on even terms.

This was the sixth straight victory for the Air Corps, dating back to January 4th, when it won the December tournament and the second title it has won since. This was also the third match the Air Corps had won in an extra period, being forced to the ninth chukker to defeat the Artillery on February 6th, and going nine chukkers to defeat the Infantry for the December championship, the scores in both of these games being 8 to 7.

The entire grandstand crowded around the trophy table to witness the presentation by Major-General William Lessiter of the trophy to the winning team and the individual cups to the players of the winning team. All players of the four teams reaching the semi-finals were also presented with individual cups.

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LIEUT. JAMES H. DOOLITTLE BIDS ADIEU TO THE AIR CORPS

Genuine regret prevails in the Air Corps over the announcement in Special Orders of the War Department of the resignation of 1st Lieut. James H. Doolittle of the Army Air Corps, who is known far and wide as one of its most skillful, daring and resourceful pilots. Modest, quiet, unassuming, with a name which belies his deeds, Lieut. Doolittle has so endeared himself to his comrades in the service that his departure from their midst has produced a wave of inward protest in their hearts and a feeling that a sudden void has been created in their branch of the service which it will be difficult, if not impossible, to fill.

Lieut. Doolittle's career in the Army Air Corps has been colorful in the extreme. His skill as an aviator is known in aeronautic circles the world over, but among his brother officers and acquaintances he is known among other things for his additional attributes as a brilliant aeronautical engineer, a fine officer and a thorough gentleman.

One of California's native sons, Lieut. Doolittle was born at Alameda, Calif., on December 14, 1896. He completed three years at the University of California in the College of Mining. Before entering the military service, he was engaged in mining engineering. On November 10, 1917, he was assigned to the School of Military Aeronautics, Berkeley, Calif., for his ground school training and, upon completion of same, was sent to Rockwell Field, Coronado, Calif., to undergo his flying training.

Camp Dick, Dallas, Texas, was the station to which he was assigned to duty upon qualifying on March 9, 1918, as a Reserve Military Aviator and receiving his commission as a 2nd Lieutenant. From Camp Dick he went to Love Field, Dallas, Texas, where he began to instruct others how to fly. In June, 1918, he was ordered to duty as a student at the Armorers' School at Wilbur Wright Field, Dayton, Ohio, and, upon completion of this course, served for a brief period of time at Gerstner Field, Lake Charles, La., returning to Rockwell Field to receive training at the Pursuit Aerial Gunnery School.

Still bent on learning all he could about the aviation game, Lieut. Doolittle was a student for over a year at the Mechanics School at Kelly Field, Texas, from which institution he graduated in October, 1920. Two years later he was assigned to duty as a student at the Air Corps Engineering School at McCook Field, Dayton, Ohio, graduating in August, 1923. He followed up his studies with a two-year post graduate course in aeronautical engineering at the Massachusetts Institute of Technology, Cambridge, Mass., and received the degree of Doctor of Science. In 1925 he returned to the Engineering Division at Dayton and remained there until his transfer to Mitchel Field, N.Y., his last assignment in the military service.

The first of the many outstanding flying achievements to Lieut. Doolittle's credit was his flight across the American continent, which feat he accomplished on September 5, 1922. Taking off from Jacksonville, Fla., at 8:20 a.m., he set the wheels of his plane down at Rockwell Field, San Diego, Calif., 22 hours and 35 minutes later. His one intermediate stop was at Kelly Field, San Antonio, Texas, where his plane was refueled. An hour and a quarter later he was on his way again. His actual flying time for the transcontinental journey was 21 hours and 20 minutes, and he achieved the distinction of being the first aviator to cross the American continent within an elapsed time of 24 hours. Seven years later this feat won him the award of the Distinguished Flying Cross, with the addition of an Oak Leaf Cluster for his many achievements in test flying.

In the science of aeronautics, the loads imposed upon an airplane structure in flight and during acrobatic maneuvers had generally been assumed, no one having gone beyond a certain conservative point in actually determining the dynamic loads in practical test. At the time he conducted this flight research work, Lieut. Doolittle was Chief of the Flight Research Branch of the Flight Section, Engineering Division, McCook Field, Dayton, Ohio. He equipped his plane with a device known as an accelerometer, which graphically registers the dynamic load imposed upon an airplane during flight. He then flew this airplane through maneuvers of the most violent nature that have ever been performed. Triple and quadruple rolls, spins, loops and inverted flight were carried out to such an extent by him that he was enabled to make calculations based upon actual performance rather than on mere assumption. It was during the course of this test flying that he conceived and later performed the outside loop, a maneuver which had never before been performed successfully. After reaching test conditions which no one had ever registered before, he was finally ordered to make further calculations on the flights which he had already made and not carry on his flight testing to the extent he had originally planned, it being feared that his ambition might carry him to such a point that he would be in grave peril of losing his life.

Lieut. Doolittle made no pretensions regarding any particular ability along the line of piloting seacraft, being what seamen term a "land lubber." His shortcomings, if any, in this respect proved no deterrent influence, however, for he won the Schneider Trophy Race for seaplanes held in the Fall of 1925 at Baltimore, Md. Not content with having established for seaplanes a world's record for high speed of 232 miles per hour over a closed circuit, he set out the following day to determine what he could accomplish over a 3-kilometer straightaway course, and astonished the world by chalking up a record of 245.71 miles per hour, then considered a remarkable achievement.

As a result of his victory in the Schneider Trophy Race, he shared with the late Lieut. Cyrus Bettis (who won the Pulitzer Trophy Race at Mitchel Field a week previously) the award of the Clarence H. Mackay Trophy for the year 1925.

Several years ago, while on leave of absence from his military duties, Lieut. Doolittle toured South America and demonstrated in Peru, Bolivia, Chile, Argentina, Brazil, Uruguay and Paraguay the Observation and Pursuit types of planes used by the Air Corps. One of his interesting flying experiences in South America was his attempt to take off with a P-1 Pursuit plane, equipped with pontoons, from Lake Titicaca in Bolivia. The altitude of the lake, 12,700 feet, was too great, however, and it was impossible to get the plane to leave the surface of the water in that thin atmosphere. Although on several occasions the plane was rocked off, it immediately settled to the surface again. After taxiing up and down the lake for about an hour and a half, at times going a distance of twenty miles from the shore, in his attempt to obtain better wind and wave conditions, the pontoon strut fittings pulled out, necessitating the abandonment of further attempts.

The longest flight Lieut. Doolittle made in South America was between Asuncion, Paraguay, and Rio de Janeiro, Brazil, a distance of 960 miles. This non-stop flight was made in 7 hours and 10 minutes and marked the first time that section of the country was ever crossed by air. As a matter of fact, an air journey was the only means possible of crossing it, since that part of the great South American jungle is absolutely impenetrable on the ground. No sign of human habitation or of wild life other than great flocks of brilliant green parrots were seen until he approached the cultivated parts of the country along the coast.

Lieut. Doolittle is a full-fledged member of the Caterpillar Club, joining that mythical organization September 1, 1929, during the National Air Races at Cleveland, Ohio, when structural failure of his plane during preliminary acrobatic tests forced him to resort to the parachute to save his life. He had on several previous occasions avoided joining the Club by the narrowest of margins, and when a newspaper correspondent - who by mere accident happened to be in the immediate vicinity of his jump - reached his side immediately after the parachute had landed him safely on terra firma, he remarked, in answer to a flood of questions directed to him: "I am glad it happened. I have always wanted to be forced to jump. I have almost had to go over the side several times, but this time there wasn't any other choice, I had to."

Not the least bit fazed by his narrow escape from the clutches of the Grim Reaper, Lieut. Doolittle crumpled the parachute under his arm, made his way to

the Operations Office, walked in and announced: "Gentlemen, I guess I'll have to borrow another plane." This was the first intimation received of his parachute jump. The plane was given him at once and half an hour later he thrilled the immense throng attending the Air Races with as brilliant a demonstration of flying and acrobatics as had ever been witnessed.

Air Corps officers have said of Lieut. Doolittle that there is no airplane in existence which he cannot fly, and this is about the best kind of praise which can be given regarding his piloting ability.

During the time he was stationed at Mitchel Field, N.Y., Lieut. Doolittle conducted fog-flying experiments sponsored by the Daniel Guggenheim Fund for the Promotion of Aeronautics. On September 24, 1929, under conditions representing the densest fog, reaching from any altitude to the ground, he was able to take off from the airport, fly from it and return to a given spot and make a landing. The cockpit in which he sat was entirely covered and totally obscured his vision. This demonstration represented the successful consummation of experiments conducted for nearly a year over the full-flight laboratory established by the Guggenheim Fund at Mitchel Field.

The Air Corps extends its warmest wishes to Lieut. Doolittle for his success in civil life.

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ITALIAN FLYERS HAVE RIGID DISCIPLINE

Rigid military discipline combined with an educational curriculum stretching over a period of three years constitutes the training which students receive at the Royal Academy of Aviation of Italy. This institution was created Nov. 5, 1923, by the decree of the Commissioner of Aviation and is located at Caserta, thirty-two miles northeast of Naples.

In its brief existence the academy has had 920 applicants for the regular course. Of this number only 470 passed the severe medical test, while not more than 285 were admitted. Already 144 of these graduates are officers and 100 are in departmental service. Ten of these students, however, were obliged to repeat their courses.

At the beginning, toward the middle and at the end of their course these students enjoy vacations varying between twelve and twenty days. The practical training which the academy gives, partly in the winter period, and, more intensively, in the summer season during the three-year course, includes: military exercises, gymnastics, training in seamanship, cycling, autoing, motorcycling, horseback riding, signaling, office routine, wireless transmission, pistol, gun and machine gun firing, airplane piloting, all kinds of sports, land army practice, flying, naval cruising, submarine and torpedo practice, airplane and hydroplane observation flying and aerostatic and dirigible principles and flying.

Every year an instruction trip is organized to enable the students, under the guidance of their training officers, to visit the important industrial and flying centres of Italy. Last year, for instance, these students visited such centres as Turin, Milan, Rome and Florence and the main aeronautical factories of the country.

The program of studies is similar to that in a university. There is a provision whereby Academy students who have graduated from scientific or classical lyceums and who have proficiently passed two years of training at that institution, are allowed to take the examination of the various science faculties for admission to any of the country's engineering schools.

The course of annual studies begins early in November and continues till the end of May, with twenty-three lessons of one hour each a week. The instructors for each course are chosen from among the civil and official teaching staffs of the Royal Aeronautical, Army and Marine Academies. In one of the Academy's branches, the School of Piloting, which was established in 1927, 12,320 hours of flying have been completed as a result of 70,019 flights.

The Academy admits young Italian citizens more than seventeen and not older than twenty-two. In order to cement the spirit of comradeship among these graduates in their memories forever, a custom has been set afoot to name the graduating classes after a bird, a meteor, a star, a wind, or any other fast-speeding and powerful object or animal that holds sway in the skies. This initiation forms a special ceremony and already when they enter upon their scholastic careers, the students are dubbed by the chosen designation.

Those families who send their children to this Royal Academy do not have to meet heavy fees. The fees for the first year are practically free, for the family has to pay not more than 2,000 lire, or about \$100, in two installments; for the second year the fee is 1,800 lire, payable in three installments; for the third year the students, being registered as candidates, receive a salary of 1,500 lire a month. After his graduation from the Academy, the young pilot gets a salary of 2,000 lire, or about \$100 a month. - NEW YORK WORLD.

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CAPTAIN REYNOLDS LOSES HIS LIFE IN AUTOMOBILE ACCIDENT

Captain Clearton H. Reynolds, Air Corps, who died on February 14th as the result of injuries received in an automobile accident at Mt. Clemens, Mich., was one of the first of the Army flyers during the World War to proceed to France for duty at the front. He was born at Provincetown, Mass., January 29, 1888, and for three years attended the New Hampshire State College, following which he studied for two years at Dartmouth College, taking a post graduate course in his second year. After his graduation in 1912 he remained at Dartmouth for a year as an instructor in Physics. He next affiliated himself with the American Telephone and Telegraph Company in the capacity of Assistant Circuit Engineer.

His interest in aviation influenced him to join the First Aero Company, New York National Guard, with which he served ten months as a Private. From August 17, 1916, until February 23, 1917, the date he was placed on active duty as a 1st Lieutenant, Aviation Section, Signal Corps, he served in a civilian capacity in the Inspection Department of the Signal Corps Aviation School, learned to fly at that School (Mineola, L.I., New York) and participated in 66 flights for a total flying time of 27 hours and 33 minutes.

In June, 1917, Captain Reynolds was assigned to the 1st Aero Squadron, and sailed with that organization for duty overseas. He served as Adjutant of this Squadron until December, 1917, when he was transferred to the 91st Aero Squadron and assigned to duty as Commanding Officer. In July, 1918, he assumed command of the 104th Aero Squadron.

During Captain Reynolds' service in France he flew regularly over the front lines and he was considered a pilot of rare qualifications and exceptional ability. The record he made with the 91st Squadron as a pilot while engaged upon army observation work under the 8th French Army and the First American Army in the Toul Sector, in the San Mihiel and the Meuse-Argonne offensives was an exceptional one.

While commanding the 104th Aero Squadron, Captain Reynolds received the Distinguished Service Cross for extraordinary heroism in action near Romagne, France, October 9, 1918. Although weather conditions made flying exceedingly dangerous, Captain Reynolds with his observer started on a mission to determine the position of the front line troops of the Division to which his Squadron was attached. Flying at an altitude of 25 meters, they encountered and defeated three enemy patrols, gathered and delivered to Division Headquarters very valuable information.

Upon his return to the United States in April, 1919, he served for several months in the Training and Operations Group, Office of the Director of Air Service, Washington. In June, 1919, he was transferred to Langley Field, Va., and he served at that field until August, 1922. For a number of months he commanded the 88th Observation Squadron, following which he was on duty as student and instructor at the Field Officers' School, now the Air Corps Tactical School. He graduated from the School in June, 1921.

After a brief period of service at the Advanced Flying School, Kelly Field Texas, Captain Reynolds was transferred to Bolling Field, Washington, D.C., where he performed various duties, among which being Commanding Officer of the 99th Observation Squadron. In December, 1926, he was relieved from Bolling Field and ordered to Maxwell Field, Montgomery, Ala., for temporary duty as Commanding Officer.

On March 1, 1927, Captain Reynolds was ordered to duty at Fort Sam Houston Texas, and among the various duties he performed were those of Commanding Officer of the 12th Observation Squadron. In December, 1928, he was transferred to Selfridge Field, Mt. Clemens, Mich., and assigned to the command of the 15th Observation Squadron, which assignment he retained until his death.

The untimely demise of Captain Reynolds deprived the Air Corps and the Army as a whole of an experienced, valuable and conscientious officer.

MORE ABOUT THE MID WINTER FLIGHT OF THE FIRST PURSUIT GROUP

By the News Letter Correspondent

The flight of the First Pursuit Group, Air Corps, from Selfridge Field, Michigan, to Spokane, Washington, and return, received so much publicity that only a brief resume of the entire flight will be given here.

The afternoon of January 7th, Major Royce ordered all planes flown to the ice of St. Clair, adjacent to the field, where waiting mechanics soon had the wheels of all planes replaced with the regulation skis. During the afternoon warmer weather together with a light rain that froze as it fell and which continued throughout the night, completely encased every plane in a coat of ice. The weather, however, turned colder during the 9th, and details were soon removing the ice and giving each plane a final check prior to the take-off which, from weather reports, seemed assured for early on January 10th. That day dawned clear and crisp, with about $\frac{3}{4}$ inches of snow which had fallen during the early morning. The temperature, about ten degrees above zero, made flying conditions ideal.

All pursuit planes were off by 9:00 o'clock, closely followed by the transports. This, however, was the only time all airplanes were ever together until January 27th, when the Group, minus Lieut. Warburton's plane which was completely wrecked at Beach, N.D., arrived at Minneapolis.

Continual trouble beset the Group from the time of take-off until its return to Selfridge Field on January 29th. All pursuit planes arrived at Duluth on January 10th and remained there over night. The Transport planes, however, never made connections, only one of them covering the entire route. The Radio Ford Transport was forced down at Manistique and at Amasa, Michigan, where, due to bad weather and intense cold, it remained until January 16th. At Wausau, Wis., due to bad weather and a broken cylinder, it remained until a new engine could be sent there for installation, the transport eventually arriving at Minneapolis on the 26th. Since this is the farthest point reached by this Transport, it can be forgotten until the arrival of the Group on the 27th. It might be mentioned here, however, that this Transport, as it so happened, carried as passengers the chief mechanic, the Operations Sergeant, the short wave broadcasting set and radio operator, and the official photographer.

The other Ford and Douglas Transports remained at Munising the night of January 10th. The Group of 18 Pursuit and 2 Transports arrived at Minot, N.D., on January 12th. Here, on the morning of the following day, the pilots had first hand experience in starting airplane engines which had been left in the open all night in a mean temperature of 20 degrees below zero. Every known and many unknown devices were tried in an effort to break the engines loose enough to use the inertia starters. Here the crank case in Lieut. Bolen's ship was broken and he was delayed until a new one could be shipped and installed. In landing at Minot the Douglas Transport broke the right axle, but local repairs were made.

During the flight from Minot to Great Falls, Montana, January 13th, the Group became separated. Major Royce with eleven planes landed at Great Falls and Lieut. Elliott, leading three planes, was forced down at Hosey Ranch, Montana. Hosey Ranch proved to be fifty miles from railroad or telegraph, and since Lieut. Elliott found one cylinder gone he joined the Cavalry and rode back to something approximating civilization the following day, after his two comrades had taken to the air for Great Falls, where they arrived without incident.

Lieut. Shanahan in the C-9 and Lieut. Wolf, leading a flight of three P-1's, landed at Havre, Montana, on account of darkness and remained there overnight. Lieut. French was still in Minot awaiting repairs to Transport axle.

The weather continued bad at Great Falls, but on the 15th Major Royce sent the only six ships which could be started, under the command of Lieut. Crawford, to Kalispell, Mont. Lieut. Crawford got within 30 miles of his destination before being forced back to Great Falls by dense fog. On the return flight two pilots were forced down out of gas but were fortunate enough to get prompt service and get back before searching parties were ordered out. Lieut. Shanahan and the three Pursuit ships at Havre had better weather and got through to Kalispell on the 14th.

Low temperatures and high winds held Major Royce's flight at Great Falls until the 19th. There were many cases of frost bite among the personnel, and Lieut. Rogers was confined to a local hospital with a frozen foot that became infected. The three Pursuit planes and the Ford Transport which had gotten to Kalispell arrived at Spokane on the 17th and remained to await the balance of the Group.

The engine shipped to Lieut. Bolen at Minot was received and installed by the mechanics with Lieut. French. Lieut. Bolen arrived at Great Falls on the 19th, but the Group, now including Lieut. Elliott as pilot of Lieut. Rogers' plane, had already taken off for Spokane, arriving there about 4:00 o'clock. This made a total of 16 Pursuit and one Ford Transport at Spokane. On the following day Lieut. Bolen arrived at Spokane from Great Falls. Lieut. French at last got the Douglas axle repaired and departed for points west. He was forced down at Sidney, Montana, where the axle again broke and a complete right half of a landing gear had to be shipped him before he could again take off.

The return flight was started on January 22nd. Major Royce, leading a flight of 16 Pursuit planes, arrived at Helena, Montana. Lieut. Elliott, who had been flying the plane assigned to Lieut. Rogers, returned to Great Falls, where he was to await the arrival of a new engine for installation in his plane at Hosey Ranch, fifty miles away. Upon his discharge from the hospital, Lieut. Rogers was to return to Selfridge in his airplane returned by Lieut. Elliott. Lieut. Shanahan in the Ford Transport also arrived at Helena. It appeared that one bunch of mechanics was to do the work of three.

The flight of 16 Pursuit planes arrived at Miles City, Montana, the following day. The C-9 proceeded from Helena to Great Falls the same afternoon for the purpose of ferrying the engine, which had just been received there for Lieut. Elliott's plane, to Hosey Ranch where it was to be installed and the plane flown out.

On January 24th, while enroute to Fargo, N.D., Major Royce and his entire flight was forced to land at Beach, N.D., when suddenly they were surrounded on all sides by a typical western blizzard. In landing, Lieut. Warburton crashed, completely demolishing his plane and severely cutting himself about the face. Major Royce went through about three fences but used the stabilizer and wires from Lieut. Warburton's plane to make necessary repairs. Lieut. Warburton was ordered to Fort Lincoln for medical treatment and thence to Selfridge Field by rail.

On January 26th Lieut. Elliott's plane was ready and Lieut. Rogers had been discharged from the hospital. Concentration of all aircraft was ordered by Major Royce to be made at Bismarck. Lieut. French arrived from Sidney where on the 25th he had received the landing gear and had it installed on his plane. On this day the 17 Pursuit planes and the Douglas Transport arrived at Fargo. Lieut. Shanahan arrived the next day in the Ford Transport. The entire flight of 17 Pursuit, one Ford and one Douglas Transport airplanes arrived at Minneapolis on the 27th. The Radio Ford Transport already being there, the Group was together again except for one Pursuit plane and one pilot - all ready to get home and stay there.

On the following day all planes arrived at Wausau, Wisconsin, where they were to remain for their last overnight stop - so they thought - of the trip. All but one of the Pursuit planes and the Ford Transport piloted by Lt. Shanahan arrived home on the evening of the 29th. Lieut. Sillin was forced down at Cooks, Michigan, with a broken connecting rod, necessitating the installation of a new engine. Lieut. Duke, piloting the Radio Ford and Lieut. French, piloting the Douglas, were forced down at Bay City, Michigan, due to darkness, but got home the following day.

Due to bad weather on the 30th, it was not possible to get a Transport with mechanics and an engine to Lieut. Sillin until the 31st. However, on that date 1st Lieut. Harry A. Johnson, with four mechanics and a new engine took off for Manistique, the nearest airport, from which place the engine was hauled to Cooks. Installation of this engine on Lieut. Sillin's plane was completed on February 1st and everything was ready for his take-off, but unfavorable weather conditions held him at Cooks until the following day. With his arrival at Selfridge Field on February 2nd, all the personnel who started out on the flight were accounted for, Lieut. Warburton having returned by rail several days earlier.

We might add here the climax of the flight. Lieut. Johnson, returning to Selfridge Field from Manistique in the Ford, was forced down a few miles south of Alba, Michigan, when both center and right engines suddenly quit. All the details of the crash are not available at this writing, but it was learned that Lieut. Johnson landed in a snow-covered field, hit a stump, tore the right wing completely off the Ford, which, together with other damage, left one officer and four mechanics unscathed but without an airplane and no alternative except to walk to Alba and await developments.

THE NEW CLASS AT THE PRIMARY FLYING SCHOOLS

Since the recent announcement of the Chief of the Air Corps of the successful candidates appointed Flying Cadets and to start training on March 1st next at the two Primary Flying Schools of the Air Corps, Brooks Field, San Antonio, Texas, and March Field, Riverside, Calif., a number of changes were effected in this list of candidates due to the fact that for various reasons some of them failed to enlist, necessitating the appointment of others to take their places.

At this writing the list of successful candidates embraces a total of 244 names, including 195 civilians, 44 enlisted men of the Air Corps and 5 enlisted men from other branches of the military service. Slated to go to Brooks Field are 87 civilians, 32 Air Corps enlisted men and 2 enlisted men from the other branches. The new March Field class will comprise 108 civilians, 12 Air Corps enlisted men and 3 Infantrymen.

The names of the enlisted men appointed to the grade of Flying Cadet were given in the last issue of the Air Corps News Letter. The successful civilian candidates are given below, as follows:

To go to Brooks Field

Frank T. Allen, Jr.	Houston, Texas.	James C. Lenihan	Washington, D.C.
John Cole Bryce	Oklahoma City, Okla.	S. Holt McAloney	Colorado Spgs. Colo.
Maurice D. Bugbee	Tunbridge, Vt.	Kenneth McCorkle	Sweetwater, Texas.
William S. Carroll	Boston, Mass.	Joseph W. McKenna	Leicester, Mass.
William J. Chapman	Ithaca, N.Y.	James M. McLeod	Florence, S.C.
W.M. Claybrook	Sewanee, Tenn.	I. Pat Magarick	Philadelphia, Pa.
G.L. Clyburn	Huntsville, Texas.	Francis W. Marks	Allston, Mass.
Hervey D. Columbia	Tarrytown, N.Y.	Lewis Mayerick, Jr.	San Antonio, Texas.
Chas. A. Coolidge III	Birmingham, Ala.	James Paul Meador	Amarillo, Texas.
Grant Cook	Wesleyville, Pa.	Marzette W. Meekins	Washington, N.C.
Henry H. Covington, Jr.	Norfolk, Va.	E.C. Meredith, III	Springhill, Ala.
Fielden A. Creech	Belva, Okla.	Hayward A. Moncrief	Kosse, Texas.
William Lee Davis	Lynchhaven, Va.	William J.B. Murphy	Harrisburg, Pa.
Kennedy Dodds	Denver, Colo.	William S. Nichols	Bellefonte, Pa.
Jackson Dougherty	Evergreen, Colo.	Horace W. Olson	Austin, Texas.
Eugene J. Dowdy	San Antonio, Tex.	Dale Graham Payne	El Paso, Texas.
Chas. P. Elliott, Jr.	Wilkesbarre, Pa.	George R. Pepper	San Antonio, Texas.
Donald R. Eppley	Sparrows Pt., Md.	Raymond R. Roberts	Brownsville, Texas.
T. Paul Fairbank	Baltimore, Md.	E.V. Robnett, Jr.	Oklahoma City, Okla.
Cecil L. Felmar	Ensley, Ala.	Charles W. Ruckman	Muskogee, Okla.
Norman A. Ferguson	El Paso, Texas.	L. Roessler Sandel	Orangeburg, S.C.
Jack Fish	Albuquerque, N.M.	Bradford A. Shaw	South Garver, Mass.
Chas. R.H. Foster	Philadelphia, Pa.	George A. Smeltzer	Holly, Colo.
Wm. H. Gaeckle	Hillside, N.J.	Frank P. Smith	Clarksdale, Miss.
Perry K. Galvani	Baton Rouge, La.	Zay Smith	San Antonio, Tex.
Harry E. Gifford	Brookline, Mass.	George R. Snyder	Wingate, Pa.
Louis M. Gregory	Washington, Miss.	Horace G. Spiller	Houston, Texas.
Stanford W. Gregory	Denver, Colo.	Walter M. Stephens	Baytown, Texas.
Richard H. Hamill	Rutland, Vt.	Howard K. Story	Ellabelle, Ga.
Robert P. Harris, Jr.	Austin, Texas.	John F. Sudduth	Starkville, Miss.
Charles B. Harvin	Baltimore, Md.	Wm. A. Sullivan, Jr.	Vicksburg, Miss.
George M. Hatfield	Denver, Colo.	W. R. Swain	Atlanta, Ga.
Robert B. Hawkins	Wilson, N.C.	Roy D. Taylor	Lubbock, Texas.
Jonathan L. Haynes, Jr.	Decherd, Tenn.	Raymond P. Todd	North Haven, Conn.
Richard S. Hicklin	Charlotte, N.C.	Henry O. Trask	Mechanic Falls, Me.
John M. Hodgson	Athens, Ga.	Vernon S. Tupper, Jr.	Nashville, Tenn.
Felix P. Jones	Jacksonville, Fla.	Norris Turnbull	Dorby, N.Y.
Joseph L. Jones	Sparrows Pt., Md.	Joseph R. Walker	Knoxville, Tenn.
Oliver T. Jones	Roanoke, Texas.	Harry B. Warner	Hickory, N.C.
George K. Kenne, Jr.	San Antonio, Tex.	George B. Wharton	Baltimore, Md.
Arthur R. Kingham	Stillwater, Okla.	John D. Williamson	Tallulah, La.
John H. Kroeger	Refugio, Texas.	Hugh C. Worthington	El Paso, Texas.
Irvin L. Lake	Stillwater, Okla.	Oven Burke Yung	San Antonio, Texas.
Robert H. Leigh	Hackensack, N.J.		

Enlisted Candidate Private Floyd L. Mitchell, 11th School Group Hqrs., Brooks Field, Texas, in place of Private Troy Eli Frost, of same organization, who withdrew application.

To go to March Field, Calif.

Wilford G. Akin	Rockford, Ill.	Arlen F. McCarty	Eugene, Oregon.
Alvin C. Algee	Chicago, Ill.	James W. McClenahan	Hastings, Neb.
Arthur W. Anderson	Detroit, Mich.	Edward J. McGinty	Milwaukee, Wis.
Earl W. Anderson	San Pedro, Calif.	W. Kenneth McIntosh	Santa Ana, Calif.
George W. Banks	San Diego, Calif.	Charles T. McKinnie	Fargo, N.D.
Myron C. Barnes	Blue Mound, Kans.	Norton B. McQuerry	Liberal, Kansas.
Robt. W. Baskerville	San Diego, Calif.	John L. Magden	Glendale, West Va.
Karl E. Baumcister	Walla Walla, Wash.	Edw. W. Meschmeyer	West Lafayette, Ind.
Harry Beach, Jr.	Sioux Falls, S.D.	Donald E. Meade	Madison, Wis.
Robert Willis Beach	Seattle, Wash.	Otis Frank Madden	Chicago, Ill.
R. Homer Bell	Moscow, Idaho.	William W. Mentzer	Tacoma, Wash.
Harold F. Blackburn	Los Angeles, Calif.	Wm. L. Merrill	Ventura, Calif.
Albert J. Boot	Long Beach, Calif.	Harold J. Miller	Gary, Ind.
Sidney T. Bottenfield	Oakland, Calif.	Lambert H. Miller	Los Angeles, Calif.
Harold R. Brown	Portland, Oregon	Raymond A. Miller	Seattle, Wash.
Howard R. Bryant	Lexington, Ky.	Russell Molyneux	Sandpoint, Idaho.
Dennis Leroy Cain	Caruthersville, Mo.	Richard A. Morehouse	Columbus, Ohio.
Eugene F. Cardwell	Chicago, Ill.	Jay K. Montgomery	Los Angeles, Calif.
Wilbur Carter	Brookings, S.D.	Thomas E. Nettleton	San Pedro, Calif.
Donald E. Cluxton	San Mateo, Calif.	William E. Nichols	Champaign, Ill.
Malcolm M. Coleman	Cleveland, O.	Walter W. Pharr	St. Louis, Mo.
Chandler V. Copps	Columbus, O.	J. Parkes Pinson	Birmingham, Ala.
O. Dudley Crawford	Cleveland, O.	Burns D. Price	Washington, D.C.
H.L. Crutchfield	St. Louis, Mo.	Walter A. Ransom	Oak Park, Ill.
Eric Danielson	Spokane, Wash.	Philo O. Rasmusen	Salt Lake City, Utah.
J. Edward Darby	Colfax, Indiana.	Paul T. Ricketts	Farmington, Mo.
Louis Lee Derry	Poplar Bluff, Mo.	Daniel F. Ritchie	West Alis, Wis.
Maurice J. Dezzani	Oakland, Calif.	Wayne F. Ridenour	Chicago, Ill.
Harry E. Dutton	Eugene, Oregon	Elliott C. Roberts	Grand Rapids, Mich.
John C. Eberhardt	Los Angeles, Calif.	Grant Hadden Shager	Seattle, Wash.
Charles P. Edwards	Los Angeles, Calif.	W. A. Shaw	Toronto, Kansas.
Walter G. Edwards	Washington, D.C.	Clarence A. Shoop	Granville, Ohio.
Harry T. Evans	Berwyn, Ill.	Wm. L. Siobecker	Wisconsin Rapids, Wis.
Fred Faust	Los Angeles, Calif.	Frank I. Spangler	Beloit, Wis.
Wallace H. Frestoe	St. Elmo, Ill.	Eugene F. Springer	Sullivan, Ind.
Edgar W. Funk	Oak Park, Ill.	Richard M. Stafford	Chicago, Ill.
Walter S. Funk	Los Angeles, Calif.	Albert W. Stainback	Detroit, Mich.
Eugene S. Graham	Ripon, Wis.	Harold F. Stallsmith	Covington, Ky.
John R. Gregory	San Diego, Calif.	Everett M. Stearns	Longview, Wash.
Palmer G. Gorman	Huntington Plz, Calif.	Fred H. Stemm, Jr.	Kansas City, Mo.
H. Kenneth Greeson	Maryville, Mo.	Arthur R. Strunk	Windom, Mich.
George R. Hale	Chicago, Ill.	Charles Sumner	San Pedro, Calif.
Gilbert Hazel	University City, Mo.	Horace E. Tilden	San Francisco, Calif.
Charles E. Henry	Columbus, Ohio.	Eugene C. Volz	New Richmond, Ind.
George Z. Hoffman	Los Angeles, Calif.	Harold B. Walden	Wayne, Ind.
Donovan J. Hogan	Minneapolis, Minn.	Francis T. Watson	Lexington, Ky.
Bell R. Homer	Moscow, Idaho.	Lee C. Weber	Davenport, Iowa.
Phil A. Horner	Santa Barbara, Calif.	Eugene M. Welch	Lexington, Ky.
Warner D. Hunt	Hollywood, Calif.	Doyle Williams	Maudlin, Ark.
Lewis W. Hunter	San Francisco, Calif.	Maurice C. Williams	Ventura, Calif.
LeRoy Jensen	Minneapolis, Minn.	Robert A. Woods	Glendale, Calif.
Robt. W. Ledbetter	Little Rock, Ark.	Kenneth Yoder	Ellis, Kansas.
John Samuel Lewis	Shubert, Neb.		
Louis C. Lutchter	Walla Walla, Wash.		
Russell A. McCallion	San Francisco, Calif.		

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AIR CORPS INFORMATION

Several articles dealing with military aviation were recently published by the Information Division, Office of the Chief of the Air Corps, which are useful in aiding Air Corps officers in delivering lectures on Air Corps subjects. They are as follows:

U-935 The Part of the Army in Developing Aerial Transportation -	1200 words
U-936 Air Corps Training - - - - -	1800 "
U-937 Military Aviation for 1929, Recent Accomplishments of Air Corps,	1600 "
U-938 The Army Air Corps - - - - -	4500 "
U - Conversion of Commercial into Military Aircraft - - - - -	1500 "

Address requests for above pamphlets to Publication Section, Office Chief of the Air Corps, Washington, D.C.

RESERVE OFFICERS ORDERED TO FOREIGN SERVICE

Five graduates of the Air Corps Advanced Flying School, Kelly Field, San Antonio, Texas, were ordered to foreign service in Panama, sailing from New York on February 21st. These cadets were graduated on February 15th and two days later were ordered to active duty as 2nd Lieutenants in the Air Corps Reserve.

According to the information available at Kelly Field, these young men are the first Reserve officers to be ordered to foreign duty immediately after graduation.

Nineteen members of the graduating class were ordered to active duty as 2nd Lieutenants, Air Corps Reserve, in Hawaii, but they will not sail for the Islands until March 15th.

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A "TALKIE" THEATRE AT LANGLEY FIELD

February 16th was a red letter day in the history of post entertainment at Langley Field, Va. On that day the first "talkie movie" was presented in the Post Theatre. Through courtesy, the building in which the movies have been shown has been called the "Post Theatre." In reality, however, it was simply an unused airplane hangar containing a screen, a projector and some chairs. But now, after one is once inside the building, there is little to remind him of the original purpose of the building.

One week prior to the installation of the speaking pictures, the work of remodeling the building was begun. Everything was completed for the opening night and many were the favorable comments on the changed appearance. All this work was completed by members of the command under the supervision of the Quartermaster. The attendance on the opening night taxed the seating capacity and gave proof of the popularity of the change from the silent drama.

The News Letter Correspondent states that the members of Langley Field are to be congratulated upon the support which has always been given the Post Theatre, which support brought to the post one of the first installations of "Talkies" at an Army station. No little praise is due those who put forth every effort toward constructing a theatre such as Langley Field now has for the comfort and enjoyment of its personnel.

The Langley Field Theatre will now show a different all-talking program each night of the week and will show only the best productions on the market.

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NOTICE TO PILOTS

The attention of all pilots is called to the existence of a magazine area at the Charleston Ordnance Reserve Depot, Charleston, S.C.. An order was issued by the Chief of the Air Corps directing pilots to refrain from flying over this area.

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YOKE OF OXEN HAUL AN AIRPLANE

An interesting comparison was had a few days ago between modern and ancient means of transportation, an airplane powered by a yoke of oxen. Lieut. R.D. Reeve, Air Corps, returning from Galveston, Texas, to Brooks Field, San Antonio, Texas, suddenly without warning was brought to the unhappy realization that his O2-K observation plane no longer had a propeller, long considered essential for sustained flight. With great presence of mind and without much hesitation, Lieut. Reeve landed in the only field available and found it very soft, not to say muddy.

No ship could take off from that field in its condition at that particular time, especially an O2-K, less propeller. Less than a mile away was a good solid field, but tractors or mules would have been helpless even if available. A yoke of oxen was secured and, with the assistance of willing negro spectators, a sure if not swift move was made to the good field. From there the ship was returned to Brooks Field safe and sound, after the installation of a new prop, of course.

RUSSIAN AVIATION MISSION VISITS KELLY FIELD

Kelly Field, San Antonio, Texas, was visited by a Russian Aviation Mission on February 14th. The Commission was headed by Peter J. Baranov, President of the Council of Civil Aviation of Moscow, and comprised a number of technical assistants. Professor A.N. Tompoleff, designer of the plane which recently flew from Moscow to New York, was included in the Commission. They are making an aeronautical survey of the United States.

The Mission left San Antonio February 15th for Pensacola, Fla., to visit the Naval Flying School.

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A BOOST FOR THE FIRST PURSUIT GROUP

A prominent citizen of Great Falls, Montana, recently addressed the following communication to the Chief of the Air Corps:

"In the usual course of business affairs we ordinarily do not find time to comment on the achievements of our fellow citizens but I feel that in connection with the splendid work of Major Ralph Royce and his squadron of fliers who have just completed the northern flight from Selfridge Field to Spokane and return, I should be derelict in my appreciation as a citizen if I did not give them full credit for what they accomplished. Not being a flier, my observations are those of the layman who has just recently become intensely interested in aviation and hence my comments are set forth as such.

As chairman of the reception committee of Great Falls, it became a distinct pleasure to receive Major Royce and the squadron and to give some little help in entertaining them and taking care of their needs while in our city. Permit me to say that I have never met a group of men who represented the Army and the United States Government with more dignity and soldierly conduct than did the Major and his Group. Each and every one of them was willing and anxious to explain to the citizens of this community the purpose of the trip and they all conducted themselves in a fashion that made it a pleasure for the community to entertain them and to render them any service that would aid in the experiment which they were undertaking.

With the thermometer registering far below zero, the Group was on the line with their ships before daylight every morning that they were delayed in Great Falls with the hope of breaking through the low ceiling and sometimes blizzards that stood between them and their western goal, namely, Spokane. The experience of having them was unique for Great Falls and it accomplished much in that the interest in aviation has increased many fold since their visit.

It was remarkable that Major Royce was able to take his squadron across country, and while the trip undoubtedly proved that there were many shortcomings in both the motor equipment and other equipment furnished the fliers, it equally proved that the spirit of the Air Service was such that when they started a project, no hardship could keep them from completing it.

I desire to extend my congratulations to Major Royce and his squadron and hope that the War Department will see fit to permit them to make a return flight to Great Falls whenever it is in conformity with the plans of the Army."

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A NEW WRINKLE IN MOUNTING MAPS ✓

In the routine work of the Information Division, Office of the Chief of the Air Corps, the mounting of maps on linen or cotton, using photo paste or just plain flour and water has met with varying degrees of success, but at no time could the finished job be characterized as thoroughly satisfactory.

Just recently the task confronted the Information Division of mounting some 240 maps of the area in the vicinity of Sacramento, Calif., where the Air Corps exercises will be conducted this Spring. One of the employees of the Publications Section started out to see what he could do in the way of concocting a sticky preparation which would obviate a lot of profanity and ruffled tempers. The result of his experiment exceeded expectations. Padding cement and glue were used in proportion of 60% of the first named composition to 40% of the latter. These two ingredients come in solidified form, sliced up into cubes, so that they could be used as needed. A cube of the padding cement, 2 inches square, was dropped into a glue pot along with another cube of glue of smaller proportions. Water was added and the conglomeration of stickiness placed over a slow fire until it melted. More water was then added until the paste reached the desired consistency. It was found that this paste is the "stickiest sticker that ever stuck," and a fine job was turned out.

Photo Sections and others are welcome to the tip. Further information may be obtained by writing to the Information Division, Publications Section.

ARMY AIRMEN SEARCH FOR LOST AIR MAIL PILOT ✓

Six Pursuit planes and one Transport plane left Rockwell Field, Coronado, Calif., on January 17th last for Las Vegas, Nevada, for the purpose of cooperating with the Western Air Express in the search for Maury Graham, Western Air Express pilot, missing since January 10th. The officers taking part in the search included Captain H.M. Elmendorf, Lieuts. K. J. Gregg, I. A. Woodring, J. G. Hopkins, S. K. Robinson, J. E. Mallory and D.D. Graves. Eight enlisted mechanics accompanied the Army pilots.

The flying time on this mission totaled 146 hours, 30 minutes, of which time 44 hours and 45 minutes were consumed in flying to and from Las Vegas, and 101 hours and 45 minutes in the search. The flight returned to Rockwell Field at 1:15 p.m., January 23rd. Low temperatures were encountered at times during this search, which reached 18 degrees below zero on one occasion at Salt Lake City. The only difficulty experienced with the P-12 was the congealing of the oil in the starter which made it difficult for the starter to turn over.

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ARMY AIRMEN IN PHILIPPINES PERFORM WELL IN ATHLETICS

The Fourth Composite Group, Air Corps, Nichols Field, Rizal, P.I., won second place in the Philippine Department Track and Field Meet, with a grand total of 88 points. In commending the participants from the Group, Major W.G. Kilner, Air Corps, congratulated them on their physical fitness, mental alertness and the will to win, which are marks of all good soldiers.

Private Miltz, 28th Bombardment Squadron, broke the Department Shot Put record by catapulting the heavy sphere 45 feet, $\frac{1}{2}$ inch. Private Anthony of the 2nd Observation Squadron won the Pentathlon, which brought him a gold watch and his team ten points.

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LANGLEY FIELD TO HAVE RADIO BEACON ✓

The new radio beacon at Langley Field, Va., is nearing completion and will be in operation within a few weeks. The building and eighty-foot tower have been constructed by the Brewster Company of Columbus, Ohio. The power wiring and antenna system are being installed by personnel of the post. Engineers from Wright Field, Dayton, Ohio, will make the final check.

Under present plans the beam of the beacon will not be set on any fixed course but will be directed and placed in operation upon request.

The services of an operator are required to direct the beacon and to start and adjust the output of the 2000-watt radio transmitter which furnishes the signal as directed by the goniometer. The automatic key will continue to send out the interlocking A's and I's until the set is shut down. A pilot flying on the beacon will hear a steady buzz in his radio ear phones unless he strays to the right or left of his course, in which case he will hear an A or an I transmitted in the continental code. At frequent intervals the buzz indicating the direct course will be replaced by the letter L, indicating that the sending station is Langley Field.

Visiting pilots are cautioned to observe the tower of the beacon, which is located on the north edge of the field east of the lighter-than-air section of the post.

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TRAINING FOR LIGHTER-THAN-AIR OFFICERS

Six officers belonging to the Lighter-than-Air branch of the Army Air Corps received orders detailing them to duty as students at the Primary Flying School, March Field, Riverside, Calif., and to take training with the Class starting on March 1st next. These officers are Captain Walter R. Reed, 1st Lieuts. Fred A. Engles, Uzal G. Ent, R.R. Selway, 2nd Lieuts. Ralph Homes and John A. Tarro. Captain Reed was stationed until lately in the Buildings and Grounds Section, Office Chief of Air Corps; Lieut. Ent goes to March Field from Langley Field; Lieuts. Engles, Selway and Holmes from Scott Field, Ill., and Lieut. Tarro from Fort Sill, Oklahoma.

INDIANA NATIONAL GUARD AIRMEN COMBAT FLOOD

By the News Letter Correspondent

In the middle of January, 1930, the Wabash, usually a well behaved river, took a sudden notion to step out and sow some wild oats. It would freeze and thaw, then freeze again, forming an ice jam and causing the lowlands above and around the river to become flooded with slush, ice and water. Before anyone realized it, the flood covered hundreds of square miles of territory from Vincennes, Indiana, to the mouth of the Wabash River. Thousands of people in the lowlands were marooned without food, fuel or clothing.

The 38th Division Aviation received the first call from Adjutant General M.G. Henley, saying that the Governor wanted planes sent to bomb the ice jams above Vincennes. To do this required 100-lb. demolition bombs, and none of these were nearer than Rock Island Arsenal, Ill. - too far away for immediate action.

On January 17th, Lieut. M.G. Carpenter, 113th Obs. Squadron, 38th Division Aviation, was sent to make a special patrol and survey of the flooded areas. The details of this survey were requested by the Red Cross and civil authorities of Vincennes. Mr. H.B. Williamson, Director of the Red Cross, had established relief headquarters at Vincennes, Indiana, and, from all reports, was in a "flat spin."

The second mission was dispatched on January 23rd to make a survey of the Crowleyville, Becker School House, Griffin Area, for the purpose of locating certain families on whom no reports had been received since the isolation of this area. This flight, made by Lieut. P. A. Zartman, definitely established that there were 50 or more families isolated in this district by ice and water. Acting on the suggestion of Lieut. Zartman, panels and panel codes with instructions for use were dropped to communities in the flooded area.

On January 24th, Lieut. Cecil F.L. Reynolds made a patrol of the area and located two panels requesting food. He immediately flew back to Vincennes, secured bags of food and returned, dropping them to the families who had displayed distress signals.

On the same day, Major Richard F. Taylor, commanding the 38th Division Aviation, with Adjutant General M.G. Henley, made a personal survey of the flooded area. They found great numbers of isolated families, and upon landing at Vincennes learned of serious illness at Black Oak Ridge. Before returning to Indianapolis, Major Taylor flew Dr. M.L. Curtner to Black Oak Ridge, where some 75 people were marooned in an old school house, several of them seriously ill. After making a backyard landing on the side of an ice-covered hill and leaving Dr. Curtner to administer relief to the sick, Major Taylor returned to Vincennes and then to Indianapolis with General Henley.

Due to the distance from Stout Field, Indianapolis, it was decided to send a flight of the 113th Observation Squadron to Evansville, Indiana, to conduct future operations from that place.

On January 25th, one flight of the 113th Observation Squadron, 38th Division Aviation, consisting of three officers and two enlisted men, utilizing three O2-H airplanes, proceeded to the advance base at Evansville. This flight was accompanied by Lieut. D.D. Watson, Air Corps, U.S. Army, Instructor of the 38th Division Aviation.

Upon arrival at the base, a conference was held with Mr. H.B. Williamson, Director of the Red Cross, during which the manner the flight was to be utilized was agreed upon. The flight was to make a survey of the entire flood area, locating isolated families and communities, establishing contact by means of panel communication, dropping food, medicine, clothing and other necessities. These articles were furnished in proper containers by the Red Cross.

The flight was completely organized and ready for operation on the morning of January 26th. A complete survey from Shawnetown, Ill., to Vincennes, Ind., was made, disclosing that a large number of people were hopelessly isolated, and in many instances had been forced to evacuate to barns and other buildings on higher ground. The condition appeared to be worse on the Illinois side of the Wabash River.

The Red Cross authorities were in apparent ignorance of these conditions. This survey gave the first indication of the magnitude of the task confronting the relief authorities.

On January 28th the area was divided into two zones, the Northern Area securing supplies from Vincennes and the Southern Area from Evansville. After January 28th the dropping of food, clothing and medical supplies continued daily

until the evening of February 8th, when it became apparent that ground relief could penetrate into the flood-stricken areas. Most of the patrols were made during sub-zero weather.

The following is a general summary of the operations of the Indiana National Guard airmen in connection with flood-relief measures:

Total missions flown - 108

Total flying time - 129 hours, 50 minutes.

National Guard personnel on duty - 7 officers, 3 enlisted men.

Total sacks of supplies dropped - 426

Total number of airplanes at peak of operations - 5

(3 Douglas O2-H's, 1 Douglas O2-K and 1 O-17).

A number of additional flights were made, such as ferrying physicians into and out of the flooded areas, delivering special and bulky articles like 100-lb. sacks of sugar, bacon, special medicines and shoes, and assisting in the evacuation of one woman suffering from double pneumonia.

Lieut. Howard H. Maxwell, commanding the 113th Photo Section, 38th Division Aviation, made several very good aerial photographs for the Red Cross.

By February 9th the flood waters had subsided, and the detachment returned to Stout Field, Indianapolis, the following day.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: Upon completion of present course of instruction at the Army War College, Major Junius W. Jones to duty in Office of the Chief of the Air Corps; Lieut.-Colonel Arthur G. Fisher to Fort Sam Houston, Texas, for duty as Air Officer of 8th Corps Area and Major Joseph T. McNarney to March Field, Riverside, Calif.

Major Millard F. Harmon, C.O. of March Field, Riverside, Calif., to report not later than August 1st to Commandant, Command and General Staff School, Fort Leavenworth, Kansas, for duty as Instructor.

Major Clinton W. Russell, upon relief from duty as student at Army War College, to Naval War College, Newport, R.I., for duty as student.

Following-named officers to proceed about May 28th to March Field, Calif., for duty as students at Primary Flying School: Captain Dudley B. Howard, Office Chief of the Air Corps, Washington; Captains Wm. E. Kepner, Edgar P. Sorenson, 1st Lieut. Lawrence A. Lawson and 2nd Lieut. Howard H. Crouch, Wright Field, O.

Major Davenport Johnson, Office of the Chief of the Air Corps, to Fort Crockett, Galveston, Texas, to assume command.

Major Robert Coker, Hqrs. 8th Corps Area, to duty with Organized Reserves, 8th Corps Area, Fort Sam Houston, Texas.

Major Herbert A. Dargue, upon completion of course of instruction at Naval War College, Newport, R.I., to Langley Field, Va.

Major Frederick L. Martin, Office Chief of the Air Corps, to Air Corps Training Center, Duncan Field, Texas, August 1, for duty as Commandant of the Air Corps Advanced Flying School.

Lieut.-Colonel Jacob W.S. Wuest, Langley Field, to Chanute Field, Ill., to assume command.

Captain Clarence B. Lober, upon relief from tour of duty in Hawaiian Dept., to Akron, Ohio, for duty as Engineering Representative of Materiel Division at the Goodyear Zeppelin Company.

Captain Lowell H. Smith, Air Corps Representative with Curtiss Aeroplane and Motor Company, Buffalo, N.Y., to Bristol, Pa., for duty in same capacity at plant of Keystone Aircraft Corporation.

Captain Warner B. Gates, Kelly Field, Texas, to San Antonio Air Depot, Duncan Field, Texas.

1st Lieut. John E. Upston, Office Chief of the Air Corps, to Crissy Field, Calif., sailing from New York about July 18, 1930.

1st Lieut. Edwin R. McReynolds, Air Corps Representative at Keystone Aircraft Corporation, Bristol, Pa., to Wright Field, Dayton, Ohio.

1st Lieut. George P. Tourtellot, Bolling Field, D.C., to Hawaiian Department, sailing from New York about May 7, 1930.

Captain Arthur B. McDaniel, Air Corps Training Center, Duncan Field, Texas, to Office Chief of the Air Corps.

Upon completion of tour of duty in Panama Canal Department, 1st Lieuts. Joseph B. Bailey and Robert B. Williams to March Field, Calif.

Upon completion of duty in Philippines, 1st Lt. Harold R. Wells to Materiel Division, Wright Field, O.

Changes of Station (Continued) Upon completion of tour of foreign service, Captain Armin F. Herold to duty as Instructor, Mo. National Guard, St. Louis, Mo. 1st Lt. Edmund P. Gaines; Air Corps Representative, Curtiss Aeroplane and Motor Co., Garden City, N.Y., to Buffalo factory of that Co. in same capacity.

1st Lieut. Carl W. Pyle detailed for duty with Dept. of Commerce in the Hawaiian Territory in connection with work of promoting civil aeronautics.

Upon completion of tour of duty in Panama, 1st Lieut. Rufus B. Davidson to Langley Field, Va.

Upon completion of tour of duty in Philippines, 1st Lieut. Lionel H. Dunlap to Fort Sill, Okla., and 1st Lt. Ralph F. Stearley to Fort Crockett, Texas.

1st Lieut. Everett S. Davis, Langley Field, to Philippines, sailing from New York about May 7, 1930.

1st Lieut. James M. Beavans, March Field, Calif., to Panama, sailing from San Francisco about May 24th.

2nd Lieut. Milton M. Murphy, Pope Field, N.C. to Philippines, sailing from New York about May 7, 1930.

2nd Lieuts. Charles A. Harrington, Selfridge Field, and Milton M. Towner, Brooks Field, to Panama, sailing from New York about June 18, 1930.

2nd Lieut. John L. Hitchings, Primary Flying School, Brooks Field, Texas, to Chanute Field, Rantoul, Ill.

2nd Lieuts. Shelton E. Prudhomme, Kelly Field, and Samuel R. Harris, Jr., Brooks Field, to Materiel Division, Wright Field, Dayton, O.

Upon completion of present course of instruction at Air Corps Advanced Flying School, Kelly Field, Texas, about Feb. 28th, 1st Lieut. Oscar L. Beal, Infantry, 2nd Lt. Karl G.E. Gimmeler, Field Art. and 2nd Lt. Truman H. Landon, Coast Art., to Fort Crockett, Texas; 1st Lt. Richard E. Nugent, Infantry, and 2nd Lt. John H. McCormick, Signal Corps, to Langley Field, Va.; 2nd Lt. Leon W. Johnson, Infantry, to Mitchel Field, N.Y.; 2nd Lt. Minton W. Kaye to Chanute Field, Ill.; 2nd Lts. John W. Kirby, Infantry, Emmett O'Donnell, Jr., Infantry, and John M. Sterling, Field Artillery, to Selfridge Field, Mich.; 2nd Lts. Donald B. Smith and Charles B. Stone, III, Infantry, to Rockwell Field, Calif.; 2nd Lt. Donald W. Titus, Infantry, to Maxwell Field, Ala.; 2nd Lieut. Maurice C. Bisson, Infantry, to Kelly Field, Texas.

2nd Lieuts. Frank A. Armstrong, Charles D. Fator, Otto C. George, Richard H. Lee, Aubrey L. Moore, Elwell A. Sanborn and Wm. P. Sloan, upon completion of present course of instruction at Instructors School, Air Corps Training Center, Duncan Field, Texas, to March Field, Calif., for duty.

2nd Lieut. Kirtley J. Gregg, Rockwell Field, Calif., to Philippines, sailing from San Francisco about May 29, 1930.

1st Lieut. Stanley M. Umstead, Mitchel Field, to Bolling Field, D.C.

2nd Lieuts. Horace Hudson White, Air Corps Reserve, active duty extended to October 9, 1930.

2nd Lieuts. Norman Lee Barr and Horace Hudson White, Air Corps Reserve, Mitchel Field, N.Y. to Panama Canal Zone, sailing from New York Feb. 21, 1930.

Relieved from detail to the Air Corps: 2nd Lieut. Philip H. Draper, Jr., to 83rd Field Artillery, Fort Benning, Ga.

2nd Lt. Thomas C. Dolan to 8th Infantry, Fort Screven, Ga.

2nd Lieuts. Eugene L. Moseley, Howell H. Jordan to Infantry, 2nd Division, Fort Sam Houston, Texas. 2d Lt. Milton A. Acklen to Cavalry, Ft. Clark, Texas.

2nd Lieut. Edwin H.J. Carns to 1st Cavalry Division, Fort Clark, Texas.

2nd Lieut. Samuel L. Myers to 1st Cavalry Division, Fort D.A. Russell, Wyo.

2nd Lt. Henry L. Knight to 30th Infantry, Presidio of San Francisco, Calif.

Detailed to the Air Corps and to Primary Flying School, Brooks Field, Texas, March 1, 1930, for training: 2nd Lieuts. Martin Moses, Infantry; Robert T. Frederick, Coast Artillery; John O. Williams, Thomas R. Horton, Infantry; David R. Gibbs, Cavalry; 1st Lt. Robert C. Oliver, Field Art. July 1, 1930.

Promotions: Lieut.-Colonel Clarence C. Culver to Colonel, rank Jan. 18, 1930.

Major Henry B. Claggett to Lieut.-Colonel, rank February 1, 1930.

1st Lieut. Aubrey Hornsby to Captain, rank January 27, 1930.

2nd Lieut. Cornelius W. Cousland to 1st Lieut., rank January 27, 1930.

2nd Lieut. William E. Baker to 1st Lieut., rank February 2, 1930.

2nd Lieut. James S. Stowell to 1st Lieut., rank December 26, 1929.

2nd Lieut. Arthur L. Bump, Jr., to 1st Lieut., rank December 27, 1929.

2nd Lieut. Demas T. Cray to 1st Lieut., rank January 3, 1930.

Retirement: Brigadier-General Wm. E. Gillmore, Assistant to the Chief of the Air Corps, upon his own application, after more than 30 years' service, effective June 30, 1930.

Resignations: 1st Lieuts. James H. Doolittle, Will Walter White and Carl Anson Cover.

Reserve Officers to extended Active Duty: To Langley Field, Va.: 2nd Lt. Albert B. Duke, Oklahoma City, Okla., March 1, 1930 to Feb. 28, 1931; William Gaston Davis, March 2 - August 31, 1930; James Nathan Peyton, Elizabeth, N.J., Feb. 20-August 19, 1930; To Grissy Field, Calif.: 2nd Lt. Byron S. Cooper, Minot, N.D., April 16-June 30, 1930; Edward V. Fettis May 2-October 31, 1930; Ray H. Boudreaux, March 2-Sept. 2, 1930; To Fort Crockett, Texas: 2nd Lt. Hernan C. West, July 2-December 31, 1930; To Rockwell Field, Calif.: 2nd Lt. Richard B. Stith, March 11-September 9, 1930; To Chamute Field, Ill.: 2nd Lt. Dean Bryant Belt, Thornville, O., April 1-June 30, 1930; To Selfridge Field, Mich.: 2nd Lts. Horace Jeter Reid, March 1-Nov. 30, 1930; Morley F. Slight, Mt. Vernon, Iowa., March 1-December 10, 1930.

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LIEUT. COVER RESIGNS FROM THE SERVICE

In the resignation recently of 1st Lieut. Carl Anson Cover, the Air Corps lost the services of an exceptional engineering officer who was regarded as one of the best posted men in the Air Corps on maintenance problems, airplanes and engines. Throughout his entire career as a commissioned officer in the Air Corps, Lieut. Cover's services have been highly commended by his superior officers and he was repeatedly praised for his energetic and enthusiastic devotion to duty, his loyalty and his progressiveness. Lieut. Cover joined the forces of the Douglas Aircraft Company at Santa Monica, Calif., to occupy the position of Vice President in charge of Sales and Development Engineering.

Lieut. Cover was born in Roxbury, Pa., April 26, 1893. In civil life he filled various positions of responsibility in steel and iron industries, and was in the employ of the Bethlehem Steel Company for two years as Inspector of Munitions. During the World War, Lieut. Cover enlisted, August 1, 1917, in the Aviation Section, Signal Corps, and was sent to Kelly Field, Texas, where he was assigned to the 110th Repair Squadron. His energetic efforts while a member of this organization won him rapid promotion, and he reached the grade of Sergeant, 1st Class, in a few months. In November, 1917, he was sent to the University of California, Berkeley, Calif., for Ground School training. Upon his graduation he was sent to Camp Dick, Dallas, Texas, where he served for several months, following which he was transferred to Kelly Field, Texas, to undergo flying training.

Passing his flying tests in June, 1918, he was commissioned a 2nd Lieut. on the 22nd of that month, and after another short term of service at Camp Dick, he was assigned to Brooks Field, Texas, for duty as flying instructor. In January, 1919, he was transferred to Kelly Field and assigned to duty in the Flying Department. While at that field he performed the unusual feat of landing a DH plane, which had caught fire in the air, with the control stick between his knees, his hands being busily occupied in handling the pyrene can.

Lieut. Cover's next assignment was as Engineering Officer at Langley Field, Va., which position he occupied for nearly four years. In January, 1924, he was assigned to duty as Officer in Charge of Air Service Maintenance with the Field Service Section at Fairfield, Ohio. Two years later he was temporarily assigned as Air Corps Representative at the factory of the Douglas Aircraft Co. at Santa Monica, Calif., until his departure to Hawaii for duty.

At the time of his separation from the Air Corps, Lieut. Cover was credited with approximately 4,000 hours of flying. During his service at Kelly Field he performed considerable flying in connection with patrol activities along the Mexican Border. At Fairfield, Ohio, he was pilot and observer with the 88th Observation Squadron, and in Hawaii he served for two years with the 72nd Bombardment Squadron and the remaining portion of his foreign service tour with the 4th Observation Squadron, performing a considerable amount of bombing and observation work.

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LIEUT. WILL W. WHITE GOES BACK TO CIVIL LIFE

Another valuable engineering officer who left the Air Corps recently is Lieut. Will W. White, who accepted a responsible position with the Standard Oil Company of New Jersey. Born in Montana, April 7, 1900, Lieut. White was a stu-

dent at the University of Montana for several months until he received appointment to the United States Military Academy. Graduating from the Academy on June 12, 1923, and commissioned a 2nd Lieutenant, he was assigned to the Primary Flying School at Fooks Field, Texas, for training. He graduated on March 15th, 1924, and received the rating of Airplane Pilot upon his graduation from the Advanced Flying School, Kelly Field, Texas, September 15, 1924.

Lieut. White returned to Brooks Field as Flying Instructor, in which capacity he served until July, 1926, when he was assigned to duty as student at the Air Corps Engineering School, Wright Field, Dayton, Ohio. Graduating in June of the following year, he was assigned to duty as Instructor at the United States Military Academy, where he served until June, 1928, when he entered the Massachusetts Institute of Technology for the purpose of taking a post graduate course of one year in Aeronautical Engineering. Upon the completion of this course, Lieut. White was assigned to Wright Field, Dayton, Ohio.

Lieut. White is one of the early members of the Caterpillar Club, being forced to resort to the parachute to save his life while flying a DeH4B plane over Kelly Field, Texas, June 5, 1924. Engaged in practice formation flying at about 1,300 feet altitude, his plane collided with the one piloted by Lt. S.L. Thompson. Immediately after the terrific crash due to the impact of the two ships they became locked together and Lieut. White's control of his plane ceased then and there. As soon as he ascertained this fact and noting that the two ships seemed to be in an almost vertical dive towards the earth, he attempted to jump from the cockpit. Standing on the pilot's seat and placing his hands on the cowling he tried to push himself clear, but, whether from freight or force of gravity, he was unable to do so. Finding himself unable to jump from the ship, he pulled the ring of his parachute and immediately felt himself gently lifted clear and saw the tail surfaces of the plane slowly glide away beneath him.

As he neared the earth, it seemed to Lieut. White as though he was going to land directly on top of the wreckage of the two ships which had crashed and, fearing that they would burn, he grasped the shroud lines on one side of the parachute and slipped a distance of about 200 feet away from the spot where the ships struck. Unfortunately, Lieut. Thompson was either stunned by the force of the collision or was unable to get out of the lower ship and was instantly killed.

In regard to the sensations experienced during this jump, Lieut. White stated - "It seemed the natural thing to do. I remember a surprise at the quiet during the descent, and even greater surprise at the unexpected easy landing. The experience has led me to believe that one needs no practice or coaching about the use of the parachute; if the time ever comes to use it, one will do it more or less instinctively."

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THREE SAFE FORCED LANDINGS IN TWO DAYS

Three forced landings in two days is the record of Lt. D.T. Spivey, student at Brooks Field, who climaxed the performance by escaping unscathed when his plane was completely demolished in trying to land in a very small field recently. Lt. Spivey started out with the cross-country flight of Brooks Field students to Galveston, Texas, but was forced down near Needham by a broken gas line. By the time he had repaired the line, most of his gas was gone and not having had time to pick out a landing place near any filling stations he had to borrow as much gas as he could from some passing motorists. Taking off again, he headed for Houston, Texas, because he thought he did not have enough gas to get to his destination. Shortly afterwards he discovered he did not have enough to get to Houston and made a second forced landing a few miles outside of that city. This time he was able to get sufficient fuel to reach Galveston, where he stopped overnight.

Upon his return to Brooks Field he was commended for his persistence in seeking his objective and managing two forced landings without mishap. In the afternoon he was assigned to formation flying. The formation returned to the field at about 3:00 p.m., but before reaching his destination the motor of his DH plane went bad, and for the third time he hurriedly scanned the ground below in search of a convenient pasture. The only one available was a small one, bordered by trees. Lieut. Spivey managed to land, but when he did so the plane separated into its component parts and assorted small bits.

"Three times and out," observed Lt. Spivey as he disentangled himself from the wreckage, checked himself over to see if he was still complete, and waved the rest of the flight, now circling overhead, back to the field. Somewhat later he returned to Brooks none the worse for the crash, although one glance at the wreck was enough to convince officials at the field that the plane was not worth repairing.

NOTES FROM AIR CORPS FIELDS

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Bolling Field, Anacostia, D.C., Feb. 10th.

The recent death of Capt. Harry A. Dinger, Engineering Officer, was most keenly felt by the entire personnel of Bolling Field. Every man deeply regrets the loss of Capt. Dinger and the fine quality of his guidance and leadership.

Recent assignments at Bolling Field include those of 1st Lieut. George P. Tourtellot as Engineering Officer and 2d Lieut. James A. Willis, Jr., as Assistant Engineering Officer.

Capt. Ira C. Eaker, piloting an O-1, with Mr. H.J. Adamson of Secretary Davison's office, as passenger, left Bolling Field at 6:30 A.M. February 9th, for San Francisco.

Mr. Sgt. James F. (Jimmy) Smyth was retired from the Service on January 23d, after thirty years' service, fifteen of which were in the Air Corps. The Air Corps Detachment gave Sgt. Smyth a farewell Smoker on the night of the 23d. He will make his home in San Diego, California.

Lieut. Bushrod Hoppin, Personnel Adjutant at Bolling Field, was recently ordered to duty in the Philippine Islands.

Lieut. L.S. Stranathan flew the C-9 to Mitchel Field on February 9th, transporting four Congressmen to New York to attend the Aeronautical Show.

Nichols Field, Rizal, P.I., Jan. 9th.

Maj. W.G. Kilner has started his sequence of detached service and leave before completing his tour, at which time he will sail for the United States via Europe.

Golf held the spotlight during December. Lieut. "Gus" Shea won the Army Championship and was runner-up in the Philippine Open. Lieut. Chapman finished high up in both. Lieut. Paul, Major Kilner and Lieut. Hamlin also brought glory to Nichols Field. "Gus" Shea's golfing is a sensation. He took best medal in the Army qualifying round with a "One forty-four". In the finale his opponent, Colonel Parrot, had him one down, match play, at the end of the first eighteen holes. After lunch, "Gus" settled down and the match ended on the thirteenth hole. In the Philippine Open, medal play, "--some little thing went wrong" on one round, giving him a terrible "Seventy-eight". Starting the last eighteenth holes in second place, but five down to the leader, Lady Luck seemed to deny him par and birdies and at the end of the first nine holes he was seven down. Even though it was too late to win, "Gus" hung on and played the last nine two under par with three birdies. His gallery was afforded the opportunity of witnessing some very pretty shots.

28th Bombardment Squadron: The flying of our Bombers was considerably curtailed this month because of the impracticability of using the Bombers for anything but tactical training. However, the squadron carried on with the Amphibians and one transport.

Lieut. Wells is back from one month's trip to China.

2d Observation Squadron: During the first three weeks of December, the 2d Observation Squadron pilots and observers were kept busy storing up flying hours.

Tow target missions with the 60th A.C. at Corregidor were carried out satisfactorily.

Numerous cross-country, navigation, Liaison, radio, engineering and photo missions were made.

Preparations were completed for the maneuvers with the Philippine Division, taking place early in January.

66th Service Squadron: Lieut. Earl S. Hoag who returned from leave in China and Japan, reported a pleasant and interesting trip.

Capt. Pursley and Lieut. Joe Smith spent the Christmas holidays in Baguio.

Speaking of Joe Smith, a very amusing thing occurred early in December. Joe returned from a tow target mission for the 60th C.A., anti-aircraft machine-gun firing, landed his "duck" and signed his sheet "motor and plane OK". Mechanics later found that a bullet had penetrated the hull. The 60th C.A. says a man got excited and fired at the plane.

6th Photo Section: Since the arrival of the Transport "Meigs", the sec-

tion has been working at top speed due to an accumulation of photographic projects that could not be completed on account of a shortage of photographic paper and materials.

A mosaic of approximately 100 square miles was photographed at Batangas Bay and vicinity for use in connection with the Philippine Departmental Annual Maneuvers taking place early in January. Additional sets of this mosaic are being delivered to various Departments of the Army for their use at that time. Various miscellaneous aerial photos were taken during the month in and around Manila for the Intelligence Department and for publicity purposes.

Headquarters, 4th Composite Group: During the past month, Headquarters Detachment developed a seemingly impregnable base-ball team, which, although composed of the members of a comparatively miniature organizations, defeated the champions of the past year with only the slightest competition. It is sincerely hoped that stronger teams from our neighboring organizations will be put into the field so that our team may become more interested.

Rockwell Field, Coronado, Calif., Feb. 5th.

Col. H.J. Brees, I.G.D., Corps Area Inspector, Ninth Corps Area, arrived January 13th, for the purpose of making the annual survey and inspection of Rockwell Field and the Rockwell Air Depot. Colonel Brees departed for March Field on the 14th, and returned to Rockwell Field, January 23d, remaining here until January 27th.

General Frank P. Lahm, Commanding General of the Air Corps Training Center, San Antonio, Texas, paid a visit to Rockwell Field on January 27th.

Major A.L. Sneed and Lieuts. R. Baez, C.P. Kane and E.M. Robbins, returned to the Rockwell Air Depot, January 22d, from Dayton, Ohio, where they attended the Annual Engineering-Supply Conference.

The Officers' Club, Rockwell Field, entertained on January 17th, with an elaborate dance in honor of the graduates of the Air Corps Advanced Flying School, Class of '29, who recently joined this command for a year's active duty.

A delightful bridge party was given at the Officers' Club, January 14th, Lieut. and Mrs. Robert E. Selff and Lieut. and Mrs. B.R. Dallas, acting as hosts and hostesses. Approximately fifty officers and their wives attended.

Langley Field, Hampton, Va., February 7th.

Langley Field had a touch of real winter during the last few days of January. Snow started to fall on the afternoon of the 29th, and until the next night a more or less continuous blizzard was in progress. Snow drifts, some two feet deep, hindered traffic for a couple of days, and gave the personnel of the Post the unusual sight of seeing an improvised snow plow in action. Anyway, the kiddies enjoyed the snow and many Christmas sleds previously unused made their appearance.

The Inter-Squadron Basketball Championship of the Field was won by the 49th Squadron, which lost only one game out of the nine played. Competition for the honor was keen, and the equality of the teams created an unusual amount of interest on the part of the personnel.

The Post Basketball Team opened its season with a two-game series with the Quantico Marines. The first game, played on January 29th, resulted in a win for the Marines by the score of 24 to 18. It was an extremely interesting game and furnished an exhibition of some of the finest floor work any one would care to see. The victory was in doubt up until the last three minutes of play, when with a two point lead, the Marines succeeded in caging two more goals in quick succession.

The following night the Birdmen came back strong, taking the lead early in the first quarter and never at any time being in any danger of losing it. They defeated the Marines by the decisive score of 32 to 17.

The team, coached by Lieut. Grater, promises to give an excellent account of itself during the remainder of the season, and to give the personnel the same right to be proud of its record as we are of the record of our football team.

The Triangular League, which includes Langley Field, Ft. Monroe and Ft. Eustis, opened its season February 5th, with Ft. Monroe playing on Langley's floor. Ft. Eustis will then be met at Eustis on February 12th and on February 15th Langley will invade Ft. Monroe. The final game of the series will be played on February 22d with Ft. Eustis at Langley Field.

ad Embarkment Group: The officers resumed ground school studies and are delving into the principles of Coast Artillery, under the very capable instruction of Major Metzger, C.A.C.

Several enlisted men from the Group were forced to continue their journey to Chanute Field via the railroad when Lieut. H.S. Hansell made an unfortunate take-off from Burgess Field and left part of his lower wing on a fence. All personnel were reported uninjured.

Lieuts. Bivins, Wolfinbarger and O'Connor recently returned from a two-weeks' engineering conference at Dayton.

Lieuts. Huggins and Steele were forced to dismantle a PT-1 and return to Langley Field with it by train when the motor froze and let them down near Lotta, S.C.

Pvt. R.T. Miller, of Group Headquarters was ordered to report to Brooks Field to begin flying training with the March 1st Class.

96th Squadron: With the arrival of B-2 Airplane No. 29-37, the total number of this type of airplane in the squadron is now ten. By careful maneuvering it is possible to put five of these planes in each of the new hangars. Considering the fact that the combined efforts of thirty men are required to lift one of these ships into a dolly, the amount of flying seems rather problematical.

19th Airship Company: On the 17th, the TC-6, Lieut. Starkey, pilot, made a reconnaissance flight and on the 20th a navigation flight and interception problem in cooperation with the Air Corps Tactical School were completed. Maj. Van Nostrand, Air Corps Tactical School, piloted the TC-6 on the last flight.

A total of nine flights were made during the past week despite the snow, rain and high winds.

Maj. Kennedy of the Office of the Chief of the Air Corps, made three flights on Monday, Jan. 27th in the TC-6, including one navigation flight of two hours. General Cole, Commanding Fort Eustis, was a passenger of this flight. The remainder of this schedule consisted of motor tests, practice flights and a navigation mission in the TC-6 with Lieut. Buie, pilot.

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

During the holiday period there were many visitors present for local parties and celebrations. Due to a strong cross-wind on Crissy Field, the visiting pilots were highly entertained in subduing their fractious mounts. No damage was done other than to rased tempers and the English language.

Our biggest influx of guests arrived within a few days prior to the Army-Stanford game, December 28th. Spice was added to this contest by inclement weather throughout the State, said weather resulting in the non-appearance of one Pursuit pilot. Pity Lieut. Gregg of Rockwell Field, seated comfortably in the stadium in anticipation of a rare old contest and then to find himself precipitated from said comfortable seat into the rear cockpit of an O2-H on its way to Taft to establish a base for a searching party. After his quivering lids were dried and he was sleeping soundly, he did not mind the trip so much.

Among our prominent guests were Maj. Clarence M. Young, Assistant Secretary of Commerce for Aeronautics; Major Harmon from March Field; Major Spatz from Rockwell Field, and Major Arnold from Wright Field. There were over fifty visiting planes of both Army and Navy on the Field during the holidays. Our pilots also fared forth into the wide world over the Yuletide season on such cross-country flights as our equipment would permit.

During the month of January one of our chief military concerns was in cooperative missions with other branches of the Army and with the Navy. Two ships left on January 12th and proceeded to Rockwell Field for Joint Army and Navy Cooperative Missions. These missions were satisfactorily accomplished despite our refractory radio sets. Lieut. A.L. Smith, A.C., was in command. We also carried on missions with the 2nd Battalion, 76th Field Artillery, the 11th Cavalry at Monterey and the 30th Infantry at Ft. Funston.

We were delighted to welcome General Frank P. Lahm upon his arrival at this station, January 28th in an O2-J. It was too bad he stayed such a short time with us, as he has many friends in the Bay district.

Langley Field, Hampton, Va., Feb. 18th.

The Langley Field Basketball team on its own floor easily defeated the Ft. Monroe Artillerymen in the opening game for the championship of the southern half of the Third Corps Area by a score of 49 to 25. The Aviators took the lead at the start of the battle and maintained it throughout. The passing and floor-work of the whole Langley team was the best seen on the local floor this season.

The aviators took the ball down the floor, time after time, easily breaking through the Ft. Monroe defense. Schubert was high man for Langley, with six field goals. Grater, with nine points, and Carlton and Eckert with eight each, were the runners-up. Button was high scorer for Ft. Monroe with five field goals and two fouls, a total of 12 points. Clever guarding on the part of the Langley team held Ft. Monroe safe at all stages of the contest.

The Langley Field Basketball team defeated Ft. Monroe for the second time in the Inter-Post series for the championship of the Southern District of the Third Corps Area on the Ft. Monroe Y.M.C.A. floor, by the score of 65 to 59. The battle was one of the hardest fought games of the series, Ft. Monroe being on the long end of the score at the end of the first half by the score of 27 to 21.

Twice in the second half, Langley Field came from behind to tie the score, a series of brilliant plays resulting in a drawn decision at the end of the regular playing period, each team having scored 59 points.

In the extra five-minute period was added, Langley Field gained the decision by adding six points while the Artillerymen were unable to better their count.

The contest was one of the heaviest scoring ones of the series, the closeness of the game keeping the large crowd in attendance at a high pitch of excitement. White was the stellar performer for the Aviators, garnering a total of 13 field goals and four fouls for a total count of 30, almost half the score of the entire team. Schubert, fellow-worker at the forward position, also played a star game as did Kowaleski at guard.

Wade was the chief point-maker for the Artillerymen, with nine field goals and a foul, Mathews, Holder and Button also scored heavily for Ft. Monroe. Personal fouls removed several of the Ft. Monroe players from the game, Langley Field tallying nine points by the foul route.

Winning the two games gives Langley Field a slight edge, the Aviators suffering their only reverse at the hands of Ft. Eustis. The Railway Artillerymen won one and lost one while Ft. Monroe lost two to Langley Field and won one from Ft. Eustis. Langley Field will have to defeat Ft. Eustis in their second game in order to maintain her position at the top of the column.

2d Bombardment Group: The Group having completed all 5000 feet instruction bombing, started bombing from 8000 feet. Due to the necessity of using 50-pound bombs, the officers are encountering some difficulty in doing consistently accurate bombing.

The officers of the Group completed a course in Coast Artillery under the instruction of Major Metzger of the Air Corps Tactical School.

Lieut. J.W. Hammond was appointed Group Adjutant, to succeed Lieut. A.J. Kerwin Malone.

Lieuts. J.P. Ryan and Casper West have each taken the 30-day leave allowed them before accepting their commissions as Second Lieutenants in the Regular Army.

Lieut. D.D. Hale, Group Personnel Adjutant, was elected Secretary-Treasurer of the Officers' Club for the year 1930.

Major Lawrence S. Churchill received orders to report to the Chemical Warfare School at Edgewood Arsenal, Md.

Major John N. Reynolds assumed command of the Second Bombardment Group pending the return of Major Hugh J. Knorr, now on leave.

Second Lieuts. Willard R. Wolfenbarger and A.J. Kerwin Malone, ordered to foreign service in the Philippines, will sail from New York on May 7th. Lieut. Wolfenbarger was stationed at Langley Field for about three years and Lieut. Malone for about three and a half years.

Second Lieut. William A. Matheny of the 49th Bombardment Squadron, winner of the Cheney Award for 1929, was also awarded the Soldier's Medal.

19th Airship Company: Flying for the week ending February 7th which was limited to three days' activities, consisted of a total of 15 flights, including 2 cross-country, 1 photographic, 1 reconnaissance, 1 free balloon flight and 10 practice flights.

On the 6th, Capt. Wm. J. Flood, O.C.A.C., and 2nd Lieut. T. B. Starkey made a cross-country flight to Washington, D.C., and return in the TC-6. While in Washington, a photographic mission was flown over the Lincoln Memorial. Lieut. Jordan, O.C.A.C., made the return flight to Langley as pilot, relieving Capt. Flood.

1st Lieut. W. D. Buie, with 2nd Lieut. W. L. Colman, 96th Bomb. Squadron, as passenger, made a free balloon training flight on the 4th, taking off from Langley at 10:15 A.M., and landing near Richmond, Va., at 2:35 P.M.

Capt. Lester T. Miller, who has been on a 15-day leave of absence, arrived on the 6th and assumed command of the Company, relieving 1st Lieut. M. E. McHugo.

1st Lieut. U. G. Ent left the Company on February 1st for March Field, Cal., where he will enter the Primary Flying School for heavier-than-air training.

Flying activities of this organization for the week ending February 14th included flights for training in navigation and aerial communication, one flight in cooperation with the National Advisory Committee for Aeronautics and an experimental flight.

Three navigation training flights were made in the TC-6 with Maj. P. E. Van Nostrand, Capt. L. T. Miller and 1st Lieut. W. D. Buie, pilots. On the 11th a test flight was made in the TC-6 for the purpose of testing the rate of deceleration. Mr. Kirschbaum, Mr. Collier and Mr. Glass of the N.A.C.A. conducted the test.

1st Lieut. W. D. Buie made an experimental flight in the TE-2 on the 11th to test the utility of the small type ship as a motorized observation balloon.

2nd Lieut. W. J. McCracken, Air-Res., who has been on Detached Service at Ft. Bragg, N.C., since Jan. 11th, returned on the 12th. While at Ft. Bragg, Lieut. McCracken with a detail of 5 men from this organization flew an observation balloon in cooperation with the Artillery, making ten flights and completing a total of six missions.

The 19th Soccer Team lost a well played game to the Newport News Team last Sunday on the Soldiers Home Field, the final score being 4 to 1. The 19th team did not play up to its usual form and with several new faces in the line up were unable to stop the fast play of the Newport News Team.

San Antonio Air Depot, Duncan Field, San Antonio, Texas, Feb. 17th.

Capt. S. J. Idzerek of the 3d Attack Group at Ft. Crockett, Texas, was a visitor at this Depot, on cross-country, on February 4th.

Capt. Otto G. Trunk under orders for transfer to the Panama Canal Department, has been on duty at the Depot since May 12, 1927. Capt. Trunk and family departed from this station on Feb. 7th on a leave of absence, visiting in California, before sailing from San Francisco on or about April 12th. They are accompanied by the sincerest wishes of their many friends in this vicinity for happiness in their new location.

A group of about fifteen young aeronautical enthusiasts among the students of Brackenridge High School, San Antonio, made a sightseeing trip through the Engineering Shops of the Depot on February 15th, expressing intense interest over their view of some of the inside workings of aircraft construction.

During January the Engineering Department of the Depot overhauled and repaired the following airplanes and engines:- Airplanes: Overhaul - 2 A-3, 3 DH-4M-1, 2 DH-4M-2T, 1 O-2, 1 O-2-C, 4 PL-D, 1 PW-9-C, 1 PW-9-D, 11 PT-3, 3 PT-3A, Total 29: Miscellaneous Repair: 1 A-3, 1 C-9, 1 O-2-H, 1 XA-1, Total, 4.

Engines: Major Overhaul - 20 Curtiss D-12, 19 Wright J-5, Total 39: Minor overhaul: 12 Liberty, 1 Curtiss D-12, 1 Wright J-6, total 14.

Crissy Field, Presidio of San Francisco, Calif., Feb. 16th.

During the period from January 15th to February 15th several cooperative missions were completed, among which were two with the Navy. The first one, on January 23d, employed Lieuts. Hansen and Ball in the "Duck" and a Naval vessel off the coast near the Farrallon Islands. The second occurred February 5th. In the "Ducks" on that occasion were Lieuts. Meyer and Brown. In both cases problem No. 4 of the Joint Army and Navy Cooperation Maneuvers was successfully

accomplished. Lieut. Cooper towed a sleeve target at Ft. Funston for anti-aircraft, rifle and machine gun practice by members of the 30th Infantry, while Lieuts. Lackey and Fenander demonstrated to the 11th Cavalry at the Presidio of Monterey the possibilities of Attack Aviation, in addition to conducting the fire of the 2d Bn. of the 76th Field Artillery at the same post.

Capt. Kraus and Lieut. Wilkins travelled to Rockwell Field on January 19th, combining cross-country training with a conference at the Depot in reference to supply and engineering matters.

All hands participated in an inspection and aerial review ordered by Capt. Kraus for January 24th. Even the roaring PT-1's bored holes in the atmosphere.

A dinner and dance was given in honor of Col. and Mrs. Gerald C. Brant on January 27th by the officers and ladies of Crissy Field as a gesture of our appreciation of and regard for our former C.O. It was with our best wishes for them at their new station, Mitchell Field, that Col. and Mrs. Brant sailed through the Golden Gate aboard the U.S.A.T. "Cambrai", escorted by all available aircraft and our speed boat.

Lieut. Cullen wanted to go to Pearson Field, Washington, when he left here the morning of Feb. 1st, but was thankful later on in the day to be able to set down at Medford, Oreg., having turned back, and around, in Grants Pass, Oregon.

On February 4th Lieut. Jenkins wandered down to Rockwell Field, solo, for cross-country training in a C-1. Shortly after his arrival he was surprised to learn that his landing gear was suffering an acute case of "misalignitis" and that a new landing gear was necessary. Pity the poor man - a long way from home and not even a pair of roller skates. Capt. Kraus, however, took pity on him and hauled him back in an O2-H.

Maj. W.B. Duty, A.C., and family visited Lieut. Bobzien for a week while awaiting the transport to the Philippine Islands.

Maj. Millard F. Harmon, Jr., Commanding Officer of March Field, is a frequent and very welcome visitor at our field. We hope to have him here more often in the future.

Selfridge Field, Mt. Clemens, Mich., Feb. 6th.

17th Pursuit Squadron, A.C.: Now that the snowbirds are back from Spokane and those who stayed behind have become resigned to listening to lies about how cold it was in Montana, the Seventeenth reluctantly admits that the first four ships to arrive at Spokane were piloted by some of Our Boys. Lieut. Shanahan took the Ford over the Rockies when, later, the P-1's turned back and Lieuts. Wolf, Rogers, French, Putt, Warburton and Giovannoli covered themselves with glory and ice.

Lieut. Theisen is back on duty with the 17th and is receiving congratulations on overcoming the handicap of a broken back.

Outside of a few ferry trips to the F.A.D., Lieut. Bob Moor holds all the cross-country records for the month, having made two trips to Toledo. The weather has been terrible for flying all month, and we are all praying for a few days of sunshine during the coming weeks before the maneuvers at Sacramento.

27th Pursuit Squadron, A.C.: Capt. Latha A. Smith was succeeded by 1st Lieut. Marion L. Elliott as Commanding Officer of the 27th Squadron, when the former was ordered to duty with the Attack Group at Ft. Crockett, Texas. The squadron's best wishes go to Capt. Smith at his new post and regrets to lose him.

Six planes from the Squadron participated in the 1st Pursuit Group's winter maneuvers to Spokane, Washington, and return. Lieuts. Elliott, Harrington, Sanders, Jacobs, Straubel and Sillin were the pilots.

94th Pursuit Squadron, A.C.: 1st Lieut. Henry, 2nd Lieuts. Wurtsmith, Rhudy, Underhill, Bolen and Lowry were included in the members making the trip known as the "Arctic Patrol", to Spokane, Washington, returning to this field on the 29th of January. Lieuts. Crawford and Giovannoli, flying with the 94th, arrived with the gang, making a total of seven of the 94th ships to complete the trip. They all report that they learned many fine points in aviation on this trip, also that they were very glad to get back in what they termed spring weather.

Our Squadron Commander, 1st Lieut. Harry A. Johnson, who returned January 26th from Hasbrouck Heights, N.J., where he was making a test of the new Fokker F-32, states that it is a very fine ship.

Upon the discharge of our Mess Sergeant, William A. Metcalf, Pvt. 1st Cl. William Hofmann was promoted to the grade of sergeant to take over the duties

and worries of the kitchen, and, if you don't think he isn't making a success, just come around and look us over, for there is no one losing weight.

57th Service Squadron, A.C.: 1st Lieut. James E. Duke, Jr., and 2nd Lieut. Paul M. Jacobs and Homer L. Sanders were assigned to the Spokane flight which took off from this station on January 10th. Lt. Duke piloted one of the two Ford Transports, while Lieut. Jacobs and Lieut. Sanders flew P-1's in the Pursuit flight. They returned from the flight on January 29th.

The squadron basketball team has had an unusually successful season thus far, being undefeated in six starts.

Army orders published January 18th announced the appointment of 2nd Lieut. Francis H. Griswold, Air-Ros., to a regular commission as 2nd Lieut., Air Corps.

Pvt. 1st Cl. Warren and Pvt. Basil left here on January 20th for detached service as students at the Air Corps Technical School, Chanute Field. Pvt. Warren is enrolled in the Engine Mechanics' Course and Pvt. Basil is studying photography.

Pvts. 1st. Cl. Jenkins and Nelson were promoted to the grade of corporal on January 6th and 11th respectively, while Cpls. Tolby and Sweeney became sergeants on January 6th and 11th, respectively.

Out of forty-nine enlisted men on the field who qualified as air mechanics as a result of the recent examination, twenty-one are men assigned to this squadron.

15th Observation Squadron, A.C.: Capt. Wolcott P. Hayes, who reported to this station January 18th, was assigned to the Squadron in addition to his duties as Post Signal Officer.

Lieut. Edgar Selzer, who has been on detached service at Wright Field, where he was attending the Navigation School, reported back to the Squadron for duty and was appointed Athletic Officer. "Bromo" says that "since finishing the navigation course railroads mean nothing to him in this cross-country business":

"June Bug, No. One", the U.S. Customs Border Patrol ship, which has been operated by Customs officers from the 15th Squadron, came to grief with a forced landing at Walkerville, Ontario, when it ricocheted from a snow-covered stump.

Sgt. Bullington, who reported from Chanute Field on Jan. 26th, was assigned to the organization and detailed to the Communications Section.

Our only representatives with the "Arctic Patrol" were Mr. Sgt. Davis and Tech. Sgt. Guile, who were acting as co-pilots on the transports.

The following promotions were made in the squadron during the past month: Sgt. Taylor and Bullington to Staff Sergeants; Cpls. McGinnis and Atwood to Sergeants; and Pvts. Miller, Hall and Soloway to Corporals.

5th Photo Section, A.C.: During the past month this organization had excellent training in the "quantity production under pressure" which characterizes the work of a photo section during military operations, in that it was called upon to make on short notice and in brief time upwards of 200 negatives and several thousand prints of personnel and equipment about to be engaged on the flight of the 1st Pursuit Group to Spokane, Wash., and return, popularly known as the "Arctic Patrol".

The lights in the Section burned well into the night as the mess of work surged through the laboratory and the familiar smell of the wartime quick-drying solution wafted through the air while messengers darted back and forth supplying publicity demands.

It seemed like "old times" also to brush elbows with the host of newspaper photographers present with their inseparable "guess boxes" and to swap "dope" with them on the latest developments in photographic equipment and materials designed for press work. The weather was up to the usual standard at this time of the year. Despite the pouring rain, the service Graflexes and view cameras were successfully operated under waterproofs by the members of the indomitable 5th Photo. And in all the rush, everyone kept cheerful.

Rockwell Field, Coronado, Calif., Feb. 17th.

The first two of the 18 new P-12-B planes to be assigned to Rockwell Field were ferried from the Boeing Plant, at Seattle, Wash., by Major Carl Spatz and Lieut. R.S. Israel. It is expected four more P-12-B planes will be ready for delivery some time this week.

Lieuts. Lloyd Watnee and John P. Kenny in an O2-A, had a forced landing near Oceanside, Calif., Feb. 3rd, due to a short-circuited switch. Lieut. Watnee, who was piloting the plane, brought it to a stop and ripped out the wiring to the switch, thereby preventing what might have been a serious fire.

An aerial fleet of 49 planes descended on Rockwell Field, February 3rd, with cadets from March Field. The expedition was out for cross-country training and was headed by Major Harmon, Commanding Officer of March Field.

Capt. Ira C. Eaker, A.C., and Mr. Hans Adamson, Assistant to Honorable F. Trubee Davison, were visitors at Rockwell Field, on the 13th and 14th of February.

The Officers' Club, Rockwell Field, entertained with a delightful Valentine dance at the Club rooms, Friday, February 14th. The decorations were in keeping with the Valentine motif.

The marriage is announced of Miss Martha Lingenfelter on February 1st, to 2nd Lieut. Ivan L. Farman, A.C., now stationed at Rockwell Field.

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

Capt. Joseph H. Davidson and 1st Lieuts. Aubrey Hornsby and W.A. Maxwell, A.C., in three O2-K's, took off from March Field for Las Vegas, Nevada, on Jan. 18th, in search of Pilot Graham of the Western Air Express. Graham was forced down on or about Jan. 11th in the wilds of Nevada or Utah while piloting an air mail plane between Los Angeles and Salt Lake City. There was a heavy snow storm over this area the day he was lost.

The planes from March Field operated as one flight and searched the country between Las Vegas, Nevada, and Milford, Utah. All planes carried rations, water and oranges. Approximately thirty hours flying time in two days were devoted to this search. However, no trace of the missing air mail pilot was found, and the flight was ordered back to March Field, on Jan. 21st.

The first O-32-A, equipped with Wasp Radial Motor visited March Field on Jan. 27th, en route to Wright Field from the Douglas Factory at Santa Monica, Calif. This plane is the new type of training plane to be used to replace the present O2-K.

Brig.-Gen. Frank Lahm, and First Lieut. Robert Douglas of the Air Corps Training Center, arrived at March Field by air, Jan. 23d, on an inspection trip of March Field and other Air Corps Fields in this vicinity.

Maj. William Duty, Philippine Scouts (Air Corps) arrived at March Field, Jan. 28th to be attached for duty approximately ten days.

Capt. Ralph Walker, A.C., leaves on the March 15th transport for station in Hawaiian Department. Capt. Walker was one of the first officers assigned to this field after its re-organization. He has been acting in the capacity of Post Engineering Officer since his arrival. Capt. Walker's home is in the Hawaiian Islands but he has not been there since joining the Army in 1917.

The March Field Officers Golf Tournament has been completed. All those who ever played golf were entered and some expert golfing was demonstrated. 1st Lieut. Fred C. Nelson, A.C., was the winner of the cup.

1st Lieut. Cornelius E. O'Connor, A.C., passed out the cigars on Feb. 3d, because of the happy arrival of a six and one-half pound baby girl in his family.

Brooks Field, San Antonio, Texas, Feb. 21st.

If enthusiasm will make a winning team, every Squadron on the post will have to be presented with a championship cup this year.

Every afternoon a casual observer would see all the prospective Squadron-Baseball coaches lined up outside League Park, watching the New York Giants in their spring training, in the hope of picking up valuable information. With the advent of some 200 recruits, evenly distributed between Squadrons, baseball fans on the post will see a series of games well worth attending as the Squadrons battle for the cup presented to the winning team each year by Spaldings.

Through the efforts of Lieut. R.E. Randall, who was recently appointed E.&R. Officer, Brooks Field will soon see some excellent boxing and wrestling matches, if the first exhibition, put on at the Service Club last week is an indication of what material is already available.

Lieut. Randall established what is believed a precedent in furnishing instructors in the arts of wrestling and boxing. Classes are held every afternoon in the Service Club.

A basketball tournament, as a sequel to the Eighth Corps Area football tournament, which ended so successfully for Ft. Crockett, has been drawn up by the members of the Ft. Sam Houston Athletic Association, the games to be played between March the 3d and 10th, at the Army Y.M.C.A. Entire so far include Ft. Crockett, Ft. Bliss, Ft. Sam Houston, Kelly Field and Brooks Field. We aren't making any predictions or bragging, but the Brooks Field team played an elimination series with the championship city Y.M.C.A. team for the district title and a try at the state title. Even though Brooks lost, they proved a tough aggregation to beat.

Among the more recent arrivals at Brooks Field are these very important ones:

- A daughter to Major and Mrs. A. Mileau, Jr., M.C.
- A daughter to Lieut. and Mrs. E.J. Rogers, A.C.
- A daughter to Lieut. and Mrs. C.P. Bradley, A.C.
- A son to Lieut. and Mrs. T.J. Holmes, A.C.

Brooks Field now has a very interesting and instructive weekly paper, which is well edited and presented. This weekly features, besides the usual items of local interest, instructive articles of general importance, a series on the courses given at the Air Corps Technical School, athletic notes, jokes and anecdotes, a question box, etc. The production of this paper, the first issue of which was dated Jan. 29, 1930, is due largely to the efforts and resourcefulness of Lieut. R.E. Randall, Post Athletic Officer.

The hard work, lack of time, fun and confusion, incident upon graduation of the July Class, has broken up the best and fastest hockey team ever seen in San Antonio. The Brooks Field Maroons, up until the time they disintegrated, were leading the San Antonio Senior Hockey League by a margin of several games.

This is the second year that ice hockey was included in the winter sports program, and it is gaining more fans with each game played. Last year the Maroons were nosed out of first place by one point. Had the team continued playing and finished this season they would have undoubtedly been in the lead.

Two former West Point stars, Lieuts. Costello and Schorr, formed the backbone of the team, with Cadets Tilton, Mereweather and Baker finishing out the first string. Cadets Mereweather and Tilton were two outstanding players by virtue of their speed, being literal streaks of lightning.

Other players composing the team were Lieut. Daly, and Cadets Riley, Orr, Bostrom, Heusted and Scattergood.

Serial No. 293. LIST OF NEW MATERIAL ADDED TO INFORMATION DIVISION FILES
FEB. 4 to FEB. 21, 1930.

Available for loan to Air Corps Organizations only upon request to the
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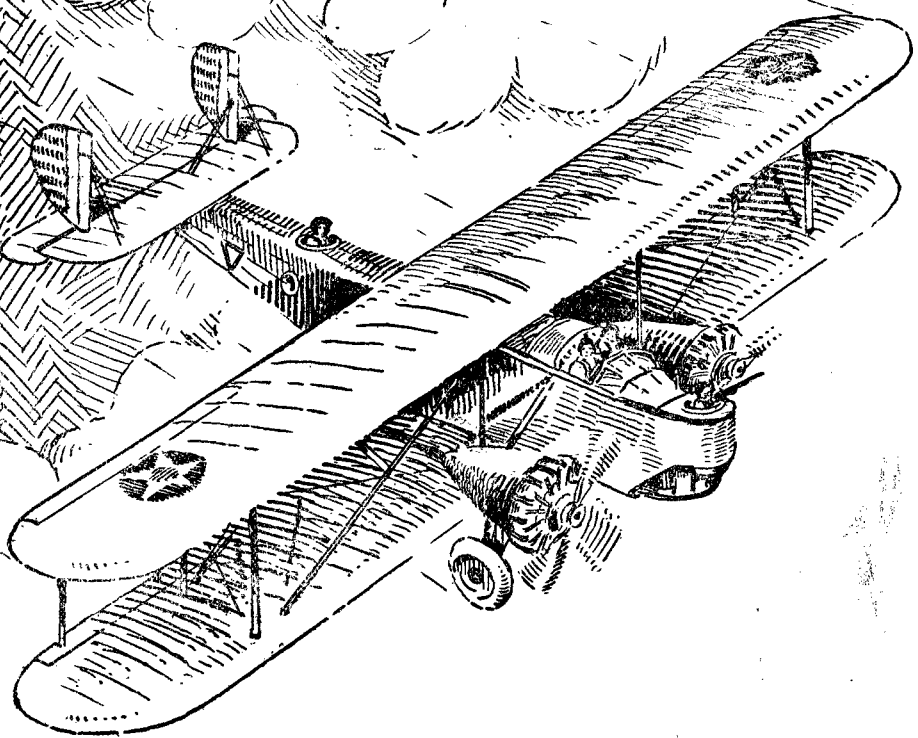
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AIR CORPS
NEWS LETTER



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

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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 AIR CORPS EXERCISES AT MATHER FIELD

The following statement explaining the plans and purposes of the 1930 Field Exercises of the Army Air Corps was issued recently by Assistant Secretary of War, Hon. F. Trubee Davison:

"Several new tactical theories in air operation are to be tested at the Air Corps Field Exercises to be held in California from April 1st to April 24th," said Mr. Davison. "More than 130 planes will participate in the Maneuvers to be conducted under the command of Brigadier-General William E. Gillmore, Assistant to the Chief of the Air Corps, in charge of Training and Operations. While the major portion of the problem will be staged at Mather Field, near Sacramento, some of the principal operations will be conducted near San Francisco. In fact, one of the important features of the Maneuvers is the air defense of San Francisco against a simulated naval attack. Another phase will be a night attack by bombardment planes on San Francisco.

"Following the Field Exercises it is planned to stage demonstrations at San Francisco and Los Angeles. This is the first time modern Army aircraft of all kinds and in such large numbers have been concentrated on the Pacific Coast as well as the first time they have been employed in simulated coast defense operations. Briefly, the exercises divide themselves into three distinct phases each of which will consume about one week. They are as follows:

"1.-- First week will be devoted to the training of the elements within the various groups, such as Pursuit, Bombardment, Attack. This will involve training in airdrome discipline, including traffic problems such as prompt take-offs and landings with a view to perfect coordinated operation of combined units on congested areas. With a total of more than 130 planes on one field, all elements must of necessity be very accurate, not only for the success of tactical operations but for general safety as well.

"2.-- The second week will be devoted to elementary tactical problems involving each type of aviation and including practical tests of new, proposed and untried tactics which are evolved from previous exercises. These problems will be separate for each type of aviation. During this week we will also test methods of radio communication, not alone between planes and ground, but between planes in the air. We will among other things attempt to determine the feasibility of planes bombing other planes and the sending out of S.O.S. calls for protection to units of Pursuit planes in the air and many miles away. We also expect interesting results in similar communication tests between Pursuit planes and Attack organizations. It may not be generally known, but Attack planes which are used mainly for 'ground straffing' purposes fly less than one hundred feet above the ground; their effectiveness depends upon the speed and surprise with which they reach their objective. Up to this time, the chief difficulty in these tactics has been the inability of Pursuit planes to locate the Attack units. It is believed that radio should solve this problem.

"3 -- The use of planes in coast defense will be the principal theme during the third week. The problem to be worked out will cover about four days and is about as follows:

"A simulated coalition of powers (Red) has been at war with the United States (blue) for six months. Our Atlantic fleet is operating against Red forces which have established a foothold in Pennsylvania. The naval vessels in the Pacific have been bottled up in San Francisco Bay. It is assumed that the Panama Canal has been damaged by Red air raiders to such an extent that repairs cannot be completed until June. It is further assumed that southern California has been seized by the Reds and that the enemy lines run from Livermore--Isleton--Lodi--Jackson, California.

"So much for the general situation -- the special situation, as it applies to the actual field exercises, assumes that our forces, consisting of three

simulated corps of two divisions each, supported by Army Artillery and Army troops, is fighting to delay further Red advances pending reinforcements. On April 17th - the day when the third phase begins - the First Reinforced Wing of the Blue Army starts its operations against the enemy which had strong ground forces at Stockton and Peters. It is well equipped generally with mobile anti-aircraft defenses. Red air forces are located at strategic points. Heavy and light bombardment groups are at Tracy, Pursuit at Stockton and Observation aviation at Lathrop.

"The concentration of enemy stores at Stockton and Modesto has been constantly built up while naval forces are concentrated at Los Angeles and San Diego. Intelligence reports have revealed that combined land and naval attacks on San Francisco are imminent.

"The task of our air organization will be to attack enemy positions at Stockton and Modesto as well as to conduct a campaign to keep enemy aircraft, especially bombardment, from functioning. The climax of the field exercises will take place on the fourth day and will consist of an air defense of San Francisco against a naval attack.

"This is the first time in training operations that all four branches of Army aviation - Pursuit, Bombardment, Attack and Observation - have combined in maneuvers of this nature to demonstrate the use of an air force to repel invasion."

Participating in the "War" on the Pacific Coast will be the First Pursuit from Selfridge Field, Mt. Clemens, Mich. (46 officers, 22 enlisted men, 40 Pursuit and 4 Cargo planes); the Third Attack Group from Fort Crockett, Galveston, Texas (30 officers, 30 enlisted men, and 27 Attack planes); the Second Bombardment Group from Langley Field, Va. (38 officers, 42 enlisted men and 19 Bombardment planes); the 7th Bombardment Group from Rockwell Field, Calif., with 32 officers and 48 enlisted men, and the 91st Observation Squadron from Crissy Field, Presidio of San Francisco, Calif., with 16 officers and 10 enlisted men.

The Pursuit Group proper will be divided into two provisional squadrons, one led by Major Ralph Royce and the other by Captain Victor H. Strahm. Each Pursuit plane will be equipped with two machine guns. Guns have been mounted at Selfridge Field on 22 Curtiss P-10 airplanes which will form the first provisional squadron under the leadership of Major Royce. The Squadron will fly from Selfridge Field to Mather Field via Chamute Field, Ill.; Omaha, Nebraska; North Platte, Nebraska; Cheyenne, Wyoming; Rock Springs, Wyoming; and Salt Lake City, Utah.

Eighteen officers, who will make up the second provisional squadron, will proceed to Seattle, Washington, by rail, secure new Boeing P-12 Pursuit planes from the factory in that city and then fly them to Rockwell Field, San Diego, Calif., for mechanical check. This accomplished, the Pursuiters will go to Mather Field to join the Group.

The experience these Pursuit pilots gained during the winter test flight of the Group from Selfridge Field to Spokane, Washington, last January, will, it is expected, prove exceedingly valuable in the preparations for this long flight. Special tool kits are being issued, canteens of water strapped in the cockpits, pistols secured, and careful arrangements made for rapid gassing at the various stops. It is believed that careful planning and timing will enable the Cargo planes with the mechanics and spare parts to make night stops with the Pursuit planes, thus obviating many of the troubles encountered during the Selfridge to Spokane Flight.

The Third Attack Group, under the command of Major Davenport Johnson, is scheduled to take off from Fort Crockett on March 27th, proceeding to Mather Field via San Antonio and El Paso, Texas; Tucson, Arizona, and San Diego, Calif., making overnight stops at El Paso and San Diego. For the past several weeks the Group has been making diligent preparations for the part it is to play in the Air Corps Exercises. The personnel have been undergoing daily training in machine gun firing, bombing practice and formation flying, and the problems they coped with were of a character similar to those which will confront them during the "hostilities on the West Coast.

The Curtiss A-3 (Attack) planes are now being replaced by the newer and more modern type, the A-3B, in which a number of improvements were effected, among them being oleo landing gears and the most modern types of control surfaces. The pilots of the Group have been busily engaged in ferrying to Fort

Crockett this latest model of Attack plane from the Curtiss factory at Buffalo, New York. As rapidly as these ships arrived they were inspected, painted and equipped with all armament, radio equipment, flares, first aid kits and other accessories necessary to make the successful fighting airplane.

Under the command of Major Hugh J. Knerr, Air Corps, the 2nd Bombardment Group, comprising six LB-7, two LB-6 and eleven B-2 Bombardment planes, took off from Langley Field, Va., for the West Coast at 7:08 a.m., March 23rd. The B-2 planes arrived at Maxwell Field, Montgomery, Ala., at 1:30 p.m. that day. The LB planes stopped for gas at Pope Field, Fort Bragg, N.C., and arrived at Maxwell Field at 2:00 p.m. The nineteen airplanes departed from Maxwell Field for Shreveport, La., at eight o'clock on the morning of March 24th.

These giant bombers are equipped with extra gas tanks to permit them to make long "hops" without the necessity of frequent stops for fuel. Prior to the departure of the Bombing pilots they were put through a strenuous course of training by Major Knerr, and daily checks were made on the planes to insure their being in the best possible condition for the long flight.

From Shreveport, La., the Group is scheduled to go to Midland, Dallas and El Paso, Texas, proceeding from the latter point direct to Mather Field.

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COMMANDING GENERAL AND STAFF DEPART FOR WEST COAST

Brigadier-General William E. Gillmore, Assistant to the Chief of the Air Corps, accompanied by his Staff, departed from Bolling Field, D.C., on the morning of March 22nd enroute to Mather Field, Sacramento, Calif., where the Army Air Corps Exercises will be conducted from April 1st to 24th.

General Gillmore's plane, an O2-J, was piloted by 1st Lieut. L.M. Merrick, Operations Officer at Bolling Field. Flying in O-1E's were Colonel C.C. Culver, Lieut.-Colonel Frank M. Andrews, Majors Michael F. Davis, Thomas DeW. Milling, Horace M. Hickam, Captains E.E. Adler, Harold M. McClelland and 1st Lieut. Guy Kirksey. Major Willis H. Hale flew an LB-6 and Captain Frank O'D. Hunter a P-1F. Lieut. Roland Birn, Information Officer for the Field Exercises, accompanied by Major Oscar W. Griswold of the General Staff, G-2, departed for the West Coast on the morning of March 20th.

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AN INSPECTION TRIP TO HAVANA, CUBA

Lieut. Elwood R. Quesada as pilot, and Lieut. F. VonH. Kimble as co-pilot, with Major Delos C. Emmons, Executive Officer in the Office of the Assistant Secretary of War for Aeronautics; Major L. W. McIntosh, Executive Officer of the Office of the Chief of the Air Corps, and Major Williams of the General Staff as passengers, recently flew the Sikorsky Amphibian, lately assigned to Bolling Field, to Havana, Cuba, for the purpose of making an inspection of the U.S. Army Air Corps personnel on duty in that country.

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PRELIMINARY EXERCISES ON PACIFIC COAST

During the course of preliminary activities incident to the Army Air Corps Exercises to be held at Mather Field, Sacramento, Calif., April 1st to 24th, a formation of eighteen P-12 Pursuit planes participated in various maneuvers while flying between Los Angeles, Calif., and Rockwell Field, Coronado, Calif. Major-General James E. Fechet, Chief of the Air Corps, who made a trip to the West Coast to view the preparations for the Field Exercises, directed the maneuvers of the big formation of Pursuit planes by radio while flying in an LB-7 Bombing plane. He afterwards expressed himself as highly pleased with the results.

Rockwell Field at this time is the scene of considerable activity, for the personnel of that field are making the necessary preliminary preparations for the conduct of the field exercises at Mather Field. In 13 days of flying, a Transport Squadron, consisting of two Fokker and two Douglas Transports and a Bombing plane, made 27 round trips between Rockwell and Mather Fields, traversed a total distance of 27,000 miles, accumulated 310 aircraft hours, and transported supplies to Mather Field aggregating sixteen tons.

Mr. [unclear]
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THE UNITED STATES-PANAMA NON-STOP FLIGHT

By Major Jacob E. Fickel, Air Corps

Note: On Wednesday, March 19th, Wright Field greeted three returned travelers who had been absent under flying orders for the past month. The trio were Major Jacob E. Fickel, Executive of the Materiel Division; Lieut. Albert F. Hegenberger, co-pilot on the first flight from California across the Pacific to Hawaii; and Lieut. Ennis Whitehead,^a pilot of the South American Good-Will Flight of 1927. The three, together with Sgt. K.D. Wilson of Bolling Field, D.C., who served as radio operator, crossed on their flight, from Miami, Florida, to France Field, Panama Canal Zone, nonstop, via the Carribean Sea. Major Fickel gives the following account of their flight.

We left Wright Field on February 14th, Lieutenants Hegenberger and Whitehead, Sergeant Wilson, Mr. Albert Jarvis of the Wright Aeronautical Corporation, and myself, in a new Ford Transport equipped with three Wright J-6, 300 horsepower, air-cooled engines, flying by way of Maxwell Field, Montgomery, Alabama, and Birmingham to Tampa, Florida. At Tampa, late on the night of February 18th, we received orders to ferry the new transport we were flying to Panama and to bring back an older Fokker Transport, equipped with three 220 horsepower J-5 engines.

On the morning of February 19th we took off for Miami, Florida, from which point we would leave for the Canal Zone. We arrived in Miami the same morning and spent the rest of the day in preparing the plane for the long hop, checking and swinging the compasses, looking over the drift indicators and other instruments, and "gassing." We fed 720 gallons of gasoline into the tanks. The distance by way of the Carribean Sea was approximately 1140 miles. We were carrying enough gasoline for fifteen hours of flight, although we hoped to make it in eleven hours if there was no wind. We remained at the Pan American Airways Field working on the plane until midnight.

The Pan American organization gave us every possible assistance, turning men and equipment over to us. Their efficiency was everywhere apparent and aided in our getting ready for take-off in the shortest possible time. The Weather Bureau provided us with special weather reports from Miami to France Field, and indications were that we would have favorable winds the entire way on the twentieth. Although we had remained at the field until midnight, we were back again at 3:30 a.m., on the twentieth and making the last preparations for leaving. As the first streaks of dawn appeared, 6:10 a.m., we took to the air. There were in the plane Lieuts. Hegenberger and Whitehead, co-pilots; Sergeant Wilson, radio operator, and myself, acting as navigator. Mr. Jarvis followed us to Panama by boat.

Once out over the water, we discovered we had a strong wind on the port bow, causing a drift of 17 degrees and cutting down the ground speed from 105 miles per hour, which we had hoped to make, to 82 miles per hour. This caused us little concern except that of landing in darkness should we be delayed to that extent. We flew directly over Cuba, setting our course from Cienfuegas to the Cayman Islands. These islands which lie 200 miles south of Cuba are possessions of Great Britain and we had been instructed not to fly over them. We skirted them beyond the three-mile limit, then set our course for the Seranilla Bank some 400 miles to the South. We hit the Seranilla Bank directly on the course, and reset our direction for Serrana Bank. The next check was Roncador Bank. These are small banks in the sea not large enough to be called islands. They would be utterly inadequate for the landing of a plane. All told us that we were directly on the course.

We then set the compass for the entrance to the Panama Canal but struck Fort Sherman, just three miles away. The course lay along the 80th Meridian approximately all the way. We landed at France Field, Panama, at 5:30 P.M., making the time of the flight 11 hours and 20 minutes for the 1140 miles. This averaged a little better than 100 miles per hour. During the flight we were in constant radio communication with Miami until noon and had interrupted communication with Panama during the afternoon. Our arrival was a great surprise to the personnel of France Field, for they had not known we were on our way. We received, nevertheless, a very hearty welcome.

We remained in France Field until February 26th while the plane in which we were to return was being conditioned. This flight was to lie over Central

America and Mexico to the United States. Our first leg was to Managua and we spent the night there with the Marine flyers who were on duty at that point. The next day we proceeded to Guatemala City where we remained over a day to have the engines checked. On March 1st we left, expecting to make Tapachula, Vera Cruz and Brownsville by nightfall. We landed at Tapachula for gasoline, but on take-off we had engine trouble of such serious nature that we decided to wire the United States for a mechanic and some spare parts. Lieut. Ames S. Albro flew down from Duncan Field, bringing Mr. Finster, a mechanic. Work was started and the plane was in readiness by March 8th. A trial flight was made. But in landing, a strong gust of wind caused the plane to ground loop into a tree stump, and although there was no injury to any of the passengers, it was damaged beyond repair.

That made it necessary for us to find another way of getting home. The Mexican Government immediately, at the order of the President, sent Colonel Pablo Sidar and another pilot with two planes to fly us back to the United States. Colonel Sidar is to Mexico what Lindbergh is to the United States, so that this unsolicited service was a great compliment to the people of the United States as well as to the stranded fliers. Colonel Sidar took us to Mexico City where the government extended every courtesy possible, the Secretary of War receiving us in audience. We remained in Mexico City for two days, then were flown by Colonel Sidar to Laredo, Texas, where we caught busses and trains for Dayton.

The flight from Miami to Panama without stop proved the possibility of direct communication with the Canal Zone in the shortest possible time. It was the first time such a flight had been accomplished in a multi-motored plane, and only once before had it been accomplished by any type plane whatever. As a military maneuver it held considerable importance. Plane and engines functioned perfectly, so the flight was without particular incident. We struck two rain squalls and dodged a third; otherwise the weather was perfect. The difficulties of navigation with the instruments we carried were not great. Three magnetic compasses and one induction compass were installed. A bubble sextant enabled us to learn our position from astronomical observations, if necessary. Drift indicators were carried to be used in connection with smoke bombs to get the wind direction and ground speed. An interesting item of radio equipment was a small battery-operated transmitter set, to be used as part of the equipment of the rubber life raft. In the event of an emergency landing in the sea, the life raft would have been inflated by carbon dioxide supplied at high pressure from special containers, the small radio set with a range of approximately 300 miles being employed to establish communication with steamships in the vicinity. The life raft also was equipped with emergency rations and water bags against a forced landing in the sea. Our noon meal on the flight consisted of coffee and sandwiches.

The trip back lay over magnificent scenery. We had the contrast of mountain peaks, with many smoking volcanoes, and dense tropical jungles. The Mexican people in Tapachula we found exceedingly gracious in their treatment of us. Everything possible was done to make our stay interesting and comfortable and to facilitate our return home. The Army Commander, General Mendez, was especially helpful. Colonel Sidar, detailed by the President to fly us to the United States, is an extremely capable pilot and he showed the utmost consideration and courtesy toward us. The Pan American Airways, whose line runs through Tapachula, also offered us transportation back to the United States, and their kindness was taken advantage of by Sergeant Wilson whom they carried to Brownsville, Texas.

We found airplane travel in Mexico surprisingly advanced. The country is criss-crossed by airlines operating on schedule. The airplane is especially valuable there because of the poor means of ground travel. Railroads are not numerous, and many of the important cities have no railroads whatever. For instance, three cities of from 5,000 to 30,000 inhabitants in the interior of the State of Chiapas have no means of transportation except mule train, horseback, and in the dry season automobiles. The journey from these towns to Tapachula, which is a railroad center, requires from 5 to 8 days in the dry season, and from three weeks to two months in the wet season. There are now two airplanes to these cities each week day from Tapachula, the time required for making the trip being one hour. The flight from Tapachula to Laredo, Texas, took approximately eleven hours of air travel. The same trip by train requires seven days. South of Mexico City, on the great Mexican plateau, is a surprisingly dense population and every acre of arable land is under cultivation. The

mountains surrounding Mexico City are under cultivation up to ten and eleven thousand feet and the whole countryside is dotted with villages.

The flight from start to finish was both delightful and enlightening, not only in the long-distance training received and the contacts with an almost unknown people, but also from the point of view of testing special navigation equipment and the successful military experiment of delivering a long range type of reconnaissance airplane to an airdrome stationed in the Canal Zone in the shortest possible time.

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FOGS PROVE TOO MUCH FOR SELFRIDGE FIELD FLYERS

Six Air Corps pilots from Selfridge Field, Mt. Clemens, Mich., recently passed through the rather unusual experience of taking off for a flight northward in their sturdy little Pursuit planes only to be compelled to return to their home field by automobile. Led by Major Royce, Commanding Officer of the First Pursuit Group, the planes, which were equipped with skis, took off from the ice of Lake St. Clair on February 21st for a special cross-country flight to Hancock, via St. Ignace, Michigan, during which an inspection of a proposed aerial gunnery and bombing camp at Munising, Michigan, was to be made.

The flight had hardly cleared the lake when a heavy fog blanketed the surrounding country, and shortly afterwards a telegram from Major Royce stated that the entire flight had been forced down at Tawas City on that account. The flight, however, landed at St. Ignace at 3:55 p.m., after being forced down again at Oscoda, Mich., by another heavy fog.

Leaving St. Ignace the following morning, the flight was forced down at Newberry, Mich., due to a heavy rain, remained there that night, and arrived at Hancock at about noon the next day. In the meantime the temperature at Selfridge Field had climbed until it seemed that Old King Winter had departed for points further north and was not returning. All this was well except that the sun so weakened the ice on the lake that it would be impossible for the Group to land there on their return, and no landing with skis could be made on the field since the snow had long since changed to pools and rivulets of water which even the new and modern drainage system on the field could not drain away. This state of affairs was evidently realized by the pilots at Hancock, for many rush telegrams were received requesting weather reports and information as to snow and ice. Conditions at Selfridge were immediately wired Major Royce and arrangements made whereby the flight would proceed to Oscoda so as to land on the ice of Lake Van Ertan. In the meantime, Lieuts. Crawford and Cobb were assigned the duty of transporting to Oscoda six sets of wheels for installation on the Pursuit planes when they arrived.

All this was accomplished, the Transport returning to Selfridge Field the same day, the 24th. In the meantime, however, the only communication received from Major Royce was a telegram from Hancock stating that he would leave there at 9:00 a.m. There being no direct communication between Selfridge Field and Oscoda, it was believed that the flight had been delayed by the fog which early that evening had settled over the surrounding country. Strange as it may seem, however, Major Royce and his pilots arrived at about 6:30 o'clock that evening via automobile. They had gotten into the fog just northwest of Selfridge Field but were forced down at the Packward Proving Grounds at Utica, Michigan. Lieut. Van Auken had lost the rest of the flight in the fog and was forced down into a small field about five miles north of Selfridge. His landing was rather hard, and the plowed field caused such damage that the wrecking truck was sent out the next day. The plane was dismantled and hauled back to the aero repair shop at the field. It was damaged so badly that a major overhaul was required. As soon as the weather cleared the following day, five pilots proceeded to Utica by automobile and ferried the planes back to the field.

Thus another northern flight was completed, but this time the equipment functioned perfectly, the engines, skis, aircraft and general equipment giving no trouble. The information and experience gained from the recent flight to Spokane helped materially. The engines were started on schedule, and but for the bad weather, for which no cure has been discovered, the flight would have made the trip without delay.

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Major T. Ogata, of the Imperial Japanese Army, was a visitor at the Air Corps Training Center, Duncan Field, Texas, recently. Major Ogata has been visiting various Army fields throughout the country.

SOME BAD NEWS FOR AIR CORPS FIRST LIEUTENANTS

The "Demon Statistician" of the Personnel Division, Office of the Chief of the Air Corps, was burning the midnight oil. With the Promotion List in one hand and a stubby lead pencil in the other he was busily engaged in "figgering." Sheets of paper with numerals scrawled all over them were lying in profusion on his desk, and it could be easily seen that he was having a strenuous session with the particular task before him.

So engrossed was he in his work that he failed to hear the soft tread of a Midnight Visitor in his room, said mysterious person carrying an old oil lamp in one hand and a modern flashlight in the other. It was not until the beam from the flashlight streaked across the desk of the "D.S." that he became aware of the presence of another person in his vicinity, and he started up in alarm. His astonished gaze perceived the wan, haggard features of an Air Corps First Lieutenant who seemed to be slouching along as if in a daze.

"What ho! Diogenes looking for an honest man, eh?" queried the "D.S." as he regained his composure.

The Midnight Visitor halted suddenly, rubbed his eyes and came to. "Sleep walking again," he mumbled to himself.

"What seekest thou," or words to that effect, queried the D.S., "and why the landing lights?"

"I'm only looking for a promotion," returned the "M.V.", hesitatingly. "I really mean no harm."

"Seek no further, brother," said the "D.S." "You happened to come to the right place at the right time. I have it all figured out for you. You see, I have taken the average number of promotions occurring each month for the past ten years and, if this average holds the same for the balance of this year and up to September of next year, about 142 others who are in the same boat you're in will sport the title of 'Captain' by the fall of 1931.

"Oh! So I'm due for the 'bad' news pretty soon, eh! Well, that's certainly fine 'dope.' I've been waiting so long for it, and it just seemed that it was never coming."

"Well, cheer up," returned the "D.S." consolingly and, scattering the papers on his desk and running down a list of names, added: "Let's see; you're due to celebrate sometime in July: You see, I've been working on this muddle for some time. If, as I said before, the average of monthly vacancies remains constant from now on, one of your comrades in distress is due to take the oath of office as Captain in April, six in May, two in June, eleven each in July and August, nine in September, ten in October, fifteen in November, fourteen in December, one in January, 1931, none in February or March, three in April, twelve in May, thirteen in June, eight in July and nine in August."

"Um, Um." Ain't that sumpin!" ejaculated the now thoroughly aroused "M.V." unconsciously falling into the dialect of the two famous Radio tooth-paste artists. "Let's see the list, if you don't mind."

"Certainly," said the "D.S.," handing him several sheets of paper. "The dope is all there."

And this is what the "M.V." saw:

Air Corps First Lieutenants due to be promoted to Sept. 1931.

1930

April - - - -	Auby C. Strickland	July - - - -	Charles E. Branshaw
			Edward W. Raley
May - - - -	John M. Clark		Earle H. Tonkin
	Roland C.W. Blessley		James T. Hutchison
	Arthur Thomas		Edwin R. Page
	Louis N. Eller		Harvey H. Holland
	Ulysses G. Jones		Russell L. Maughan
	Virgil Hine	August - - -	Walter Miller
			Oliver P. Gothlin, Jr.
June - - - -	John P. Richter		Eugene B. Bayley
	John Beveridge, Jr.		Dache M. Reeves
			Leo F. Post
July - - - -	Michael E. McHugo		John C. Kennedy
	James L. Grisham		William A. Hayward
	Earl S. Hoag		Edmund P. Gaines
	Vincent J. Meloy		Harvey W. Prosser

August - - - - -	Clayton L. Bissell Horace S. Kenyon, Jr.	1931 February - - - - -
September - - - -	Leland C. Hurd Robert V. Ignico Leland R. Hewitt Robert J. Brown, Jr. Clifford C. Nutt Isaiah Davies Arthur W. Vanaman Frank O. Carroll Frederick W. Evans	March - - - - - April - - - - - May - - - - -
October - - - - -	Harry G. Montgomery Fred C. Nelson James A. Healy Edward M. Morris Charles Douglas Hugh A. Bivins Burton F. Lewis Elmer J. Bowling Orrin J. Bushey Fred S. Borum	Leonidas L. Koontz Edward D. Jones Merrill D. Mann Albert C. Foulk Edward V. Harbeck Edward E. Hildreth Samuel G. Frierson Phillips Melville John G. Williams William C. Morris Albert B. Pitts Bernard S. Thompson Willis R. Taylor Robert D. Knapp James T. Curry, Jr.
November - - - - -	George W. Polk, Jr. Kellogg Sloan Devereux M. Myers Alfred W. Marriner Guy H. Gale Muir S. Fairchild James G. Taylor Leland W. Miller Raphael Baez, Jr. Robert H. Finley Don L. Hutchins Clarence H. Welch Ennis C. Whitehead Alfred J. Lyon Harold L. Clark	June - - - - - July - - - - -
December - - - - -	Sam L. Ellis George G. Lundberg Eugene L. Eubank Lawrence A. Lawson Bayard Johnson Frank M. Paul Samuel M. Connell Charles B. DeShields John E. Upston Reuben C. Moffat Russell M. Greenslade Paul L. Williams Clarence P. Kane Harry Weddington	William B. Souza Alfred A. Lindeburg Joseph A. Wilson Clements McMullen Ames S. Albro Milo McCune Chas. M. Robinson Benjamin B. Cassidy Charles Y. Banfill Myron R. Wood Frank B. Tyndall Maxwell W. Balfour Robert T. Cronau Isaac J. Williams Clarence E. Shankle Donald L. Bruner Lloyd C. Blackburn Audrey B. Ballard John H. Gardner Wm. C. Goldsborough Walter R. Peck Edward H. Wood Emil C. Kiel Harold L. George Lewis A. Dayton Younger A. Pitts Howard L. Bogert Burnie R. Dallas Benjamin Griffin Ward F. Robinson
1931 January - - - - -	Samuel C. Eaton, Jr.	August - - - - -

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Recent additions of general interest to the files of the Information Division were the following mimeographed pamphlets:

- U-941 The Young Man and the Army Air Corps.
- U-955 A Short History of Mather Field, Calif.
- U-956 Airplanes Used at the Air Corps Field Exercises, 1930.
- U-957 Biography of Brigadier-General William E. Gillmore, Assistant to the Chief of the Air Corps.

These pamphlets may be secured upon application to the Information Division, Publications Section, Office of the Chief of Air Corps, Washington, D.C.

SELECTING A VOCABULARY FOR RADIO TELEPHONY

The roar of the motors imposes a considerable handicap upon airmen who attempt to carry on conversation in the air via radio. For this reason experiments have been made by Air Corps officers at Rockwell Field, Coronado, Calif., on certain words which can be heard to the best advantage. In all, 500 words were selected for the first elimination list, and this number was subsequently cut to an even hundred. Consonants especially are hard to hear, except where the vowels in the words predominate. A misunderstanding in messages easily enough could cause damage, and so the officers have spent more time than can be imagined in selecting their list of words, the favorites being "Right"; "Left"; "Stop"; "Okay"; "Good" and "Hit," all of which more or less referring to target practice. In the word "Right" for example, the "r" and the "t" are scarcely heard, but only the vowels "igh" and in "good" it is the "oo" and so on.

The act of telephoning by radio from plane to plane has advanced to such an extent at Rockwell Field that the game today is no longer an experiment, nor even an amusement. It is almost an every day business at the field at present. A check up of recent radio activities at the field records at least five occasions where the business in hand could not have been performed without the use of the well known ear phones.

For instance, there is the concrete case of Lieut. C.H. Howard. His performance of the duties of Post Exchange Officer demanded so much of his time that not enough daylight was left for him to get in the requisite amount of flying time to entitle him to draw flying pay. Availing himself of the opportunity to make a trip by air on official business, he was about to make a landing at the field on his return when it suddenly occurred to him that if he could stay up for another half hour he would by just luck squeeze in the required amount of flying time. He telephoned down to Lieut. Valentine, Commanding Officer of the 11th Bombardment Squadron, asking if it was true that he needed only another half hour. After checking up the records, Lieut. Valentine phoned back to Lieut. Howard that his calculation was correct. The latter then requested and received permission to keep the plane aloft for another 30 minutes.

In another instance both the Pursuit Squadron and the Bombing Squadron were pressed for time to complete their full training schedule of target practice. Bad weather and fog handicapped the training throughout the week, but on one day the sky promised to remain clear for about an hour or so before the fog closed in again. Because of the closeness at Rockwell Field of the machine gun target for the Pursuit planes to the target for the Bombardment planes, neither squadron can hold target practice at the same time.

The 95th Pursuit Squadron took off on target practice first, and while they were practicing the bombers were climbing to their bombing altitude. Yet there was no way for them to tell when the Pursuit planes were through. At the proper moment the bombers were notified by radio telephone that they could proceed with their practice. No time was lost and the bombers began carrying on where the Pursuit planes had left off, and in this way the training schedule for both organizations was completed just before the fog rolled in again.

A third case presented itself when, during a cross-country flight from Rockwell Field to San Francisco, the 11th Bombardment Squadron, led by Lieut. Valentine, the Commanding Officer, encountered bad weather. Instead of the weather improving it grew worse when Bakersfield was reached. Confronted with the possibility that if the planes continued on to San Francisco they might meet such bad weather that they could not land, nor would they have enough gas to enable them to return, Lieut. Valentine instructed his radio operator to tune in on the Western Air Radio Reports. These came each hour, and through them the Squadron learned that the weather was clearer ahead. The bombers continued northward without risk and were soon in the clear.

The aerial or antenna of the planes, instead of being stretched across the wings as might be presumed, are lowered overboard to trail behind as soon as the plane is in the air. These aeriels are termed "fish" because of the strange shape of the six-inch leads at their ends. These "lead fish" dangle behind 125 feet, as if attached to a fish line, and every now and then a pilot forgets to reel in the "fish" before landing. This causes no damage to the plane but does wreck the antenna.

During a recent landing at Oceanside, Calif., this antenna was rigged with one end to a fence post, and a steady communication was established with Rockwell Field, proving that the radio can be invaluable during a forced landing

in some wilderness.

In the original tests while in the air the generation was produced by a miniature propeller erected on the fuselage. The little prop was whirled by the wind like a toy windmill. But batteries are used now and work better.

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COMMENDATION FOR LIEUT. CORKILLE

For his exhibition of coolness, courage and judgment in an emergency which would have justified his resorting to his parachute in order to save his life, Major-General James E. Fechet, Chief of the Air Corps, addressed a letter of commendation to 1st Lieut. John D. Corkille, Army Air Corps, on duty with the Flying Branch of the Materiel Division, Wright Field, Dayton, Ohio.

While flight-testing an airplane at an altitude of 7,000 feet, a faulty carburetor caused the engine to cease functioning. In the consequent flooding of the carburetor, the raw gasoline pouring from the scoop was blown by the slipstream along the fuselage and into the bottom of the pilot's cockpit. This gasoline ignited and caused a serious fire in the cockpit.

Instead of abandoning the plane, Lieut. Corkille waited until the fire subsided and then proceeded to land safely at the home field.

"Your presence of mind and quick thinking on this occasion prevented a much more serious accident," General Fechet stated in his letter, "and not only saved valuable public property from destruction but has permitted an investigation to determine the cause of the fire, which would have been impossible had the airplane been allowed to crash. Your conduct on this flight was highly commendable and is worthy of the best traditions of the Army Air Corps."

Immediately after the gas was ignited by backfire, Lieut. Corkille turned off the supply, but the heat in the cockpit became so intense that he made ready to jump. The act of cutting off the gas supply, however, caused the fire to subside sufficiently to enable him to return to his seat and glide his plane for a landing on the field. On the way down, at about 2,000 feet altitude, the gas was turned on again to try to catch the motor, but when he noticed the raw fluid again coming back in the fuselage, the supply was again cut off. Immediately thereafter the fuselage started blazing, but the fire lasted only a few seconds and burned out. When the gas was turned on again the engine started to run and the plane was landed.

Subsequent examination of the plane showed evidence of a very hot fire in the cockpit which burned through the fabric of the fuselage on the right side, burned off connections to the instruments and scorched the paint on the metal fuselage members.

Lieut. Corkille is one of the veteran flyers of the Army Air Corps. He served as the pilot for Captain Albert W. Stevens, Air Corps, on the remarkable photographic expedition last summer to the scenic northwest, when aerial photographs of mountain peaks were taken from a distance of 227 miles. On the eve of the last inauguration, Lieut. Corkille piloted Captain Stevens on a night photographic mission over Washington, when several interesting flashlight photographs were taken of the Capitol and The White House.

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MICHIGAN NATIONAL GUARD AIRMEN STAGE AERIAL DEMONSTRATION

The formal inspection on February 15th of the 107th Observation Squadron, 32nd Division Air Service, Michigan National Guard, was featured by an aerial review, formation flying and a bombing mission over Lake St. Clair. The three O-2 Observation planes flown in this mission were equipped with machine guns, radio apparatus, camera and bombs. Major Floyd E. Evans, Commanding Officer of the Squadron, led the flight, with Lieut. J.R. Walsh as observer. Lieut. C.H. Wilson, with Lieut. R.C. DesArtles as radio operator, flew No. 2 position, and Captain H.L. Emhoff, with Lieut. J.G. Kalec as photographer, flew No. 3 position with six bombs attached to the lower wings. This formation was escorted by nine pursuit planes from Selfridge Field under the command of Major Ralph Royce. Radio communication was maintained with the field and broadcast through loud speakers to the public.

Between four and five thousand persons had assembled to witness the maneuvers despite the fact that the temperature was only eight degrees above zero.

CRISSY FIELD AIRMEN MAKE FINE SHOWING IN PISTOL PRACTICE

By the News Letter Correspondent

Ninety percent of the personnel of the 91st Observation Squadron, stationed at Crissy Field, Presidio of San Francisco, Calif., made qualifying scores in their pistol practice (main season) which was completed on March 1st. Of the 140 enlisted men who fired, 30% qualified as experts, 21% as sharpshooters and 39% as marksmen. The total number of men qualifying was 127, or 90%.

The News Letter Correspondent states that while this probably does not constitute a world's record or any other record, we feel that our men may well be proud of the results, which were due principally to the efforts of 2nd Lieuts. William Ball, Air Corps; Nelson D. Jenkins, Air Reserve, and Staff Sergeant William B. Townsend, 91st Observation Squadron. In addition to demonstrating his ability as a pistol marksmanship instructor, Sergeant Townsend proceeded to practice personally what he preached, for he attained the highest score of all officers and men firing.

The following men qualified as Experts with the scores indicated:

Staff Sgt.	Wm. B. Townsend	97.8%	Sergeant	Roy B. Brooks	90.4%
Private	John W. Shadowens	97.	Private	Chas. W. Gordon	89.2
Private	Vincent J. Hobart	94.1	Corporal	Oliver Swihart	89.2
Sergeant	Charles H. Irwin	94.	Sergeant	Reinat Olsen	89.1
Private	Ray E. Covey	93.5	Staff Sgt.	E. J. Raymond	89.
Private	Paul E. Overby	93.3	Pvt. 1st Cl.	G.B. Corkran	89.
Private	James E. Beeson	93.1	Private	William H. Evans	88.7
Pvt. 1st Cl.	Lee I. Traxler	92.	Private	James H. Lane	88.7
Private	John B. Gresham	92.	Pvt. 1st Cl.	Jos. Danhoff	88.6
Pvt. 1st Cl.	Harold F. Gilbert	91.6	Pvt. 1st Cl.	John Benedict	87.6
Private	Sparr E. Olsson	91.3	Pvt. 1st Cl.	K. A. Hambel	87.2
Sergeant	Peter N. Feeney	91.2	Private	Paul L. Heuett	87.1
Pvt. 1st Cl.	George J. Bruns	91.1	Private	Theo. E. Johnson	87.
Private	John I. Felkey	91.	Private	Willis P. Allen	86.6
Private	Arthur Kind	91.	Private	Howard C. Hume	86.6
Sergeant	James Forshaw	90.8	Pvt. 1st Cl.	Roy E. Woodruff	85.7
Corporal	John A. Robinson	90.8	Staff Sgt.	H. B. Kannolt	85.6
Pvt. 1st Cl.	Murl M. Clark	90.8	Private	Frank D. Hicks	85.5
Private	Walter E. Schwager	90.8	Private	Carl A. Stein	85.3
Private	Vernon R. Drinkwine	90.6	Private	Wm. G. Harrison	85.1
Private	Miller O. Jackson	90.6	Staff Sgt.	Dan C. Pruitt	85.

Practically all of the officers stationed at the field made qualifying scores in their pistol practice, for of the 21 officers who fired, 43% qualified as experts, 14% as sharpshooters and 39% as marksmen. The following are our experts, with their respective scores:

1st Lieut.	Joseph R. Hargrove, Air Reserve,	94.5%
2nd Lieut.	George W. Hansen, Air Corps,	92.6
2nd Lieut.	Edward V. Pettis, Air Reserve,	92.6
2nd Lieut.	Kenneth C. Brown, Air Corps,	90.
2nd Lieut.	Otis B. Crawford, Air Reserve,	89.3
2nd Lieut.	Henry B. Fisher, Air Reserve,	89.2
1st Lieut.	LeRoy A. Walthall, Air Corps,	87.1
2nd Lieut.	Allen Chapman, Air Reserve,	85.7
2nd Lieut.	Nelson D. Jenkins, Air Reserve,	85.1

It was necessary to curtail somewhat the preliminary exercises, such as trigger-squeeze, sighting, etc., due to the receipt of orders for the 91st Observation Squadron to proceed to Mather Field the beginning of March as advance guard for the annual Air Corps Maneuvers to be held there from about April 1st to April 24th. For the same reason it was necessary to delay until a little later the pistol firing of the 15th Photo Section.

The personnel of Crissy Field anticipate a busy two months in preparing Mather Field for the Air Corps Maneuvers, administering that field during same, participating therein as the only observation squadron, and maintaining the necessary post overhead at Crissy Field. We hope to perform all these duties in a creditable manner and, during March, accomplish at least some aerial gunnery training which was originally scheduled for April.

STRANDED SELFRIDGE AIRMEN MAKE LONG TREK OVER SNOW

It will be recalled that Lieut. Norman D. Sillin, Air Corps, a member of the Arctic Patrol Flight of the 1st Pursuit Group, was forced down at Cooks, Michigan, on the return trip, due to a broken connecting rod. After a delay of four days he flew in to Selfridge Field on February 2nd, thus accounting for all the Pursuiters who started on the memorable flight to Spokane. In the last issue of the News Letter it was stated that Lieut. Harry A. Johnson in a C-9 Transport, accompanied by four mechanics, and ferrying a new engine, flew to the spot where Lieut. Sillin landed but was forced to go to Manistique, the nearest airport, from which place the engine was hauled to Cooks.

On taking off from Manistique for the return flight to Selfridge Field, Lieut. Johnson was forced to fly low due to snow, when suddenly the right and center engines quit and the Transport stuck her nose down. It was all over, however, before reaching hands could grasp whatever there was to grasp, and when everyone was out of the plane and the startled mechanics had a few minutes to quiet their palpitating hearts they found themselves waist deep in snow and evidently miles and miles from any sort of habitation.

Immediate and careful inspection disclosed the fact that the landing had been made on a small field on the side of a large hill and that under the snow the entire field was dotted with stumps. In landing, one of these stumps tore off the right skii and the subsequent jar had thrown the right engine entirely out of the mounting, destroying that wing. It did not take a great deal of thought or concentration to bring home the fact that the plane would require a complete overhaul and if they were going any place they might as well get started. Luckily, just before landing, Lieut. Johnson had spotted the town of Alba, Michigan, and the long trek over the snow-covered, untracked hills began. No trails or roads had been broken through for days and it was a leg sore and weary gang that finally, at dark, trooped disconsolately into this little northern town.

Many days the crew spent in this north country among kind and friendly farmers before the ship could be dismantled and hauled over hastily improvised roads to the freight station at Alba, where shipment was made to the Ford Company at Dearborn, Michigan.

Several days later all the personnel reached Selfridge Field high in their praise of the hospitality of the snow-bound farmers in upper Michigan.

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ONE-WHEEL LANDINGS

Lieut. Richard E. Cobb, Air Corps, flying a C-1, recently made, minus one wheel, a perfect two-point landing at the Fairfield Air Depot, Ohio. The wheel was lost soon after taking off from Selfridge Field. With him were three passengers, Lieuts. Underhill, Giovannoli and Rhudy. The story of their predicament was telephoned ahead and the usual signal was given prior to settling down the Transport. The airmen returned to Selfridge Field in four P-1's which had received major overhauls in the Fairfield shops.

Successfully accomplishing the hazardous feat of landing a huge bomber with only one good wheel, Lieut. William Groen, Jr., Rockwell Field pilot, saved his life and that of five enlisted passengers on the afternoon of March 4th.

Lieut. Groen was piloting a Keystone LB-7 bomber and took off as one member of a three-plane formation. In some manner one of the wheels of the plane was so badly damaged in the take-off that it was useless, but those in the plane were unaware of the fact. When those on the ground saw what happened, Captain H.M. Elmendorf and Lieut. I.A. Woodring took off in pursuit of the bomber, and by diving and other maneuvers attracted the attention of the occupants of the bomber. A mechanic looked over the side, saw what was wrong and wrote a note to Lieut. Groen, explaining the situation. By this time the bomber was at an altitude of about 1500 feet.

Circling down over the field, Lieut. Groen signalled that he was about to land. All precautions for an accident were taken at once. The army ambulance and the fire engine took up stations at the indicated landing place, and with breathless interest those on the ground waited for what they feared might be a serious crash. Lieut. Groen, however, was master of the situation and, tipping his plane away from the side on which the damaged wheel was attached, landed on one wheel, bumping along over the field until he was no longer able to balance the slowing plane. There was a crash and a ripping of fabric, and the plane

settled down in a cloud of dust. Ambulance and fire engine crews rushed to the spot but, happily, they were confronted by the pilot and crew of the plane emerging unhurt from the wreckage.

One wing of the plane was wrecked, but neither the motors nor the propellers were damaged. Fellow officers declared that Lieut. Groen's landing was a perfect one and that his skill alone averted what might otherwise have been a major accident.

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NIGHT FLYING AT SELFRIDGE FIELD

Night flying, something which heretofore was confined to arrivals after dusk at Selfridge Field, actually became a reality, and from the interest it created over the surrounding country an interesting treat was afforded those who witnessed the flights. The roads leading to Selfridge Field were thick with cars, and hundreds were parked along the paved road west of the field.

This particular night flying consisted of a test by the 15th Observation Squadron of the modified Mark I Airplane Flares. Flights were made on the 19th, 20th and 21st, and the billion candle-power BBT floodlight covered the field for landings and take-offs with daylight. This particular light is just another remarkable creation - one which recalls the time at Paranaque Beach in the Philippines when we poured a Tee of gasoline on the very small flying field and ignited it so that Captain Ira C. Eaker, returning from Stotsenburg, might know the wind direction and the approximate location of the field. At that time all was rush, worry and chaos. Now all we do is to just push or pull a switch. What a difference!

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ENDURANCE FLYER DROPS IN AT SELFRIDGE

Practically everyone with any time in the Air Corps at all remembers Byron K. Newcomb, ex-Staff Sergeant and pilot extraordinary, who for so many years was a member of the First Pursuit Group. He paid a visit to Selfridge Field the other day, driving in from his home town in Akron, Ohio, where he has been employed as a pilot.

Newcomb joined the Air Corps as a Cadet at Carlstrom Field, Arcadia, Fla., on January 1, 1920, going to the Advanced Flying School at Ellington Field, Houston, Texas, on September 1st. Upon his graduation he was immediately assigned to duty as flying instructor at Carlstrom Field.

In January, 1922, Newcomb was assigned to the 1st Pursuit Group, then at Ellington Field, with which organization he remained, except for details in 1923, 1924 and 1926 as an Instructor at the Air Corps Primary Flying School at Brooks Field, Texas, until November 1, 1928. On this date Sergeant Newcomb was discharged by purchase to enable him to accept a position as an instructor in a flying school at Cleveland, Ohio. Flying over Cleveland in a Stinson plane with another ex-Staff Sergeant of the Air Corps, Roy L. Mitchell, he broke the then existing world's record for continuous flight.

At the time of his discharge from the military service, Newcomb had flown practically every type of military aircraft and had a total of 3,493 hours and 5 minutes in the air as pilot.

Readers of the Air Corps News Letter will remember Newcomb for many things - probably mostly for his argumentative disposition and his keen and scathing wit. Newcomb would argue about anything. There was one argument, however, which he never won, which was demonstrative of that particular "weakness" in his disposition. Like most arguments, no one remembers how it started. It pertained, however, to a bullet fired from a gun at the rate of 60 miles per hour with the gun mounted on a train moving in the direction of fire at the same rate of speed. Whichever side Newcomb took, the entire section arrayed themselves solidly against him, and when he finally slammed on his hat and burst from the room the bullet was half in and half out of the muzzle of the gun.

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The Secretary of War has directed that the band of the First Chemical Regiment, Edgewood Arsenal, be rendered inactive on April 4, 1930, and its personnel transferred in grade and rating to the band of the Air Corps Primary Flying School, March Field, Calif. After the transfer has been effected the band will be moved as early as practicable to Brooklyn, N.Y., from which port it will sail by transport to San Francisco, and thence by rail to March Field.

MEMORIAL UNVEILED AT FAIRFIELD TO ITALIAN AIRMAN

The ceremony of unveiling a tablet in memory of Lieutenant Giovanni Pirelli, Italian aviator, a member of an Italian Military Mission to the United States, who was killed at Wilbur Wright Field on February 4, 1919, when the Balilla airplane he was piloting plunged to the ground from 200 feet, took place at Fairfield, Ohio, at 3:30 P.M. on Wednesday, March 12. Services were held on the spot on which the plane fell, where the tablet, which is of stone, measuring 20 by 30 inches, is placed. All officers of Wright Field and Fairfield were present.

General Foulcis made the opening address. Presentation of the tablet to the United States Government was made by Commander Silvio Scaroni, Air Attache of the Royal Italian Embassy, Washington, D.C., and its acceptance acknowledged by Major H.H. Arnold, Commanding Officer of Fairfield. Commander Scaroni and Major Paolo Sbernareri arrived from Washington on the morning of the ceremony.

Lieutenant Pirelli was 35 years old when he fell to his death in 1919. He was a member of a prominent family of Milan, Italy, and had spent three years upon the Italian-Austrian battle front. He was credited with downing at least four enemy airplanes and had been decorated four times for his daring and bravery, one award being a special military cross of merit from the Italian Government.

General Foulcis said in part: "During the uncertain weeks immediately following the Armistice, it was essential that experimental and research activities should "carry on" until conditions were definitely settled. It was while cooperating to the full with American engineers and giving them the experience of his broad aerial experience that Lieutenant Pirelli's end came so suddenly. His extreme devotion to duty and unusually pleasing personality endeared him to our hearts from his very arrival in this country. He was one of us in a common cause. -- Eleven years have passed but his sacrifice has not been in vain. His example while among us and his passing at a time when he was so actively engaged in service to two great nations can not be soon forgotten. It is an important link in the bond of friendship between Italy and America."

Commander Scaroni in the presentation address spoke of having served with Lieutenant Pirelli in the World War and of the love and respect the officer held both for his remarkable personality and his ability. His Italian brother officers felt that Italian Aviation could have been better represented in the United States by no other. He thanked the United States and the historic Fairfield for allowing the stone to be placed in commemoration of his lost comrade, both in the name of Pirelli's family and in his own name, and felt that the simple stone would always stand as a symbol of the spirit of cooperation and friendship between the American and the Italian peoples.

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CONNECTICUT AIRMEN FLY TO MIAMI

As a means of training in cross-country flying for officers of the 118th Observation Squadron, C.N.G., permission was requested of and granted by the Militia Bureau for a flight of this organization to attend the National Air Races at Miami, Fla.

The following officers and men made up the flight:

Major H.E. Johnson	Staff Sgt. E.M. Walker
1st Lieut. H.H. Mills	Staff Sgt. H.H. Homan
1st Lt. E.L. Markham	1st Lieut. R.M. Webster, D.O.L., A.C. Instructor.

The three planes used were an O2K, flown by Major Johnson; an O-11, flown by Lieut. Mills; and an XO-12, flown by Lt. Webster.

This flight was accompanied by a civilian plane, owned by the Department of Aeronautics, State of Connecticut, a Vought Corsair, which was flown by Capt. H.W. Generous, 118th Observation Squadron, and carrying as passenger Capt. C.M. Knox of the 118th Observation Squadron.

Plans were made to leave Hartford at 8:00 A.M., January 10, but, due to heavy fog, the start was delayed until 1:40 P.M.

The first leg of the hop landed the flight at Bolling Field, Washington, where the airmen remained over night.

On January 11th, the flight left Bolling Field at 8:50 A.M. for Pope Field, Fayetteville, N.C., via Richmond and Raleigh. Visibility was poor and

the flight did not ascend over 1,000 ft. of altitude. At 11:30 A.M. the flight landed at Pope Field, lunched at the Officers' Mess, and at 1:00 P.M. departed for Jacksonville, Fla., via Charleston, S.C., and Savannah, Ga. About forty miles outside of Charleston weather and low clouds were encountered and flying was difficult. From that point on the Georgia Swamps were very much in evidence.

On arriving at St. Simon's Island, near Brunswick, Ga., the fog increased and, due to the low clouds, the first two ships in the flight were separated from the second two. For that reason Major Johnson and Capt. Generous turned back and landed at Redfern Field, St. Simon's Island. Lieuts. Mills and Webster continued on and landed at Jacksonville, Fla., at 5:20 P.M.

The two planes which landed on St. Simon's Island were held there by bad weather for two days. Lieuts. Webster and Mills left Jacksonville at 1:30 P.M. on the 13th and arrived at Miami at 5:15 P.M. On January 14th the fog lifted sufficiently around St. Simon's Island to enable Major Johnson and Capt. Generous to get off. They left at 11:00 A.M. and landed at Jacksonville 40 minutes later in a light rain. After the ships were serviced the airmen took off at 12:45 P.M. for Miami and arrived there at 4:30 P.M.

The flight remained in Miami on January 15th and 16th, since the races continued through the 15th. On the following day motor trouble was experienced on the Vought "Corsair", which held the flight in Miami all through that day.

January 17th at 9:30 A.M. the flight took off for St. Petersburg, Fla. There were low clouds for the first half hour but the flight progressed to a higher ceiling and more favorable flying conditions. The flight passed over the south end of Lake Okechobee and past the old Air Service Flying School field at Arcadia, and landed at St. Petersburg at 2:00 P.M.

Governor and Mrs. Trumbull of Connecticut, who were spending a few weeks at St. Petersburg, were at the airport to meet the flight when it arrived.

Due to rain, the flight remained at St. Petersburg on the 18th, but on the 19th departed at 10:50 A.M. for Tallahassee, Fla., with best wishes from the Governor and Mrs. Trumbull, who were at the airport to see the flight take off.

About thirty minutes out of St. Petersburg, and flying at an altitude of 1,000 ft. due to low ceiling, the O-11, flown by Lieut. Mills, developed motor trouble. As a result, the entire flight turned back to Tampa for repairs. The necessary repairs having been taken care of, the flight took off for Tallahassee at 1:30 P.M., and arrived there at 4:00 P.M.

On January 20th, the flight left Tallahassee at 9:55 A.M. for Birmingham, Ala. Flying conditions were good, except for first twenty-five miles out, when some fog was encountered. The flight landed at Robert's Field, Ala. (Birmingham) at 12:25 P.M. and were the guests of the officers of the 106th Observation Squadron.

Weather reports indicated that they were liable to encounter bad weather between Birmingham and Nashville and so decision was made to remain in Birmingham for the night.

January 21st being rainy and foggy, the flight remained at Birmingham.

On January 22d, from early morning to about 2:00 P.M., weather conditions were very poor with exceptionally low ceiling and plenty of rain. At 2:45 P.M. weather conditions looking more favorable, the flight left Birmingham for Nashville, Tenn. Flying conditions were very poor, a heavy haze and low ceiling prevailing. The flight, however, pushed on to Murfreesburg, Tenn., and landed at 4:30 P.M., at Sky Harbor Airport. Although the flight landed at Sky Harbor, Murfreesburg, it continued on by motor bus to Nashville where it was met by members of the Air Service, Tennessee National Guard, and was their guest for that evening. It was the good fortune of this flight to meet Lieut. Vincent Meloy of the Militia Bureau who happened to be at Nashville at that time.

On January 23d the flight left Murfreesburg at 9:45 A.M. at a temperature of about zero, and arrived at Dayton, Ohio, at 12:35 P.M., where they found that the temperature around nine degrees below zero. During the flight, Capt. Generous in the Vought, who was leading the flight, had the misfortune to freeze his face. Through immediate medical attention, however, Capt. Generous will not experience any bad effects.

The flight remained at Dayton the rest of the day and departed for Cleveland on January 24th at 2:25 P.M. A strong tail wind speeded the flyers onward and at 3:40 P.M. they landed in Cleveland where they were the guests of the Chamber of Commerce and the Officers of the 112th Observation Squadron.

Weather reports being bad and showing some snow around Buffalo, the flight remained on the ground on the 25th, but on the 26th they left Cleveland at

10:55 A.M. for Buffalo, arriving there at 12:30 P.M. where the ships were serviced. At 1:45 P.M. the flight left Buffalo for Hartford, arriving at 4:40 P.M., after a very cold trip.

Members of the flight feel that very worthwhile contacts were made on this trip and it is their hope that it may be repeated in future years.

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LARGE CLASS TO ATTEND AIR CORPS TACTICAL SCHOOL (w/21st)

The largest student class in the history of the Air Corps Tactical School, Langley Field, Va., is scheduled to start the next course in the latter part of August. A total of 25 students - 5 Majors, 10 Captains and 10 First Lieutenants) are under orders to report to the Commandant of the School not later than August 24th, viz:

Majors

Lawrence S. Churchill, Langley Field, Va.
Ralph P. Cousins, Philippine Department
S. W. FitzGerald, Brooks Field, Texas
Walter G. Kilner, Langley Field, Va.
Charles B. Oldfield, Brooks Field, Tex.

Captains

Wm. V. Andrews, Langley Field, Va.
Robert G. Breene, Wright Field, Ohio.
Claire L. Chennault, Brooks Field, Tex.
Idwall H. Edwards, March Field, Calif.
Wm. S. Gravely, Kelly Field, Texas.
Thomas W. Haste, O.C.A.C. Washington.
Lester T. Miller, Langley Field, Va.
Victor H. Strahm, Selfridge Field, Mich.

Captains (Cont'd)

Donald Wilson, Langley Field, Va.
Harry H. Young, Instr. N.G., St. Louis.

1st Lieutenants

Harold W. Beaton, Langley Field, Va.
Chas. C. Chauncey, Langley Field, Va.
Burnie R. Dallas, Rockwell Field, Calif.
Eugene L. Eubank, Wright Field, Ohio.
Emil C. Kiel, Kelly Field, Texas.
W. T. Larson, Kelly Field, Texas.
George C. McDonald, Langley Field, Va.
George A. McHenry, Ft. Crockett, Tex.
Wm. J. McKiernan, Langley Field, Va.
E. C. Whitehead, Wright Field, Ohio.

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AIR CORPS OFFICERS DETAILED TO ARMY WAR COLLEGE

The detail of four field officers of the Air Corps to duty as students at the Army War College with the August, 1930, Class, will involve changes in as many important assignments. The four officers who received orders assigning them to the War College are Major James E. Chaney, Commandant of the Advanced Flying School, Kelly Field, Texas; Major Jacob E. Fickel, Executive Officer of the Materiel Division, Wright Field, Ohio; Major Walter H. Frank, Assistant Commandant of the Air Corps Tactical School, Langley Field, Va.; and Major Hugh J. Knerr, Commanding Officer, 2nd Bombardment Group, Langley Field, Va.

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MANEUVERS IN THE PHILIPPINES PHOTOGRAPHED

The 6th Photo Section, stationed at Nichols Field, Rizal, P.I., had a busy month performing a considerable amount of photographic work in connection with the recent Philippine Division Maneuvers which were held at Batangas and vicinity, 50 miles south of Manila. A reconnaissance strip was made of the road from Manila to Batangas, also a mosaic of Batangas Bay and inland, approximately 100 square miles, at scales of 1-10,000 and 1-12,000, delivering the prints to all departments interested prior to the start of the maneuvers.

Daily photographic missions were flown during the course of the maneuvers over truck trains, marches, camps, batteries and bridges. The laboratory work was done at Nichols Field, and the finished photographs sent by plane to Batangas and dropped the same morning they were taken.

GRADUATION OF ADVANCED SCHOOL STUDENTS

The graduation exercises of the Advanced Flying School, Kelly Field, San Antonio, Texas, were held on February 27th. The aerial review scheduled for 9:00 a.m., was cancelled because of rain.

The graduation exercises were held in the Officers' Club at 11:00 a.m. Brigadier-General Halstead Dorey, Commanding General, Second Division, delivered the principal address and presented the graduation certificates. Brigadier-General Frank P. Lahm introduced General Dorey and presented the Reserve commissions. The wings were pinned upon the graduates by Major C.L. Tinker, Assistant Commandant of the Advanced Flying School.

This graduation class has the distinction of having more Reserve officers accept active duty than any previous class. Out of the 81 Flying Cadets graduating, 71 have accepted duty with tactical units. The graduating class numbered 95 students, 14 being officers of the Regular Army.

LOST SPRING ON NORTH ISLAND RE-DISCOVERED

The lost spring on the Rockwell Field side of North Island which a century and a half ago was used to supply Spanish soldiers, whalers and before that, perhaps, pirates; was re-discovered on February 6, 1930.

The first known record of the spring dates back to 1793, when Fort Gurjarros was established on Ballast Point for the protection of the Spanish Mission. The soldiers were tipped off to the knowledge that such a spring existed from tramp-sea captains, who in turn had learned of the spring from the last remnants of Pacific pirates. The soldiers rowed across the channel to the well, rather than row clear up the Bay to San Diego River. And so for a time the little well on North Island supplied all the inhabitants on what is now called Point Loma.

In 1803, American trading and whaling vessels began putting into the channel for water. They pulled their row boats upon the sand of what is still known as Whaler's Bight. The water from this tiny spring on North Island was also taken across the channel to the workmen of the hide houses near the present La Playa. In fact, the spring during those years was the only reason persons ever touched on North Island.

In 1846 the Island changed from nobody's land to a private concern. A family lived on the island for a while and used the spring water. Then the family moved away and the spring just faded from knowledge.

For fifty years or so, historians hunted for the diminutive spring on North Island but could not find it. To persons not acquainted with North Island, this fact perhaps seems strange. Strangers or visitors see the hangars and the smooth land where the planes land and it looks as if nothing whatever could be lost from sight on the pool-table flatness. The southwestern corner of the island where the planes do not land is, however, segregated from the rest of the island by a salt water marsh coming in from Whaler's Bight. The deserted area is about four square miles and covered by sand dunes and desert growth. The spring was known to be concealed somewhere in this territory, but nobody knew just where.

Major H.H. Arnold, A.C., when in command of Rockwell Field in 1923, located the spring in an effort to complete the History of North Island. However, insufficient markers were left, but a clue that it was somewhere north of an old brick wall was all the information available. Searchers time and again spent hours treading through the brush of the sand dunes, but to no purpose. And this seems odd, because a hundred years previously this spring was the only thing for which North Island was used.

On February 6th, Major Carl Spatz, Commander of the 7th Bombardment Group, and Lieut. Harold W. Bowman, publicity officer for Rockwell Field, set out determined to find the spring or give up all future attempts - as far as they were concerned. After hunting most of the morning, they gave it up, and were returning to Post Headquarters, when one more clump of brush was attempted, because the brush had a green growth on it. Also, the sand in this special gully was marked by trail tracks. Presently two big jack rabbits sprang from the thicket. This looked promising to the searching party. But still the spring could not be found. The spring would still be undiscovered had the searchers in penetrating the brush not sighted an old water keg and a few bleached bones. The thicket much higher than a man's head, had completely submerged the spring and the decaying vegetation had filled the hole which the whalers had kept open. With an axe and shovel an entrance was hacked through the stiff growth, and sure enough, in the very heart of the roots was a dark hollow, and in the hollow was water.

Lieut. Bowman stooped down and tasted the water. It was fresh. As he began digging the old well revealed itself. New water, too, ripped in rapidly. This was the spring so many persons during past years had been searching for. Major A.L. Sneed, Commanding Officer of Rockwell Field, was immediately notified. Now that the spring has been found, it will never be lost again. Major Sneed is anxious for it to be preserved, perhaps, lined with cement. He, as well as many others, is of the belief, geologically, that the San Diego River, an underground stream, flows below the bottom of San Diego Bay, and is separated from the Bay by a layer of rock and clay. The river, it is said, could flow under North Island. At one time funds were requested to make soundings but the request was disapproved. However, if such a water supply is found, it could furnish water to both the Army and Navy activities stationed at North Island.

A later item received from the Rockwell Field Correspondent states that the bones of a whale that lived, perhaps, a million years or more ago has lain beneath North Island happily oblivious to landing wheels. The whale would be there yet - and much of it is - except for the prodding shovels of Rockwell Field prisoners. They were sent out to clean open the old spring re-discovered on the Island, the spring which pirates and Spaniards used prior to the 18th Century.

The whale was down there, fossilized and its old weary bones heavily plated with silica. The prisoners, as they struck into the ribs, did not know it was a whale, nor did anybody know it was a whale, for the spring is a good half-mile from the edge of the nearest beach. And, too, there are shrub trees and desert grass around the spring. A few thought the bones were those of a horse which in an ill-advised moment walked to the spring and was swamped. Others said the bones were those of an Army mule which in days gone by strayed from old Fort Pic Pico and was lost. The bones, instead of becoming exhausted under the picks, increased in volume. Lieut. Bowman, in addition to his other duties, is fast becoming an amateur archeologist. After more digging into adjoining territory they soon were weighted to their shoulders in bone-lore. They might have a mastodon; they might have a dinosaur; they might have saber-toothed tiger, or again they might have the remains of an Army mule. The bones were bundled into a car and a number of the best samples taken to the Museum of National History, Balboa Park, San Diego. The verdict from the scientists was only a moment in coming, and the verdict was unanimous - "Whale". The scientists further advised that it was of the Pleistocene era - the youngest of the geological ages - say a million years ago. So Rockwell Field in addition to finding a whale, also found a new word.

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NEW AIRPLANES FOR THE ARMY AIR CORPS

The Army Air Corps recently placed contracts for new airplanes which will involve an expenditure from Air Corps appropriations for the Fiscal Year ending June 30, 1930, of \$3,134,261.21. A contract with the Curtiss Aeroplane and Motor Co., of Buffalo, N.Y., in the sum of \$701,435.80, covers 50 Model A-3B Attack planes, together with spare parts and necessary engineering data. When deliveries on this contract will have been completed, the Air Corps will have a total of 78 A-3B Attack planes, inasmuch as 28 of them are already in production and are being delivered under a prior contract. This new type of Attack plane is powered with the Curtiss D-12-E water-cooled engine.

The Keystone Aircraft Corporation, of Bristol, Pa., was awarded a contract for 73 Bombardment planes, spare parts, and engineering data, at a total cost of \$2,208,137.50. Each of these giant Bombers will be powered with two Pratt and Whitney 525 h.p. "Hornet" air-cooled engines.

The contract awarded the Douglas Aircraft Co., Inc., of Santa Monica, Calif., involved a sum of \$224,687.91, and covered 17 Model O-25A Observation airplanes and spare parts. These airplanes are to be equipped with Curtiss geared 1570 water-cooled engines. This addition of 17 airplanes will make a total of 53 Observation planes of this type to be manufactured by the Douglas Company, 36 of which are now in production under a prior contract.

The procurement of new airplanes from funds which may become available for the Fiscal Year 1931 is being held in abeyance until the appropriation bill now before Congress has been passed and approved by the President.

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OFFICERS DETAILED AS STUDENTS AT AIR CORPS ENGR. SCHOOL

Special Orders of the War Department recently issued directed the following named officers to report not later than July 1, 1930, to the Commandant of the Air Corps Engineering School, Wright Field, Ohio, for duty as students:

Captain Omer O. Niergarth, Fairfield A.D.	1st Lt. Leland C. Hurd, Detroit, Mich.
1st Lt. Herbert K. Baisley, Post Field.	1st Lt. Michael E. McHugo, Langley Fld.
1st Lt. Benj. W. Chidlaw, Brooks Field.	1st Lt. K.B. Wolfe, Langley Field.
1st Lt. A.R. Crawford, Selfridge Field.	1st Lt. E.M. Powers, N.Y. University
1st Lt. John L. Davidson, Ft. Crockett.	1st Lt. R.L. Williamson, Hawaiian Dept.
1st Lt. C. S. Johnson, Wright Field.	2nd Lt. F.E. Glantzberg, Wright Field.
1st Lt. Edmund C. Langnead, Brooks Field.	2nd Lt. Chas. A. Ross, Wright Field.
1st Lt. Russell J. Minty, Fairfield A.D.	2nd Lt. C.S. Thorpe, Wright Field.

MAJOR JOUETT LEAVES THE SERVICE

The resignation on March 4th of Major John H. Jouett, Air Corps, removed from this branch of the service one of its most popular officers. Graduating from the United States Military Academy in 1914 and being commissioned a 2nd Lieut., Coast Artillery Corps, he was promoted to 1st Lieut. on July 1, 1916, to Captain, July 1, 1916, and to Major, A.S., S.C., on July 25, 1917.

Soon after the entry of the United States in the World War, Major Jouett, at his own request, was detailed to the Aviation Section, Signal Corps, and he was assigned to the Army Balloon School, Omaha, Neb., for duty as student. Upon his graduation on July 24, 1917, he was rated a Junior Military Aeronaut. After several weeks' temporary duty in Washington in the Office of the Director of Military Aeronautics, Major Jouett was assigned to duty overseas. He served on important details at Paris and Tours, France; with the 4th Army Corps Balloon Group from July 20 to August 29, 1918; with the 5th Army Corps Balloon Group, August 30 to October 18, 1918, and with the 2nd Army Balloon Wing, October 18, 1918, to February 5, 1919.

Upon his return to the United States, Major Jouett was stationed at Lee Hall, Va., and at Post Field, Fort Sill, Okla. In February, 1922, he was detailed for duty at the Air Corps Tactical School, Langley Field, Va., where he served in the dual capacity of student as well as instructor. Following his graduation from the Tactical School, Major Jouett completed the course at the Primary Flying School at Brooks Field and the Advanced Course at Kelly Field, graduating on August 30, 1924, and being rated Airplane Pilot.

Assigned to duty in the Office of the Chief of the Air Corps, Washington, he served as Chief of the School Section, Training and Operations Division, and later as Chief of the Personnel Division. His last assignment was that of Commanding Officer of the 3rd Attack Group at Fort Crockett, Galveston, Texas.

Our best wishes for success are extended to him.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: Major John F. Curry, upon completion of present course of instruction at Command and General Staff School, Fort Leavenworth, Kansas, to Langley Field, Va., for duty as Asst. Commandant, Air Corps Tactical School.

Captain Neal Creighton, Fort Sill, Okla. to Fitzsimons General Hospital, Denver, Colo., for observation and treatment.

Major John H. Pirie, upon completion tour of duty in Philippines, to Office Chief of Air Corps, Washington.

Captain Harrison W. Flickinger to Langley Field, Va., upon completion of course of instruction at Air Corps Tactical School.

1st Lieut. James P. Hodges to duty as Instructor at Coast Artillery School, Fort Monroe, Va., upon completion course of instruction at Tactical School.

Upon completion of present course of instruction at Air Corps Engineering School, Wright Field, Dayton, Ohio, 1st Lieut. Harlan T. McCormick to Garden City, L.I., New York, for duty as Air Corps Representative at Curtiss Aeroplane and Motor Co. factory; 1st Lieuts. Wm. N. Amis, Oryal R. Cook, Albert C. Foulk, Paul H. Kemmer, Charles D. McAllister, Arthur W. Vanaman, Dudley W. Watkins and 2d Lt. Frank D. Klein to Materiel Division, Wright Field.

Captain Karl S. Axtater, Scott Field, to Wright Field, Dayton, Ohio.

1st Lieut. Hilbert M. Wittkop, Brooks Field, to New York University, N.Y. City, not later than May 1, 1930.

1st Lieut. Claude E. Duncan and 2nd Lt. Donald R. Lyon, upon completion of course of instruction at Air Corps Technical School, Chanute Field, Ill., to Rockwell Field, Coronado, Calif.

2nd Lt. Cornelius W. Cousland, Post Field, Fort Sill, Okla., to Bolling Field, D.C. Previous orders in his case revoked.

1st Lieut. Oliver K. Robbins, Crissy Field, to Office Chief of the Air Corps, Washington, D.C.

Promotion: 1st Lieut. Charles P. Prime to Captain, rank from March 5, 1930.

Resignations: Major John Hamilton Jouett, March 4, 1930.

2nd Lieut. Robert Coleman Ashley.

Captain John Joseph Devery, Jr.

Appointment: 2nd Lieut. Wm. John Clinch, Jr., Air Corps Reserve, to 2nd Lieut., Air Corps, Regular Army, rank from January 6, 1930, to Mitchel Field.

Detailed to the Air Corps: Captain Stuart Cutler, Infantry, and to Primary Flying School, Brooks Field, not later than July 1, 1930, for training:
Relieved from detail to Air Corps: 2nd Lieut. Charles G. Rau to 30th Inf., Presidio of San Francisco, Calif.
 2nd Lieut. Frederick G. Stritzinger to 1st Field Artillery, Ft. Sill, Okla.
 2nd Lieut. Frank M. Steadman to Field Artillery, Fort Sill, Okla.
 2nd Lieut. Normando A. Costello to Infantry, 2nd Div., Ft. Sam Houston, Tex.
Reserve Officers to Extended Active Duty: July 2, 1930 to Jan. 2, 1931:-
 2nd Lieut. Philip A. Roll; Ft. Myers, Fla; 2nd Lt. Cedric B. Davis, Los Angeles, Calif., to Rockwell Field; 2nd Lt. Wilmer Eugene Hall, Florence, Ala., to Maxwell Field, Ala.; 2nd Lt. Carl N. Olson, Galesburg, Ill., to Marshall Field, Fort Riley, Kansas; 2nd Lt. Chas. C. Cunningham, Indianapolis, Ind., to Marshall Field; 2nd Lt. W. Hill Snyder to Pope Field, Fort Bragg, N.C.; June 29 to Dec. 27, 1930 - 2nd Lt. Karl H. Kalberer, El Paso, Texas, to Fort Crockett, Texas; July 2, 1930 to January 31, 1931 - 2nd Lieut. Charles F. Carter, Jacksonville, Fla., to Pope Field, N.C.; June 2 to December, 2, 1930 - 2nd Lt. James Dudley Pendleton, Charlotte, N.C., to Pope Field, N.C.; June 30 to Dec. 23, 1930 - 2nd Lieut. Dick R. Petty, Audubon, Iowa; April 1, 1930 to March 31, 1931 - 2nd Lt. John J. Mulvey, San Diego, to Rockwell Field; July 12 to December 31, 1930 - 2nd Lt. David L. Johnson to Marshall Field, Kansas.
Relieved from detail to Air Corps: 2nd Lieut. Wm. L. Fagg to Infantry, 2nd Division, Fort Sam Houston, Texas.
 2nd Lt. Paul W. Shumate to 1st Cavalry Division, Fort D.A. Russell, Wyo.

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STATUS OF PROMOTED OFFICERS ON FOREIGN DUTY ROSTER

In connection with the article on the promotion of 1st Lieutenants of the Air Corps, published elsewhere in this issue, attention is invited to the fact that those officers who have recently been promoted and those who are slated for promotion in future will find a different situation confronting them with respect to their position on the foreign duty roster.

A First Lieutenant may be slated for foreign service, say, next January. Should he be promoted prior to that time, he will most likely find himself due for such service either prior or subsequent to the time he was originally scheduled to go under his rank as 1st Lieutenant.

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BANDS FOR THE ARMY AIR CORPS

With the transfer of the 52nd Coast Artillery Band from Fort Eustis, Va., to Langley Field, Va.; the 9th Coast Artillery Band from Fort Banks, Mass., to Mitchel Field, New York, and the Band of the First Chemical Regiment from Edgewood Arsenal to March Field, Calif., the Air Corps will have a total of seven bands. The four bands previously transferred to the Air Corps are as follows:

- The Technical School Band at Chanute Field, Rantoul, Ill.
- The 3rd Attack Group Band at Fort Crockett, Galveston, Texas.
- The 6th Composite Group Band at France Field, Panama Canal Zone.
- The Air Corps Training Center Band at Kelly Field, Texas.

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NOTES FROM AIR CORPS FIELDS

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Selfridge Field, Mt. Clemens, Mich., Feb. 15th.:

The Post School is progressing according to schedule, and the Group Commander has been handing out examinations right and left. In connection with the law course, Col. William B. Pistole, Judge Advocate General, Sixth Corps Area, visited here on the 6th for the purpose of instructing officers in this course. Col. Pistole returned to Chicago the following day.

One of the many visitors during the month was 2nd Lieut. Frank D. Klein, A.C., from Wright Field, Dayton, Ohio. Lieut. Klein used to pound out board proceedings on flying cadets and will be remembered as one of the co-authors of the 1st Pursuit Group Battle Song which was written between missions during the combined Air Corps Maneuvers at Norton Field last year.

Special effort is being made to insure the installation of radio sending and receiving sets in several of the Pursuit planes for use during the combined Spring Maneuvers. In this connection, 1st Lieut. Leroy M. Wolf, pilot, with Maj. Hugh Mitchell, Signal Corps, as passenger, arrived from Wright Field in an O-2 for the purpose of talking this matter over with Major Royce. It now seems assured that the necessary sets will be installed before the maneuvers.

Capt. Frank O'D. Hunter, A.C., arrived from Bolling Field, February 11th, returning the 14th. Capt. Hunter is now on duty in the Office of the Chief of the Air Corps, but for many months was Post Operations Officer here. While on duty here he made an emergency parachute jump from about 400 feet altitude and in another accident his moustache went up in smoke, the loss of which, unlike the loss of the ship from which he made the jump, proved but of temporary duration.

The Post Basket-ball season ended a few nights ago with the 57th Service Squadron winning the pennant hands down. They experienced very little difficulty in winning, only one game being lost during the season and that to the third place 15th Squadron. Headquarters Detachment, the runners-up, won all their games except those with the 57th, whose flashing red and blue uniformed stalwarts seemed always at their best. The League standing follows:

Team	W	L	PCT.
57th Service Squadron	14	1	933
Headquarters Detachment	12	3	800
15th Observation Squadron	6	9	400
94th Pursuit Squadron	6	9	400
17th Pursuit Squadron	4	11	267
27th Pursuit Squadron	3	12	200

Basket-ball and boxing teams, selected to represent this station at the Sixth Corps Area Indoor Athletic Meet at St. Louis the latter part of March, are busy getting into shape. The outstanding basket shooters of the squadron teams have for some time been playing together and from the victories over local teams they show promise of giving some one a good scare if not actually bringing home again another Corps Area basket-ball championship.

The boxers include such glove-slingers as 'Shuffle' Molly; Winfield Schieb and 'Pop' Bressner, the little fellow who made them all step while he was fighting in the Hawaiian Department. The Post Gymnasium is a place of hectic activity, and we hope it isn't all for nothing.

February proved itself a month of contrasts, at least as far as this station was concerned. The extremely warm weather during the latter part of the month changed the smooth hard surface of the field to a rutted morass over and through which it was almost impossible to even taxi. The balance of the month, however, was used advantageously for Group and Squadron training, special attention being given the combat and formation training of the newer pilots, Large Group formations were not possible, due to the number of Pursuit planes ferried to Fairfield for overhaul. These are not expected back until toward the end of March, when they will be groomed for the Spring Maneuvers.

Nichols Field, Rizal, P.I., Feb. 7th:

All the military personnel of Nichols Field were formed in a large square on January 30th to witness the presentation of cups won through various activities during the last year. Capt. Arthur E. Easterbrook presented two silver cups,

one for first place in field events and the other for second place in track events, won by Nichols Field at the recent Departmental Meet, to the Athletic Officer, Lieut. Hobart R. Yeager.

Mr. Cooper, of the Army & Navy Y.M.C.A., presented a first place cup, won by the Nichols Field Enlisted Men's Bowling Team in the Ten-Pin League, to Capt. Easterbrook. The latter then presented a first place cup, won by the bowling team of the 2d Observation Squadron in the Inter-Squadron Bowling League, to Capt. B.F. Giles, Commanding.

Work on the flying field is progressing satisfactorily. Under Capt. Voilandt's direction, some 4,000 cubic meters of earth were moved from along the railroad over to the narrow part of the field opposite the Engineering Hangar. Personnel of Nichols Field of two years ago will remember an hour-glass shaped field that wasn't so good, especially during the rainy season. Soon we may expect a real flying field with real drainage.

Capt. Arthur E. Easterbrook, who arrived on the December transport, was assigned as Executive Officer of Nichols Field. Lieut. J.L. Grisham, was assigned to the Adjutant's job, vice, Capt. C.M. Savage, who returned to the States on the March boat.

The Inter-Squadron Baseball League, under Lieut. Hobart R. Yeager's supervision, got under way on January 16th, when the Second Observation trimmed Headquarters (combined). Pvt. Kazben did his stuff hurling. The standings to date are:

	Won	Lost
2d Observation Squadron.	3	0
Headquarters (Combined).	2	1
66th Service Squadron.	1	2
28th Bombardment Squadron.	0	3

28th Bombardment Squadron: The January transport upon its departure took as passengers 1st Sgt. Mike Hamer and Sgt. Null, Mess Sergeant.

66th Service Squadron: 1st Lieut. John C. Kennedy was transferred to the 2d Observation Squadron on December 22d. 1st Lieut. Joseph Smith took over Lieut. Kennedy's duties as Supply Officer, Officer in Charge of Pistol Training and Athletic Officer.

Staff Sgt. James C. Elder left on January 11th for his new station, Langley Field. Sgt. Chas. Stream also left for his new station at Mitchel Field.

2d Observation Squadron: The first month of the new year was begun with a series of cross-country flights, followed by the War Maneuvers with the Philippine Division.

Lieuts. Grisham, Kelly and Myers, with Capt. Burch, Lieut. Paul and Staff Sgt. Stapp as passengers, flew to Aparri in three O-2H's, returning the next day.

Capt. Giles and Lieut. Backes, pilots, with Father Villalonga, Mr. Sinclair and Sgt. Crette, passengers, flew to Culion Leper Colony in two Leaning Amphibians.

The Division maneuvers commenced on January 9th and ended on the 16th. A total of 40 hours was flown by this Squadron in connection with these maneuvers, divided between command, photographic, reconnaissance and liaison missions.

The Squadron is now furnishing Artillery adjustment planes for the annual firing of the large guns of the 59th C.A. at Fort Mills, and is also commencing the annual gunnery and bombing for pilots and observers.

Work was started on the new barracks for this squadron. This will give the outfit a new kitchen, mess hall, day room and barracks, room for 40 men.

6th Photo Section: A mission was made of the infested cocconut groves in the vicinity of San Pablo in view of finding ways of combating a pest which is causing great destruction.

Aerial photographs were also made of the 1st National Eucharistic Congress held in the Philippine Islands and delivered to the Intelligence Department for distribution to all leading publications.

Staff Sgt. Frederic Heinye arrived on the last transport from Langley Field and has joined this section.

117th Observation Squadron, Michigan National Guard, March 4th:

This Squadron had a formal inspection and aerial review on February 15th. The inspection was conducted by Major-General Guy M. Wilson, Commanding General of the 32d Division, and with the General was Colonel John S. Bersey, Adjutant General of Michigan; Colonel LeRoy Pearson, U.S. Property and Disbursing Officer

of Michigan; Colonel Monsignore; Chaplain Patrick Dunnigan of the 32d Division; and Colonel John D. Buck.

After the formal inspection of the officers, enlisted personnel and motorized equipment, the officers and their crews were assembled before the planes, consisting of one O2-X, three O2-H's and two PT-1's, for inspection. The inspection completed, Major Floyd E. Evans, Commanding Officer of the Squadron, in the O2-K, led a formation of O2-H's, with Lieut. F.P. O'Neil in No. 2 position; Capt. H.L. Emhoff in No. 3 position, and Capt. H.E. Mensch in No. 4 position. This formation passed in aerial review for the General and his Staff.

Immediately on the landing of this formation, Lieut. C.E. Searle led a formation of the PT-1's with Lieut. A. Coleman in No. 2 position and Lieut. C.H. Mitchell in No. 3 position. This flight maneuvered in different formations, passed in review and landed.

Following the flight of the training planes, a bombing mission was conducted over Lake St. Clair, utilizing O2-H planes. During the absence of this mission, messages were dropped and picked up from the ground by the PT's flown by Lieuts. W.E. Nicol and C.H. Mitchell. Capt. H.E. Mensch drop-tested parachutes from an O2-H, with the assistance of Sgt. D.J. Burgan of the Parachute Department.

After the return of the O2's, Capt. F.R. Anderson led a formation on a reconnaissance mission and aerial maneuvers, with Lieut. W.E. Nicol in No. 2 position and Lieut. A. Coleman in No. 3 position.

Capt. L.M. Lindsey, in a PT, flew to Ann Arbor, Mich., and towed Professor Franklin to the field in his soaring glider. The Professor then gave some very beautiful exhibitions of glider flying. This was the Squadron's first attempt at such a demonstration and, under the supervision of our Operations Officer, Capt. F.R. Anderson, everything went off very successfully.

Circular #4, Militia Bureau, authorizing the appointment of a Lt.-Colonel of the Air Corps on the Division Staff, has created quite a stir in our Squadron, as our Major is eligible for this appointment. Several of our officers are burning the midnight oil completing correspondence courses to be eligible for promotion in the event Major Evans is appointed.

Capt. Carl B. Squier, who with Major Evans was responsible for the formation of this Squadron, has transferred to the Reserve, due to the fact that he was appointed General Manager of the Lockheed-Vega Airplane Co., in California. Having the Squadron always at heart, Carl transferred to the Reserve to make room for an active member and the promotion of Lieut. F.P. O'Neil to Captain.

Lieut. R.C. Von Hake, a brother officer, who was with us only a short time, has also gone with the same company.

Lieut. Eyerly, pilot for the Detroit News, is expecting his papers back from Washington almost any day now confirming his appointment to the Squadron.

Major and Mrs. Evans were given a surprise house warming in their new home by the officers and their wives. A silver service was presented to them.

Another social event was a Washington Birthday Party at Blossom Heath Inn for the officers and their wives and sweet-hearts. Among our guests were Maj. Thomas Loughier, former C.O. of Selfridge Field and Mr. and Mrs. Ray Cooper. Mr. Cooper is again in charge of the Ford Reliability Tour this year, and he is an ardent supporter of the Squadron.

Major F.E. Evans and Lieut. W.E. Nicol, on their return from the National Guard convention in California, completed sufficient time in service type planes to be eligible for A.P. ratings.

Bids have been accepted, the hangar for our exclusive use at the County Airport will be completed some time in June of this year. It was a long struggle but our efforts finally bore fruit and the building designed by Capt. Anderson will house our entire unit, including the Officers Club.

115th Observation Squadron, Calif. National Guard, Los Angeles, Calif.:

On Sunday, February 16th, Maj.-General David P. Barrows, Commanding the 40th Division, California National Guard, accompanied by his Staff, inspected the 115th Observation Squadron and 115th Photo Section at this station. After the inspection the Squadron had the pleasure of entertaining the General and Staff at luncheon.

Our cook, having chosen this, of all occasions, to be AWOL (at this point all sing, "IT never rains but it ---" - that's fine), our resourceful mess officer, Lieut. Wallen, with Mrs. Wallen's assistance, pulled us through the crisis by arranging for an ample and satisfying cold luncheon. The General re-

mained his genial self, so we believe the cold meats went over O.K.

Major John Jeffers returned from the East and resumed command of the squadron.

On February 16th two planes, piloted by Lieuts. Chappellet and Wallen, searched the northern portion of the Ridge Route between Saugus and Bakersfield for a plane reported down in flames on the evening of Feb. 13th. This mission was dispatched at the request of the Los Angeles County Sheriff's Office, Air Investigation Detail, in charge of Major Claude F. Morgan, Air-Res. The searching planes returned without mishap and without evidence. The Sheriff's Office decided that the Ridge Route "eye witnesses" of this supposed crash should consult an optometrist.

Two of our pilots are being congratulated on their promotions: 1st Lieut. Russell C.A. Larsen, A.C., Cal. N.G., promoted from 2nd Lieut. effective January 31st, 1930.

1st Lieut. John W. Sewall, A.C., Cal. N.G., promoted from 2nd Lieutenant, effective same date.

This Squadron recently completed aerial reports and photos for the Los Angeles County Board of Supervisors on available sites for future airports in this district.

Congratulations are being extended to Lieut. Paul Whittier, of this Squadron, who recently stepped off the bachelors' list and was married to the former Miss Olive Hasbrouck. The Squadron wishes to compliment Paul on his admirable judgment. The couple are at home in Los Angeles.

Lieuts. Sewall and Larsen - "for the attendance of every ordered drill and field training of the unit during the calendar year 1929", were awarded the 40th Division 100% Drill Attendance Badge. Sixteen enlisted men of this organization also received this award for 1929.

Sunday, March 2nd, General R.E. Mittelstadt, the Adjutant General of the State of California, paid us an informal visit and remained for lunch. In the evening Major and Mrs. Jeffers entertained the officers of the Squadron, and their ladies, at their beautiful home in the hills of Hollywoodland. A three-piece orchestra furnished music for dancing, and an elaborate buffet supper was served. Guests included General Mittelstadt, and Capt. and Mrs. Harry Claiborne. Capt. Claiborne is a former member of the 115th, and is now in charge of the Alameda base of the Curtis-Wright Flying Service.

45th Division, Air Service, Colorado National Guard:

Perhaps the biggest change that has come over Lowry Field, Denver, in the past few weeks is that the PT's have been replaced by O-17's at the expense of long and arduous work on the part of Lieuts. Beau, Boyd and Wellman. These three officers hung up a record that will last for some time - 2500 miles in 25 days. They departed from Lowry Field on January 4th in the two PT's left to the Squadron and returned on January 28th in the two O-17's.

Of course they were not in the air the whole 25 days. Eight days were spent at Scott Field on the way east and three on the way west. In addition, one week was spent at Fairfield, Ohio, making a total of 18 days of non-flying. The remaining seven were spent in fighting the terrific January weather, qualifying them for the Arctic Patrol. They were successful - the O-17's are on Lowry Field and progress is satisfactory.

Another change has come over Lowry Field which will have far reaching results. The regular drill period was divided into two parts. The first is given over entirely to classes for both officers and enlisted men, and the second is devoted to flying.

Under the several officers assigned as instructors to the different sections of the Squadron (radio, engineering, photo and medical) both officers and enlisted men attend classes each Sunday, and will be required to pass a written examination each month.

The Squadron welcomes two new officers, Lieuts. Dick Leferink and Aubrey Kief. Both are pilots of unquestionable ability. Lieut. Leferink has better than 5,000 hours in the air and, at present, is employed as pilot for the privately owned Fokker of Mr. Humphreys, the position formerly held by Lieut. Eddie Brooks. Lieut. Kief, until recently, was commanding officer of Battery B, at Pueblo, and Managing Editor of the Pueblo Star-Journal. After his return to aviation as a member of the Curtis-Wright Flying Service in Denver, he transferred from the Artillery to the Air Service. Lieut. Kief's first flying exper-

ience was with the Royal Flying Corps during the late unpleasantness called the "World War".

To further the cause of an American Legion Drive for members, Capt. Reavis, with Sgt. Burnell, and Capt. Hall with Lieut. Junk took off from Lowry Field the last Saturday in January in two O2-h's fitted with radio. Capt. Reavis and Sgt. Burnell broadcast propoganda from the air over the towns of northeastern Colorado, while Capt. Hall and Lieut. Junk performed a like service over the southern part of the State.

The first ship returned to Lowry Field on schedule, but Lieut. Junk declares that southern Colorado holds a "jinx" for him. He has never ventured into that part of the State without being set down somewhere. Because of darkness, he and his pilot landed at Pueblo. The next morning, when attempting to start, they found that the starter had chewed itself into inefficiency. Major Kistler flew an O2K from Denver to Pueblo with help and a new starter.

Late in the afternoon the two officers took off for home and ten minutes later a report came back to the field at Pueblo that they had crashed. They flew home in blissful ignorance of the fact that a dozen aviators were looking for their mangled remains.

Bolling Field, D.C., March 21st:

1st Lieut. George P. Tourtellot, Engineering Officer, was recently ordered to duty in the Hawaiian Department.

1st Lieut. Stanley M. Umstead, transferred from Mitchel Field, N.Y., was assigned as Post Engineering Officer at Bolling Field.

Ten O-1E observation planes and one Sikorsky Amphibian were recently assigned to this station.

Lieut. W.A.R. Robertson, Asst. Engineering Officer at Bolling Field, will fly an o-1E to Mather Field, Calif., where he will be Engineering Offider for the Squadron of planes from Bolling.

1st Lieut. A.I. Ennis and Col. Longanecker recently made a flight to the West Coast and return, making an inspection of practically all Air Corps stations en route.

The recent resignation of Capt. J.J. Devery, Jr., is deeply regreted by the members of Bolling Field and their most earnest wishes are extended to him for his success in civil life.

The Post Supply Building, under the able guidance of 1st Lieut. M.S. Lawton, has now been completely rebuilt and finished throughout with steel bins and all modern equipment necessary for the efficient handling of Air Corps supplies.

Mr. Sgt. Bradbury, the chief storekeeper in the Post Supply, returned from a month's furlough.

Rockwell Field, Coronado, Calif., March 4th:

Rockwell Field is busy these days preparing for the transporting of supplies and equipment to be used at Mather Field, Sacramento, Calif., in connection with the Air Corps Demonstrations and Air Force Command and Staff Exercises to be held on the West Coast and in the vicinity of Mather Field. Lieut. C.P. Kane, A.C., Depot Supply Officer of the Rockwell Air Depot, was appointed as Air Corps Supply Officer for these Tactical Exercises.

Major Carl Spatz, A.C., Group Commander, in command of 11 planes from Rockwell Field, attended the Imperial County Fair, held at El Centro, Calif., on February 28th, this date having been set aside by the official of the Fair as "Army Air Corps Day".

Capt. Lorenzo L. Cooke, Q.M.C., reported for duty at Rockwell Field as Post Quartermaster, March 1st, relieving Lieut. Charles E. Stafford, Q.M.C., who has been ordered to Panama.

The following named Second Lieutenants, Air Corps, were ordered to duty at Rockwell Field, effective, March 1st, having recently completed Advanced Flying Training at Kelly Field, Texas:

2nd Lieut. Chas. D. Stone, III (Inf.)	A.C.	2nd Lieut. Tom Wm. Scott,	Air-Res.
" "	Donald B. Smith, (Inf.)	" "	Virgil W. Vaughn, Air-Res.
" "	Carl H. Murray,	" "	Lake Moore, Jr., Air-Res.
" "	Frank M. Crimsen,	" "	Gerald Hoyle, Air Res.
" "	Paul Baird Balfour,		Air-Res.

Fairfield Air Depot, March 13th:

On the afternoon of March 12th a memorial tablet in honor of Giovanni Pirelli of the Italian Royal Flying Corps was unveiled. The ceremony was opened by an address by General Foulois, followed shortly by the unveiling of the tablet and its presentation to the United States Government by Commander Scaroni for the Italian Government. The acceptance of the tablet was made by Major H.H. Arnold, Commanding Officer of this Station. Lieutenant Pirelli, flying solo, was killed at this Station in an airplane crash on February 4, 1919.

Capt. O.O. Niergarth, Post Adjutant, recently returned from a 27-days' leave in Florida.

Major H.H. Arnold is under orders to proceed, by air, to Mather Field, Sacramento, Calif., for duty as Assistant Chief of Staff in connection with the Air Corps Maneuvers, which will be held during the period from April 1st to 24th.

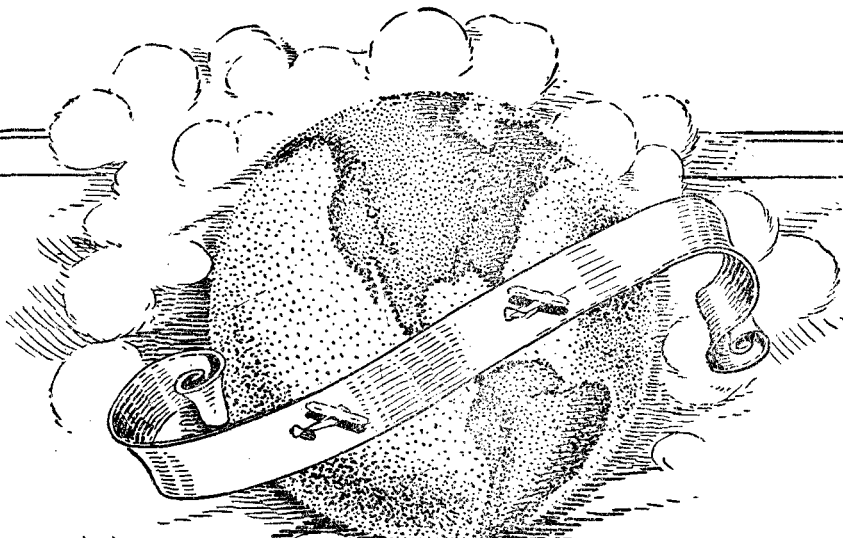
Lieut. H.A. Bivins reported for duty February 25th, and was assigned to the Engineering Department.

Lieut. Milo McCune, who has been on duty at this Station since August 31, 1925, has been transferred to Langley Field.

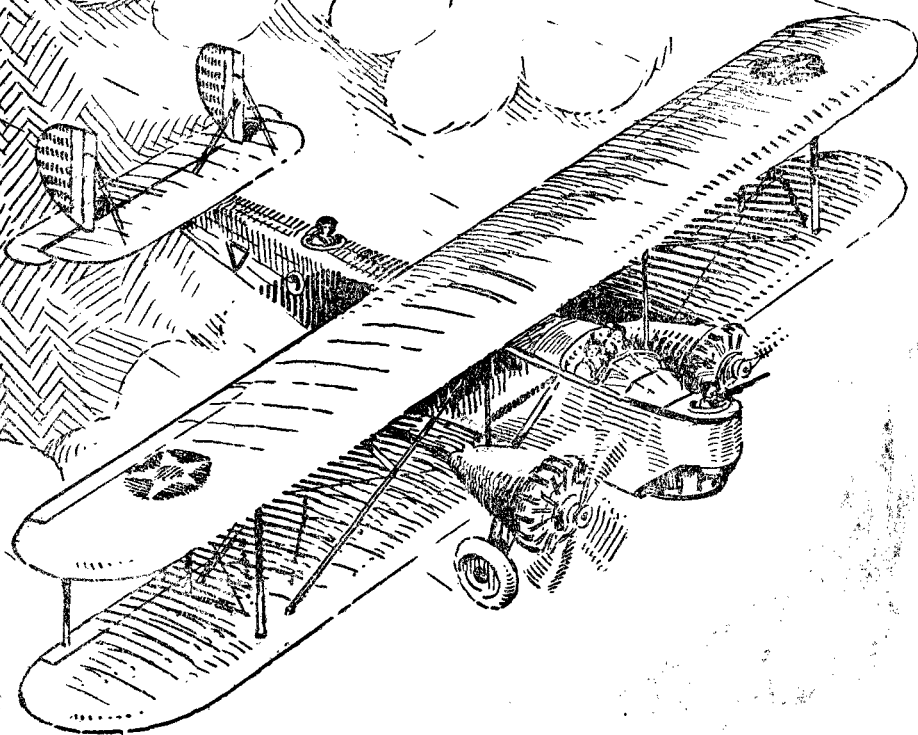
Work was started in February on the new Engineering building.

Lieut. Melvin B. Asp in an XP-6 had a cross-country training flight to Sarasota, Fla. Returning he made the flight from Tampa to the Fairfield Air Depot in 5 hours and 45 minutes.

Recent Air Corps visitors at this Station were Lieut.-Col. Longanecker, Majors Royce, Muhlenberg and Crom and Lieut. Maitland.



AIR CORPS NEWS LETTER



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OFFICE OF THE CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON

R.C. Sawyer

5.26

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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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OPERATION OF TEST CHAMBER AT WRIGHT FIELD ✓

By A. M. Jacobs

Time: Morning.

Place: Experimental Laboratory at Wright Field, Dayton, Ohio.

P. N. Sutton, oxygen engineer, wearing oxygen mask, is seated in an air-tight, tar-covered, cylindrical chamber with an air pressure simulating that encountered when flying at 30,000 feet. Various observers keep watch on him through a heavy plate glass window. Sutton signals test is at an end. He is ready to come out.

The air pressure valve is turned, permitting a stream of outside air with its normal oxygen quota to flow into the chamber. The mercury tube on the table in the laboratory gradually falls, indicating that the air pressure within the chamber is changing from that simulating an altitude of 30,000 feet to that of 20,000 feet. An engineer unscrews the bolts on the heavy door, but explains that until the pressure within and without are more nearly equalized it would be impossible even to pry the door open.

The mercury tube on the table slowly falls, indicating an increase in air pressure within the chamber until it simulates that encountered at 7,000 feet. Sutton is seen through the glass window to remove the oxygen mask. The observer then secures a heavy bar of metal and tries to force the door open. This is impossible, but where the bar is inserted there is a seepage of air into the chamber resembling the whistling of wind in the teeth of a gale. Sutton is seen to cover his ears with the palms of his hands. The change in pressure on his ear drums is equal to what it would be were he falling several thousand feet in an airplane. Even then considerable time passes before the great door can be swung open freely, held shut as it has been by the difference in pressure on its two sides.

Sutton steps out carrying the oxygen apparatus he has been testing, and except for a slight drumming in his ears feeling none the worse for having been sealed up with an air pressure less than half of normal. This interesting piece of testing equipment arrived at Wright Field almost a year ago from Mitchel Field, New York, where it had been used by the School of Aviation Medicine for trying out the effect of reduced air pressure on different pilots. At Wright Field it was decided to incorporate the low temperature feature also, and the various installations have been completed only about a month.

The chamber is tall and cylindrical in shape, nine feet, nine and one-half inches inside height, eight feet, eleven inches inside diameter. It is constructed of boiler plate $\frac{1}{2}$ inch thick, overlaid on the outside by eight inches of cork. Tar is applied on the cork to make it air-tight. As a low pressure and low temperature chamber it will be used for testing oxygen apparatus, instruments - the kerosene mixture of a compass stiffened beyond functioning at 37 degrees below zero recently, electrically heated goggles, oils, high altitude clothing, camera equipment, and many other items. Inside the walls are completely surrounded by two rows of refrigerating coils. Two expansion valves inside and two outside control the temperature. There are also one vacuum valve inside and one outside for extracting air from the cylinder, and an equal number of air pressure valves for restoring it.

An air pressure equal to that encountered at 50,000 feet could be brought about in the cylinder in approximately fifty minutes. The lowest temperature produced has been -50 degrees C. (-58 degrees Fahr.) This test chamber is expected to prove extremely valuable for Materiel Division experimental work.

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Dedication services for Randolph Field, San Antonio, Texas, will be held on June 20th and 21st. The field has been under construction for over a year. It is estimated that approximately 100 buildings will be under construction at the time of dedication.

NEW TOW TARGET RELEASE MECHANISMS TESTED. ✓

In order that tow targets, after having been fired upon, may be dropped from planes and fresh ones substituted without rewinding the cable and manually attaching them, two new types of release mechanism have been designed for use with the standard B-9A target. One type was designed at Phillips Field, Md., and the other at Wright Field, Dayton, Ohio. Preliminary tests have been run on each, but decision has not yet been made as to the one which will prove superior for adoption.

The old mechanism had a release catch on the end of the cable. When it was desired to drop the target, a bell plunger was sent down the cable which un-snapped the catch. The new devices have no releases on the end of the cable. In the Phillips Field design, a plunger backs up against a knot tied in the cable. When the other plunger comes down with a fresh target and makes contact, it forces the first one open and the target drops. In one test, ten tow targets were successfully exchanged in flight with apparent ease of operation.

The Materiel Division design consists of a steel bar with a latch at one end and a trip on the other. As the new target comes down the cable a ring is forced over the trip, depressing it. This action lifts the latch at the other end, releasing the old target. Upon release of the old target the latch springs back, acting as a catch for the new target. By releasing the target as each arm completes firing, the percentage of successful hits of each may be learned.

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SPARE PARTS FERRIED BY AIR TO STRANDED AIRMEN IN MEXICO ✓

Rush orders were received at the San Antonio Air Depot, Dunsan Field, Texas, from the Chief of the Materiel Division of the Air Corps, for Lieut. Ames S. Albro and Mr. Adolph Fenster, Airplane Engine Mechanic, of the Engineering Department of the Depot, to proceed by air to Tapachula, in the State of Chiapas (one of the southernmost states), Mexico, for the purpose of carrying necessary spare parts and making repairs to the C-2 Transport which was being ferried from Panama to Wright Field by Major Jacob E. Fickel, Lieuts. Albert F. Hegenberger and Ennis C. Whitehead of the Materiel Division. The Transport had been forced down at Tapachula on account of engine trouble.

On the morning of the following day Lieut. Albro took off with Mr. Fenster in an A-3 plane for Vera Cruz, via Brownsville, Texas, reaching there that day and Tapachula the next day, March 5th. The return flight was begun on the 9th and covered the same route, Lieut. Albro, solo, arriving at the San Antonio Air Depot on the 10th. Unfortunately, Mr. Fenster became suddenly ill at Vera Cruz and was taken to a hospital in that city. He is reported to be greatly improved and is expected to return shortly. Otherwise, no untoward incident marked the flight.

Lieut. Albro reports that the utmost appreciation is due for the extreme courtesy and hospitality extended our flyers by the Mexican officials and the people with whom they came in contact, our southern neighbors exerting themselves to afford every facility and convenience possible for expediting this mission.

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MARSHALL FIELD PILOTS CONCENTRATE ON COMMUNICATIONS

Lieut. Charles T. Skow, Air Corps, Communications Officer at Marshall Field, Fort Riley, Kansas, has been responsible for some particularly effective and concentrated work in radio and panel training for the past two months.

Lieut. Skow devised a new code sheet for aerial procedure signals and panels which was adopted by the Panama Canal Department in 1925. The News Letter Correspondent expresses the hope that, with a few revisions now made, it will be adopted by the War Department. This improved system coordinates, simplifies and clarifies radio and panel communication between ground and air. By the use of this new panel system and the new radio receivers now installed in the ships of the 12th Observation Squadron at Marshall Field, excellent results are being secured in communications training. Probably a great deal of this success is due to the effort at reducing to a minimum the personnel failures. Buzzer practice is conducted each afternoon for all officers failing to accurately receive a test of 12 words per minute in the air on their last mission.

PUDDLE JUMPERS TWO, OR THE TALE OF AN EPIC RESCUE

By the Mitchel Field Correspondent

One Saturday morning not long ago, three of the eleven ships in which the valiant but vanquished squash warriors had flown down to Langley Field, took off on the return trip to Mitchel Field. The day was sunny and warm, but the Island was a long ways off, and Long Island weather around that time of the year is usually anything but sunny and warm. There hadn't been a fog in two days, and such a record could portend nothing but evil.

So, a scant two hours later, when Major Ryan was leading his intrepid warriors across New Jersey, fast approaching the harbor, the Movietone tug had already groped its way out into the harbor and was busy recording the moanings of the fog horns in one of the worst fogs of the season. Now Hadley Field is a rather obscure airplane parking ground somewhere in New Jersey, but extremely handy in such emergencies, so the three ships landed, wallowed through the mud up to the line, and decided to call it a day. No available lodgings presenting themselves, they decided to make it back to home and mother via automobile, and send some of the lesser lights for the ships the following morning.

The next day, Lieuts. Olive, Pugh and Anderson started out to gather up the stranded ships. The weather was somewhat better, but still nothing to brag about, and Hadley Field was still as obscure as ever - even a little more so, considering the fact that none of these officers had ever been there. Then the fun began. Olive sneaked under the fog barrier, found the field and landed, but from Pugh such fortune was withheld. Sure, he was in New Jersey and so was Hadley Field, but as far as getting together was concerned it was a different story. He landed in a field which, for lack of a better name, we shall term "Black Bottoms," and found that pontoons would have been much more in order than wheels. Says Pugh: "Where am I?" Whereupon a duck hunter emerged from his blind in a duck boat, and answers: "I'll bite." With that crack Pugh decided to do or die and takes off. He went through the motions, but with each yard the bog got bogger and the first thing he knew the tail went up, the nose went down and the bloody thing was on its back, minus a prop, but otherwise as good as new.

Now to get back to Lieut. Olive. After depositing his passenger, he took off to return to Mitchel Field. The nasty weather had closed down and he had no choice but to return to Hadley Field. Getting in to Hadley that day was merely a question of missing the biggest puddles, and as a puddle jumper Olive was one of the best - Anybody at Mitchel Field can qualify in the puddle-jumper class. With his eagle eye he chose a path down the field between two of the largest. The sad part of this tale is that a third puddle lay in waiting. It was a nice mucky kind of a puddle - oozy black mud - and he caught it squarely just before he stopped rolling, but not without enough forward momentum to turn the trick. So over went number two. This time the ship took a real beating, but Olive scrambled out of the muck, unhurt, and surveyed the wreck from a distance. Imagine how vexed he must have been, because the parting words of Major Ryan had been: "Now be careful, Olive, this is a nasty field out here."

Thus a glorious day was ended - Pugh nursing a nasty disposition in a cranberry bog, Olive a s rained ankle in a Somerville hotel, and the squash heroes neatly tucked in bed at Mitchel Field.

In closing I might add that at an Officers' call prior to the cross-country, Major Ryan had said: "We'll make a problem out of this cross-country." It was a problem all right, but not the kind we had looked for.

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TWO LIVES LOST IN A FIRE AT WRIGHT FIELD, OHIO.

Wright Field, Dayton, Ohio, mourns the loss of two most valuable mechanics. One of them died the day following a fire which occurred in hangar No. 4 on March 18th, and the other passing away on March 28th. Forest Rutledge and Wilbur Howitt were at work on a Douglas Observation plane when, by accident, the dump valve of the tank was pulled, releasing gasoline which caught fire. Rutledge was drenched with the gasoline and Howitt, who was working nearby, tried to assist him and was badly burned in the attempt. It was thought at first, however, that he had a fair chance of recovery, and hence the news of his death was an especial shock.

Five airplanes were demolished before the flames could be extinguished.

CATERPILLARS CONTINUE TO MULTIPLY

It has been some time since "dope" on the Caterpillar Club appeared in the News Letter. In the issue of November 29, 1929, it was announced that up to that time 186 candidates had joined the Club and that a total of 195 emergency jumps had been made, 9 jumps being repeaters. To Colonel Charles A. Lindbergh, with four emergency jumps to his credit, still belongs the distinction, honor, glory, or what have you, of being the Illustrious High Mogul of this mythical organization. No one, however, begrudges him his high standing in the Order, nor is any move being contemplated to unseat him from his throne. Fate alone will be the only agency which will ever force him to turn the cares of that office over to a successor.

As far as available records show, the membership of the Caterpillar Club at this writing totals 214, with 223 emergency jumps. It is by no means certain that this record is accurate for, as has been stated on previous occasions, it is virtually impossible to keep an accurate check on emergency jumps made by civilian flyers.

Initiation into the Caterpillar Club has become such a commonplace occurrence of late that it would appear an emergency parachute jump has descended to approximately the same strata in news value as such an incident as a dog biting a man. If this assumption is correct, the path of the unofficial historian of the Caterpillar Club is destined to be strewn with more thorns than ever before.

To attempt to record the personal tales of those who made jumps in the past few months would take up too much space in the News Letter; consequently, just a few of the most recent jumps will be touched on at this time.

JOSEPH A. BULGER, 2nd Lieut., Air Corps, on duty with the 15th Observation Squadron, Selfridge Field, Mt. Clemens, Mich., was recently ferrying an O-2 type airplane to the San Antonio Air Depot. Lieut. Herman F. Woolard, of the same organization, and piloting a similar type plane, accompanied him.

"We were proceeding from Scott Field, Belleville, Ill., to Hatbox Field, Muskogee, Oklahoma," Lieut. Bulger stated, "and had passed over Seymour, Mo., at approximately 1500 feet altitude. The sun was shining through the clouds, the horizontal visibility was about five miles and we could see the contour of this Ozark country distinctly. About ten minutes out of Seymour the ceiling abruptly closed down about us, and Lieut. Woolard signaled to go back. In turning he was engulfed by the fog and I lost him. I immediately tried to get below the fog but saw a steep slope directly ahead and then decided to get a little altitude and fly by instruments back to Seymour and try to get down through a break and land.

I managed to reach 2800 feet and my speed suddenly increased from 110 to 150 m.p.h. The hand on the bank and turn indicator went to the left and the ball to the right, each as far as they would go. The bubble of the climb indicator was back of center about one inch. With the stick all the way back and over to the right, my speed did not lessen and within a moment I lost about 500 feet altitude.

Believing the plane in a spin, and not able to see, I grasped the hand grip with my left hand and loosened the safety belt with my right. I stood up and managed to get both feet on the left edge of the cockpit. Leaning out backwards, still holding onto the hand grip in the upper wing, I wrapped my fingers firmly around the ring of the rip cord of my parachute and rushed off. I delayed the jerk a moment, in order to clear the plane, and then felt my big umbrella open and sat there quite contented for the balance of my descent.

I heard the plane crash and began wondering where I would land. I came out of the fog, still wondering, about 20 feet above the ground and landed on an open gentle slope. I located the plane nearby and later found my position to be about 15 miles Southeast of Sparta, Mo. Things were rather uncertain for a while, but I suffered no ill effects from my initiation."

Lieut. Woolard landed at Seymour, Mo., and proceeded on to his destination the following day.

FREDERICK M. HOPKINS, Jr., 1st Lieut., Air Corps. Under the caption "Ventilated Chutes Prove Useful," the News Letter Correspondent from

Mitchel Field, N.Y., tells the following story of a double parachute jump near Chase, Md., on March 11, 1930:

"Lieut. Frederick M. Hopkins, Jr., reached the Patapsco River near Baltimore,

Md., after encountering only light rains, and decided to push on to Bolling, his destination. The O-1E, borrowed from the First Observation Squadron at Mitchel Field, was functioning as any First Squadron pilot will always tell you - perfectly - so the odds were in his favor.

About ten miles out, the black clouds to the west began to get blacker and nastier - a sure sign of fair weather ahead. To go or not to go was the question, but Lieut. Hopkins decided to run the clouds a race to Bolling. The closest he got to his objective was fifteen miles out, the clouds winning the race and enveloping him in a driving rain and wind that was nobody's business.

Freddy decided that he was all wet in more ways than one and that the best thing to do was to turn back. This decision was heartily seconded by Private Cook, who was holding down the rumble seat. After a heart-rending ten minutes more, with only snatches of ground visible, during which Hopkins divided the time between mopping his goggles and trying to see his instruments, he finally recognized Sparrows Point on the Patapsco River. Logan Field wasn't far, but getting there was another question.

Then the storm hit him in earnest, blocking out all visibility. The air speed was said to travel from 150 to 50 miles an hour and then back again in a sickening manner, and it became a case of guessing which way was up. In the midst of a nasty feeling quite similar to a spin, Hopkins decided to give up the ghost and told Private Cook to pull freight - wherein begins the reason for the title to this story.

Private Cook did as he was told with remarkable alacrity. He stood up in the cockpit and found the only direction he could leave the ship was straight back. The fin dealt him a left to the chin and he went out like a light. Coming to a second later he was surprised to find himself in mid air, no ground in sight, and a chute evidently above him. But it wasn't all billowed out as chutes usually are. He glanced up and noted the very obvious reason, i.e., in the place of the dome of the chute was a great gap through which the rain and wind were sweeping. The tail surfaces had claimed the pilot chute and part of the main silk. Imagine the feeling of falling through the air, not being able to see the ground, and the only means of support a chute with nothing but the great open spaces for a dome. While cogitating on this fact, a tree came up and smacked him, and again the land of sweet dreams was his. When he came to the second time the battle was over and, aside from being bruised, he was uninjured."

In submitting his official report of his first emergency jump, Private Cook did not exercise his imagination to any extent worth mentioning. What he relied, in answer to questions (a) to (k) embodied in Air Corps Circular 15-59, May 7, 1928, was as follows: That the place, date and time of the jump was Chase, Maryland, March 11, 1930, 1:15 p.m.; that the airplane was an O-1E, A.C. #29-289; that he did not know whether or not the aircraft was under control at the time of the jump; that he used an Irving seat type parachute; that it was impossible to tell the position of plane, due to fog and stormy weather, the air speed varying between 50 and 150 m.p.h.; that he stood up and attempted to go over the side but, being prevented by the gun mount, went over the back of fuselage; that the cause of the jump was fog and rain and very terrific wind storm; that he does not remember pulling the rip cord due to being hit by the fin. He was descending very fast, and when he looked above the parachute appeared half open and was torn; that the velocity of the wind was about 40 miles, weather conditions being very bad and stormy; and, lastly, that he hurt his back slightly due to being hit by the fin or when landing in a tree.

Lieut. Hopkins' report of his jump is very interesting and is, substantially, as follows:

"The aircraft was out of control at the time of the jump, the estimated engine speed being about 1950 r.p.m.

I believe the aircraft had stalled and was falling off to the left. It was raining so hard, I could not see airspeed indicator, altimeter, or turn and bank indicator. I unbuckled my safety belt and tried to stand up. With my left hand and right leg I pushed myself out of the plane, going out left shoulder first.

Lieut. Merritt landed at Mitchel Field, N.Y. just before I cleared. He told me that there was light rain at Washington. The 8:00 a.m. Meteorological

report was satisfactory for flying. Flying conditions at Mitchel Field, N.Y., at time of take off were good, with approximately a 20-mile cross-wind to my course. I took off at 10:00 a.m., and set a course of 220 deg. The cross wind became a head wind of approximately 30-35 m.p.h., for I reached the bend in the Delaware below Trenton, N.J. at 11:00 a.m. (70 m.p.h. ground speed). I soon encountered a very light drizzle with visibility good. As I approached within 15 miles of Philadelphia, Pa., we had to pass through a light rain which was severe enough to keep my head almost all of the time on my instruments. Ground visibility was good, however.

I ran out of rain into a drizzle on approaching Wilmington, Del., which continued until I passed Logan Field, Baltimore, Md. I crossed the Patapsco River at Baltimore at 1500 feet and proceeded on to Washington. When I was within 15-20 miles of Washington, I saw to my right a storm approaching from the West. The clouds were dark, blue and gray, and heavy rain was falling. I had been flying at 1725-1750 r.p.m., and I advanced the engine speed in order to get to Bolling Field before the storm struck me. It became evident that the storm was coming faster than I had estimated, and that it would be necessary for me to pass through it if I were to get to Bolling Field. In a few minutes I was in clouds and rain (1500 feet) and decided that I would have a better chance if I turned back and went in at a lower altitude. I turned back out of the rain and clouds and dropped to 800 feet and tried to go through the rain. I soon gave this up and turned back, hoping to reach Logan Field, Baltimore, Md., before the wind and rain. I began to fly frontal to the clouds in a moderate rain but veered to the east so as not to get caught in it. I struck Chesapeake Bay about 30 miles east of Baltimore and turned towards Logan Field.

I located the trolley loop near Sparrows Point, Md., and tried to fly at 400 feet along the railroad into Logan Field. It was raining rather hard and it was impossible to locate Logan Field. The rain was cutting me off - the wind was high and blowing hard. I then decided to fly farther back on my course to Aberdeen or Philadelphia, or land in some field and wait. In order to prevent being forced down in Chesapeake Bay, I set a course of 50 degrees compass, which I maintained until I finally left the aircraft. I started climbing, and at about 1,000 feet went into the clouds. The rain became heavier and I saw the ground only once in a while. I was constantly mopping one goggle lens after the other. I was kept busy watching my airspeed indicator and compass. I was bent so far toward front that I could not see the turn and bank indicator.

For a time I managed to keep a fairly even keel, but soon I was first in a dive (150 m.p.h.) and then in a stall (50 m.p.h.). I made quite a few of these. The rain was so severe that I pushed my goggles up and mopped one eye after another. I went into a stall and had the sensation of the plane falling off to the right. I tried to see the instrument board but corrected for my sensation and put all controls in neutral. I then felt as if I had fallen off to the left and decided then that Private Cook had better be out of that mess. I tried to yell to him to jump. He evidently was ready, but I only had a feeling he had left me - I could not see him. Everything was getting worse and I decided that I had better leave, too. I jumped at about 1300-1400 feet, although I did not see the altimeter.

I did not have my hand on the rip cord when I left the plane. I had no sensation of falling and did not see the ground until after my parachute had opened. I remember feeling for the cord (I had a pair of personal gloves on), pulled it, and have not seen it since. It seemed that no sooner had I pulled than something struck me very violently. I looked up and saw the webbing twisted and for an instant did not see the parachute. As I dropped, I soon saw the chute above me and looked down. I looked right at the plane as it made a turn and hit the water at about 30-45 degrees, a few yards from a small fishing pier. I saw Cook below me and he was very close to where the plane had gone in. I wondered then where I was going to hit, and looking down saw a creek about 35-40 feet wide. I remember thinking, 'you would land in that,' and the next thing I knew I was in it on my back and then up to my shoulders. I remember oscillating on the way down, but do not remember caring much about it. As soon as I hit the water I lost all sense of orientation. I tried to swim to the creek bank but the winter flying suit and moccasins were so heavy, I simply crawled in. I do not believe anyone could have swam far. I crawled on a knoll, unbuckled my parachute my watch read 1:15 P.M."

The Mitchel Field Correspondent states that Private Cook's jump is another victory for the Irvin chute. Granted that they work better when all the panels are intact, this descent is a striking example of saving a life in an

extreme emergency. This case has been paralleled before, but it brings home once more the fact that these things we sit on are something more than a pillow.

ALMON S. FARRAR, Staff Sergeant, 12th Observation Squadron, Air Corps, was a passenger in a Douglas O2-H airplane piloted by 2nd Lieut. Alexander B. Orr, Air Corps Reserve, February 6, 1930. At about 4:15 p.m., when two miles east of Van Army, Texas, and at an altitude of about 1600 feet, the plane collided with airplane piloted by 2nd Lieut. Carl R. Storrie, Air Corps. The planes were making a formation flight for the purpose of Tactical Training for Pilots.

Sergeant Farrar stated that the propeller of Lieut. Storrie's airplane cut off the vertical fin, upper half of rudder and part of the left elevator of the airplane piloted by Lieut. Orr, in which he was acting as observer. Lieut. Orr brought the airplane apparently under control down from approximately 1500 feet to 600 feet before it went into almost a vertical dive which occurred about the time Sergeant Farrar jumped.

"The air speed was about 135 miles per hour at the time I left the ship," Sergeant Farrar stated. "It was diving at an increasing angle, approaching the vertical. At the time I left the ship it was diving at an angle of about 40 degrees from horizontal. I crawled out of the cockpit, stood on the step and pushed off backward with my legs. I recall no abnormal mental reactions. My thoughts, as I remember, were as to whether or not the pilot got out.

Due to oscillation I landed on my back, but doubled up in a ball as I hit and received no injuries. I think the frame of the back type chute helped to protect my back at the time and prevented it being wrenched."

In connection with the above parachute jump of Sergeant Farrar, the Chief of the Air Corps, on March 26th, addressed to him the following letter:

"On February 6, 1930, the Army airplane in which you were flying as observer with 2nd Lieutenant Alexander B. Orr, Air Corps Reserve, pilot, collided in flight with another Army airplane near Kelly Field, Texas.

It appears that you at once noted that serious damage had occurred to the vertical fin, rudder and lift elevator and that you immediately attracted the pilot's attention and endeavored to ascertain whether he desired you to jump from the plane. It further develops that you sent a radio message to your station, Dodd Field, Fort Sam Houston, advising that station of your plight; that you crawled out on the steps on the side of the airplane and again tried to determine whether the pilot desired you to leave the damaged craft. As you understood that he told you to jump, you did so at once and landed safely with your parachute near the airplane which went into a spin and was wrecked, resulting in the death of Lieutenant Orr.

On this occasion you performed your duty in a most commendable manner before jumping from the damaged plane, and you only resorted to the use of your parachute when a crash was imminent. By your cool action and quick thinking you probably averted serious injury or death, and you made every effort to acquaint the pilot with the danger. It is considered that your conduct was most commendable and worthy of the best traditions of the service."

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CHIEF OF AIR CORPS DIRECTS AERIAL MANEUVERS VIA RADIO

Major-General James E. Fechet, Chief of the Air Corps, arrived at Rockwell Field, Coronado, Calif., March 18th, for the purpose of inspecting the activities of that field and the Rockwell Air Depot and conferring with the officers of the post concerning the Air Corps Maneuvers now taking place at Mather Field, Calif.

The flight from Santa Monica, Calif., to San Diego, in which General Fechet, in a Keystone Bomber, was piloted by Captain Ira C. Baker, was accompanied by 18 planes from the 95th Pursuit Squadron, Rockwell Field. These escort planes met General Fechet at San Juan Capistrano, Calif. On his flight to Rockwell Field, General Fechet used inter-phone radio communication, the system which was recently worked out at Rockwell Field. In the General's plane was a two-way radio, with which he communicated with the officer in command of the Pursuit formation of 18 planes. General Fechet's orders, upon being received by the officer, were relayed to each flight leader of a group of three planes who, in turn, relayed the instructions by arm signals to the pilot of each plane in the group. Upon reaching Rockwell Field, General Fechet was greeted by Major A.L. Sneed, the Commanding Officer. The General left the following day for Mather Field, via March Field, Riverside, Calif.

SERVICE IN THE ROYAL AIR FORCE ✓
From The Royal Air Force Quarterly

"The Editor has done me the honor of asking me to contribute an article to the first number of the Air Force Quarterly on the subject of service in the Royal Air Force. I assume that his hope is to interest the non-Service reader, since there is little to be said which would be news to the members of the Force who experience its joys and sorrows daily in their own persons.

"On this assumption, I will not apologize for beginning with the statement that the Royal Air Force is a third and independent fighting Service.

"It seems curious to have to say this, seeing that the institution of the Royal Air Force as a Service separate from the Army and Navy dates from April, 1918, but we still constantly find that it is not realized.

"Before dealing with service in the Force, it may not be out of place to explain how to enter it. This can most conveniently be done under the headings of:-

- "(a) Permanent officers.
- "(b) Short-service officers.
- "(c) Other ranks.

PERMANENT COMMISSIONS

"The permanent officer enters through the Royal Air Force College at Cranwell in Lincolnshire, an institution similar to the well-known Royal Military Academy at Woolwich, Royal Military College at Sandhurst, and Royal Naval College at Dartmouth.

"Here he is given a two-years' intensive course, practical and theoretical. While Service subjects naturally predominate, the general aim is not to turn the cadet into an aeronautical engineer, which obviously could not be done in the time, but to give him a sound foundation on which to build subsequently.

"Somewhat of a novelty perhaps at a Service college is the inclusion of English and English literature with a view to stimulating interest and improving power of expression. From the lack of the latter we of an older Service generation have often suffered. We want to avoid the criticism once passed on a similar establishment, namely, that it gave the best possible training and the worst possible education.

"Last, but by no means least, the cadet is taught to fly.

"A permanent commission can also be obtained from the universities on much the same lines as an Army commission. In this case, the officer gets his Service training at a Flying Training School, after joining the Service, though he is now able at Oxford or Cambridge to do much of his ground training and to learn to fly by joining the University Air Squadron.

SHORT-SERVICE COMMISSIONS

"The short-service commission is a new departure and consequently requires perhaps somewhat fuller treatment.

"I believe I am correct in saying that in every Air Force in every country a non-permanent body of pilots has proved necessary. Working backwards from the higher appointments, it is obvious that, if a permanent career is to be open to every permanent officer, the number of entrants on a permanent commission must be limited. Moreover, aviation, especially military aviation, is a rapidly developing science. Energy, keenness and the power to absorb new ideas are essential in the higher ranks, and these, broadly speaking, are the attributes of comparative youth. An Air Force, if it is to give its full value, must therefore be young. Stagnation in promotion can only result in the senior officers being too old for their jobs.

"The permanent officer cadre of the Royal Air Force has therefore been strictly limited to such numbers as will, on an actuarial basis, throw open a career to all and prevent undue senility in the higher ranks. But this number does not provide the officers required, nor - a more important consideration - does it create any reserve of pilots in case of war. Casualties, however, begin at once, and nearly 100 per cent. of them are among the pilots.

"A system of early retirement of a proportion of officers in middle rank, such as exists in the Navy, might provide the officers required in peace, but would not meet the needs of mobilization when a reserve of officers of the junior ranks is what is needed.

"The problem has been solved by the short-service commission for five years with the Regular Air Force and four years, which may be extended, in its reserve. From the Service point of view, this meets the two essential requirements. It provides the officers in peace and the first reserve on mobilization. It has the further advantage of enabling the permanent cadre to be kept up to establishment and reinforced by the selection of a few short-service officers as required for permanent commissions, chosen from a large number who are known and have been tried.

"The short-service officer receives pay and allowances identical with those of the permanent officer, and in addition a gratuity of £ 75 per year of service payable at the termination of his five years' regular service, and designed as a nest-egg to help him to re-enter civil life.

"A small percentage of short-service officers are allowed to extend their regular service to ten years, receiving a higher gratuity for each year beyond the fifth, with a maximum of £-1,000 on completion of ten years. This was found necessary to produce the required number of Flight-Lieutenants (equivalent to Captain in the Army). The number of officers of this and indeed of each rank on the permanent list is, of course, limited by its total numbers, and the permanent Flight-Lieutenants would, it soon became apparent, not meet the needs.

"The system has been criticized from the individual's point of view. The short-service officer leaving the Service at, say 25 to 28, would, it was said, find great difficulty in re-entering civil life, and would have little or no training or knowledge of a commercial value. Against this it may be urged that character tends more and more to have a commercial value, and that the short-service officer will have seen something of the world, learnt to command, experienced the value of discipline, and, if he chooses to take advantage of his educational opportunities, both practical and theoretical, should have acquired a good grounding of technical knowledge and ability in one direction or another.

"Anyhow, the gloomy prognostications of the critics have not been fulfilled. The Air Ministry obviously can not guarantee employment in civil life, but, in addition to recognizing some degree of moral responsibility towards its short-service officers, it has the compelling motive of self-interest to do all in its power to make the system a success.

"Here an apparent digression is necessary. Education in the Royal Air Force, both for officers and men, is carried out by a body of civilian graduated teachers, of whom one at least is available on every station. The short-service officer can, therefore, always obtain assistance in any studies he may wish to undertake against his return to civil life. The system also works in the opposite direction in that the education officer gets to know the capabilities of the short-service officers on his station.

"These considerations and an early experiment by an individual education officer in the direction of placing short-service officers in civil employment led to a more ambitious scheme, and there is now in the Ministry something in the nature of an Appointments Board at a university, with an education officer as secretary, who keeps in touch with employers all over the country, and offers his services to short-service officers whose period of regular service is shortly to expire. Thanks to the patriotism of employers, the scheme had a good start and the short-service officer himself and his service training have, it appears, 'delivered the goods'. Many firms have asked for more, which is after all the best proof, and I have been told lately that there is now a difficulty in filling the vacancies offered.

"The short-service officer is selected by personal interview without examination, and obtains his training of ten months at a Flying Training School where, in addition to learning to fly, he is taught the rudiments of military aviation, and learns his duties as an officer.

"Leaving aside for the moment the non-commissioned officer pilots - who are dealt with below - there is one other source of officer pilots, namely, by means of attachment for varying periods from the Army and Navy. Originally it was hoped to obtain a fair proportion of non-permanent officers in this way, one advantage being that it would ensure a knowledge of the uses and limitations of the air arm among the future commanders of the older Services. Various difficulties have been met with in practice. The Army finds it hard to spare the officers in peace, and requires their services on mobilization, thereby depleting the Royal Air Force reserve, while attached naval officers

are practically confined to the Fleet Air Arm afloat. One may perhaps hazard a guess that the final word on the subject has not yet been spoken.

STORES ACCOUNTANT AND MEDICAL BRANCHES

"Apart from its flying branch, the Royal Air Force has its own stores, accountant and medical branches. The two former are filled by examination from candidates who can show previous business and accountancy experience respectively. The medical branch is principally filled by selection on a short-service basis, the permanent cadre, about 50 per cent. of the whole, being staffed by selection from among the short-service officers.

PROSPECTS OF PROMOTION

"One may perhaps conclude with a few words on a subject of great interest in all professions - namely, promotion.

"The ideal system of promotion is probably one of the insoluble problems of humanity. At all events, it has not hitherto been discovered as far as I know. Its general aim might, I suppose, be defined as offering reasonable prospects of promotion to all, while bringing the outstanding to the top.

"The diversity of attainments required in the Royal Air Force adds to the complications of the problem. The brilliant pilot, the expert engineer, the wireless magician, the photographer, and many others are all needed and all must have reasonably equal chances of promotion.

"For many reasons which are too long to enter into here, the Royal Air Force has made it a sine qua non that all members of its flying branch, which includes its technical experts, must fly. Only pilots, therefore, are considered in its general scheme of promotion, non-pilots and the non-flying branches being dealt with under separate rules.

"In the flying branch, an endeavor has been made to fulfil the aims defined above by a combination of seniority and selection. Pure selection rules in the higher ranks where numbers are manageable and individuals and their records are comparatively well known. Pure selection was adopted in the lower ranks also during the first few years of the Force's existence as a separate entity. This was partly to straighten out the many anomalies resulting from the rapid formation of the Force in time of war, and partly as an experiment. But time showed that it was not practicable and must inevitably result in a larger and larger collection of fixtures at the top of each rank, not because they were not fit for promotion, but because there were always some more brilliant youngsters below them who got promoted over their heads.

"Promotion purely by seniority was ruled out as obviously unsuitable for a highly active and technical service which requires comparatively young leaders.

"The eventual solution was seniority tempered by ante-dates which count for promotion only and make no difference in an officer's seniority in his existing rank.

"These ante-dates of various periods up to two years as a maximum are earned automatically by successful qualification in the various technical subjects such as engineering, wireless and the like, for proficiency in foreign languages and for graduating at the Staff College or as a Flying Instructor.

"Further, to ensure that the really brilliant pilot does not get left behind, even if he does not aspire to any of these attainments, each air officer commanding is allowed to recommend so many months' ante-date in all, according to the number of officers under his command, quite apart from the automatically earned ante-date. The limit of recommended ante-date is three years, and of recommended and automatic ante-date combined four years.

AIRCRAFT APPRENTICES

"In its other ranks, the Royal Air Force requires over 60 per cent. of skilled tradesmen of very various trades. Peace experience soon showed that first-class skilled men would not be forthcoming in anything like the numbers required and that consequently the Air Force must train its own. As long ago as 1919, therefore, a system of boy training was instituted. Advantage was taken of the educational system of the country, and the main source of entry is by the nomination of boys of 15 to 16½ by the local education authorities all over the kingdom. Selection among nominees is by competitive examination with a qualifying minimum, and those successful join the School of Technical

Training at Halton in Buckinghamshire as Aircraft Apprentices. This source of entry is supplemented by open examination by the Civil Service Commissioners, and by the direct entry, on reaching the qualifying standard, of the sons of fathers who have served in His Majesty's Fighting Forces.

The course at Halton lasts three years, during which the Aircraft Apprentices continue their general education under civilian education officers, and are taught their trade by serving and Ex-Service instructors. As nearly 1,000 skilled men are required annually, there are upwards of 3,000 in residence, and Halton is probably the largest school of its kind in the world. The estate formerly belonged to the late Mr. Alfred Rothschild, and the beautiful park and surrounding meadowland provide adequate playing grounds for the whole of the school. Magnificently equipped workshops exist, built during the war, and the barracks, commenced in 1919, are the most up-to-date in England. Halton will repay a visit from anyone interested in a large-scale educational experiment, though it may claim by now to have passed the experimental stage.

"A similar technical school for men of the wireless trade, though on a far smaller scale, exists at Cranwell.

"Skilled men in trades in which a few only are required and unskilled men are obtained by ordinary direct enlistment.

"One or two points in connection with the prospects of the airman deserve mention.

"Aircraft Apprentices are entered every six months to the number of about 500. From each batch passing out of the schools at Halton and Cranwell, six are selected for cadetship from among those highest on the list. These six proceed to Cranwell College, where they are given the ordinary two-years' course free of any expense, and, on passing out successfully, are granted commissions.

NON-COMMISSIONED-OFFICER PILOTS

"Ex-Aircraft Apprentices and directly enlisted men of certain trades have also the privilege of volunteering for training as non-commissioned-officer pilots, of whom there are at present between three and four hundred in the Royal Air Force. On completion of training, these men are promoted to the rank of Sergeant. Normally, they continue as pilots for five years, though in exceptional cases this may be extended. Subsequently they revert to their trade, but remain on the flying reserve, for which they receive a retaining fee and are kept in flying practice.

"Sergeant-pilots are eligible for selection for a permanent commission, a few of which are awarded annually.

A LIFE FULL OF PROFESSIONAL INTEREST

"And now to justify the title of this article. What has service in the Royal Air Force to offer? From the prosaic but important aspect of a living, it does not lead to riches except in the case of the favoured few who become so expert technically as to obtain a fat billet in an armament firm. But it does offer to the careful a living wage from the commencement, a fair income in middle life, and a reasonable pension.

"To the ardent youngster who wants to see the world in a novel and romantic guise the Royal Air Force offers far more. This is a mechanical age, an age of ever-increasing speed, and an age of rapid scientific development, and where can the rising generation enjoy all these to anything like the same extent as in the Royal Air Force? If we go back twenty-five years, the aeroplane had not evolved. If we go back fifteen years, 80 miles an hour was about the limit with an engine of about 100 horse-power. We have lately seen flight at nearly 360 miles per hour, and have engines of 600 horse-power and more, and it would be a bold man who would forecast the developments of the next quarter of a century.

"Then, again, there is the exhilaration of flight, the superiority complex, as it were, of seeing the little motor-cars and railway trains crawling along below one, confined to their roads or rails, while oneself enjoying extreme speed and perfect freedom in all three dimensions.

"What a wonderful capacity to see the world is conferred, too, by the aeroplane! Read Sir Philip Sassoon's account of his flight to Egypt, the Sudan, Palestine, Iraq, and India, and you will be verily astonished by all he saw of ancient splendour and modern activities in a few weeks' trip by air. The North-West Frontier of India, that strip of age-long romance, invasion and raid since-

and, for that matter, before - Alexander the Great, can be traversed in a few hours, and a bird's-eye view obtained which goes far towards a realization of its problems, their importance and their interest.

"Iraq, Palestine, Egypt and the Sudan, with their wealth of archaeological and historical interest, are easily explorable by aeroplane. The Royal Air Force serve in all these countries, and in Iraq and Palestine the interest is enhanced by the responsibility for internal security and external defence.

"Then, unless there should be monotony, there are the long-distance flights with all their interest and experience, such as those from Cairo to the Cape and Nigeria, the Far East flight from England to Australia and Hong-Kong, the direct flight to India without a stop, and a host of lesser flights.

"The R.A.F. also offers attractions to the lover of the sea. Flying boats, capable of a wide range of action on their own resources, are now stationed in the Persian Gulf and at Singapore, as well as in the British Isles, while the Fleet Air Arm, of course, shares the ubiquity and instant readiness for action of the Royal Navy.

SPORT

"Apart from the interest of the Service itself and of the countries in which it operates, the wide distribution of the force offers facilities for all and every kind of sport. Hunting at home; big and small-game and mountain shooting in India; snipe, duck and woodcock shooting in Iraq, Palestine, and Malaya; shooting of all kinds in Africa; and fishing in many waters, not forgetting the big tarpon-like monsters of the Persian Gulf. Add to these pig-sticking in India - that sport of kings - and, of course, every kind of game from polo to ping-pong.

"Such is life in the Royal Air Force - a life full of professional interest, in a Service which is continually developing on the scientific side, constantly being given new responsibilities, and finding itself up against novel problems, administrative, technical and military, which offer scope to any and every taste.

"One other word. The Royal Air Force motto is "Per ardua ad Astra", and it tries to live up to it."

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NATIONAL GUARD AVIATION COMPLETED

With the federal recognition of the 44th Division Aviation units, consisting of the 119th Obs. Squadron, the 119th Photo Section and the Medical Dept. Detachment, all stationed at Newark, N.J., the first step in development of National Guard aviation is completed. The 119th Squadron is the nineteenth observation squadron to be organized in the National Guard of the various States, making one for each of the 18 Infantry Divisions and the 154th Obs. Squadron at Little Rock, Ark., which is assigned to Army Aviation.

In the Regular Army all division aviation will be transferred to the corps but in the peace time organization of the National Guard it will for the time being at least remain a part of the division to facilitate administration, training and equipping.

The other National Guard Observation Squadrons are stationed as follows:

- 101st (26th Division Aviation), Massachusetts National Guard, Boston.
- 102nd (27th Division Aviation), N.Y. National Guard, New Dorp, Staten Id.
- 103rd (28th Division Aviation), Penna. National Guard, Philadelphia, Pa.
- 104th (29th Division Aviation), Maryland National Guard, Baltimore.
- 105th (30th Division Aviation), Tennessee National Guard, Nashville.
- 106th (31st Division Aviation), Alabama National Guard, Birmingham.
- 107th (32nd Division Aviation), Michigan National Guard, Detroit.
- 108th (33rd Division Aviation), Illinois National Guard, Chicago.
- 109th (34th Division Aviation), Minnesota National Guard, St. Paul.
- 110th (35th Division Aviation), Missouri National Guard, St. Louis.
- 111th (36th Division Aviation), Texas National Guard, Houston.
- 112th (37th Division Aviation), Ohio National Guard, Cleveland.
- 113th (38th Division Aviation), Indiana National Guard, Indianapolis.
- 115th (40th Division Aviation), California National Guard, Los Angeles.
- 116th (41st Division Aviation), Washington National Guard, Spokane, Wash.
- 118th (43rd Division Aviation), Connecticut National Guard, Hartford.
- 120th (45th Division Aviation), Colorado National Guard, Denver.

Organization of aviation for Cavalry divisions is not contemplated at present. Further efforts in development of National Guard aviation will be directed toward perfecting training and completing the equipment of present squadrons.

FOUNDER OF CATERPILLAR CLUB LEAVES THE AIR CORPS

Mr. M. H. St. Clair, who with the late Maurice Hutton and Verne E. Timmerman, founded the now famed Caterpillar Club, severed his connection with the Materiel Division of the Air Corps, Wright Field, Dayton, Ohio, on April 1st, to become associated with the Switlich Parachute and Equipment Company of Trenton, N.J.

A member of the Parachute Unit of the Equipment Branch of the Materiel Division since 1922, Mr. St. Clair, under Major E. L. Hoffman, participated in the most interesting phases of the development of the Air Corps parachute. It was his keeping of the early records of emergency jumps that led to the organization of the Caterpillar Club, to which he was instrumental in giving its name.

Mr. St. Clair was also active in the development of tow targets; flying clothing, including gloves, helmets, and face masks for oxygen apparatus, and many other items of like equipment. The News Letter Correspondent states that his services will be greatly missed at the Materiel Division.

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MATERIEL DIVISION RECEIVES A MOHAWK "PINTO."

Captain Robert Kauch, Air Corps, stationed at the Materiel Division of the Air Corps, Wright Field, Dayton, Ohio, recently ferried to that station from Minneapolis, Minn., a new Mohawk "Pinto" low-wing monoplane, purchased from the Mohawk Aircraft Corporation for experimental study and development by the Air Corps. With cantilever wing construction, the "Pinto" is powered with a Kinner K-6 motor delivering more than 100 horsepower. The Air Corps designation given this plane is XPT-7.

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THE TRAINING OF RESERVE OFFICERS AT SELFRIDGE FIELD

By the News Letter Correspondent

The training of Air Corps Reserve officers, inactive status, who are qualified pilots, is a very important function at Selfridge Field, Mt. Clemens, Mich. This field, located so near Detroit, is visited throughout the week and especially on holidays and Sundays by many inactive Reserves who are qualified pilots and who take advantage and make the most of their opportunities to motor 25 miles for this inactive duty pilot training. There are approximately twenty Reserve pilots who fly at this station regularly and, if the weather is good and planes are available, it is seldom, indeed, that they fail to make the most of their allotment of four hours' inactive flying per month. The Fiscal Year allotment of inactive flying hours for Selfridge Field is almost exhausted, and all pilots are wondering if more hours will be available.

So far Selfridge Field received three separate allotments of flying hours for inactive duty training, totaling 1,375 hours, of which but approximately 35 hours remain.

Reserve officers reporting to this station for inactive duty flying are provided with every available facility which, of course, includes any kind of flying equipment desired. If necessary, they are flight-checked in training type aircraft and then permitted to fly observation and pursuit planes as soon as they are found qualified.

In accordance with existing regulations, Training, Observation and Pursuit type aircraft are made available for Reserve pilots whenever possible, and each pilot is carefully checked to insure that he qualifies for service type aircraft with the least possible delay. To date, all Reserve officers regularly flying at Selfridge Field on inactive status have been placed in Group I as qualified to perform piloting duty with a tactical organization without further training.

This station has found all inactive Reserve officers intensely interested in this Reserve training. They have all along manifested a willingness to comply with War Department and post regulations covering this inactive training, and this speaks well for aviation in general, besides insuring hundreds of competent pilots for tactical organizations in time of emergency.

Including the pilot time consumed by inactive Reserve officers assigned to other Corps Areas, the total inactive Reserve flying hours at Selfridge Field during the Fiscal Year 1930 is now in excess of 2,000, and all through these 2,000 hours in Training, Observation and Pursuit aircraft no accidents or injury to pilots and aircraft have occurred save minor damages to aircraft which would

ordinarily be expected in normal training.

We like to cite one incident here which typifies the genuine interest which Reserve officers at this station display in their training. Some few days ago, just after a light thaw, a P-3A Pursuit, an O-2 and a PT-1 had been ordered out for Reserve flying. Major Myron A. Sine, Air Reserve, who supervises the inactive training of pilots from his organization in Detroit, took off in the P-3A. After a few landings he taxied to the line and suggested to the Operations Officer that only the Observation and Training types be flown, since the ground was soft and the wheels of the Pursuit planes had a tendency to sink through the crust and there was an easy possibility of damaging the ship by nosing it over. A check of the field proved Major Sine to be correct, and the P-3A was returned to the hangar.

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IMPROVED WINTER FLYING SUITS

According to the News Letter Correspondent, three new types of winter flying suits have been under experimental test at Wright Field the past winter, out of which it is hoped a successful type may be obtained which will materially increase the warmth without increasing the bulk of the suits heretofore worn, and at the same time offer greater comfort for extreme cold weather flying.

One type of suit has the outer shell of goat skin, with removable eiderdown lining, the removable feature making it possible for use as a two-service suit. This suit has more warmth than the standard B-7 type without appreciably increasing the bulk. The second has an outer shell of combed, tanned calfskin with a silk pile fabric lining. It is lighter by three to four pounds than the standard, having practically the same warmth and 50 percent greater flexibility. The third type is the standard B-7, with the blanketing replaced by fur in the body only. This gives 100 percent increased flexibility, more warmth, and about forty percent reduction in weight.

The size of the collar on all of these types has been increased so that they button closely about the face, and when pulled up offer protection to mouth, nose and cheeks. Orders will be placed for one or more of these models, it is expected, for service testing.

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ACTIVITIES AT MITCHEL FIELD

Now that Spring is almost at hand in and about Gotham and the birds are setting up at least a half-hearted warble, flying is due to take a fresh and keen hold at Mitchel Field, L.I., New York. "Not that we haven't been doing things this past winter," explains the News Letter Correspondent, "for despite the inclement weather we have managed to keep up an efficiency not to be questioned considering our lack of ships. Radio ships have cracked off missions with regularity and precision; photography has been crowded into every available fair day; formation flights have been run off quite consistently, and liaison and contact missions of a practice nature have done much to keep us in condition.

The path between Mitchel Field and the Curtiss plant in Buffalo has become a well-flown one during the last few months and, as a result, we have 21 new O-1B's to brag about, and justly too, because of their great improvement over the old Falcon. Ask the man who has flown one.

The Group is not only scheduled for an extensive gunnery program this Spring at Camp Dix, New Jersey, but, as usual, will be the salient feature in the grand old game of defending the Atlantic seaboard from the wilds of 'Joisey' to the wilder wilds of dear old Boston. 'They shall not take New York!' quoth Whalen, as he nonchalantly tossed a Red bomb out of the City Hall."

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PHOTOGRAPHIC OFFICERS HOLD POW WOW

A board of officers convened at Wright Field recently for the purpose of considering the tables of basic allowances for photographic sections, making recommendations for changes such as may effect economy in the amount of photographic supplies used throughout the service, and discussing policies for the betterment of photographic units. The board was composed of the following officers: Capt. W.D. Wheeler, Selfridge Field; Capt. A.W. Stevens, Wright Field; Lieuts. G.W. Goddard, Chanute Field; Guy Kirksey, Office Chief of Air Corps, and H.K. Baisley, Post Field.

NEW TYPE OF GUN CAMERA TO BE TESTED

The gun camera is used in the Army Air Corps for training pilots in the firing of machine guns upon other aircraft. The gunner aims the camera as he would a gun but, instead of firing, a picture is made which shows whether a hit or miss of the enemy plane would have resulted had he fired a gun. Besides receiving training in the firing operation, the flying officer can learn from the film records his exact efficiency as a gunner.

The new Type G-2 gun camera lends more aid in the training feature, since it approaches in size and shape the .30 caliber Browning machine gun and may be mounted on the synchronizer gun mount, thus obviating the necessity of providing an extra mount and giving greater versimilitude to actual gunnery.

The steel parts of the gun are of stainless steel, and this is probably the first instrument of its kind incorporating stainless steel ball bearings. The castings are made of bronze, the combination of metals making it especially resistant to tropical and salt water corrosion. The gun shoots a minimum of three pictures a burst, the record of the time being recorded after each burst. The first experimental model has been delivered to the Materiel Division of the Air Corps at Wright Field, Dayton, Ohio, where the belief prevails that the instrument will prove valuable as a service type.

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AERIAL PHOTOGRAPHIC DISPLAY DURING PHILIPPINE CARNIVAL

The personnel of the 6th Photo Section, stationed at Nichols Field, P.I., displayed undiscovered talents recently by taking the role of side-show ballyhoo artists in the annual Philippine Carnival. Lieut. McDonnell was in charge of the Air Corps exhibit and set up a booth that ranked with the best. Among the articles on display were aerial oblique photographs, mosaics, airplane and airship models, machine guns, bombs, parachutes, propellers and an airplane motor. The personnel worked in shifts, explaining to the interested public the operation of all aerial equipment. Aerial oblique photographs were made of the Carnival for newspaper publication.

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RECENT PROMOTIONS OF ENLISTED MEN OF THE AIR CORPS

Brooks Field -	Staff Sgt. Russell L. Philamy, 46th Sqdn. to Tech. Sgt. Tech. Sgt. Magnus F. Susmehl, 32d Sqdn. to Master Sgt.
Chamute Field -	Elmer Bruss, Tech. Sgt. Tech. School, to Master Sgt. Staff Sgt. Lee Silvers, Tech. School, to Tech. Sgt.
France Field -	Tech. Sgt. Archie L. Taylor, 7th Obs. Sqdn. to Master Sgt.
Hawaiian Dept. -	Tech. Sgt. Maurice Harthanze to Master Sgt. Staff Sgt. Hans G.C. Haffner to Tech. Sgt.
Kelly Field -	Staff Sgt. Albert J. Freathy, 68th Serv. Sqdn. to Tech. Sgt. Staff Sgt. Joseph H. Drobin to Tech. Sgt.
Langley Field -	Tech. Sgt. Wm. W. Spoor, Technical School, to Master Sgt. Tech. Sgt. Chester E. Johnson, 96th Bomb. Sqdn. to Master Sgt. Staff Sgt. Fred P. Miller, 49th Sqdn. to Tech. Sgt. Staff Sgt. Benjamin A. Cheska, 19th Airship Co. to Tech. Sgt. Staff Sgt. Chas. W. Draper, 49th Sqdn. to Tech. Sgt.
March Field -	Tech. Sgt. Donald M. Sweeney, 53d Sqdn. to Master Sgt. Staff Sgt. Stanford J. Lee, 47th Sqdn. to Tech. Sgt.
Panama Dept. -	Tech. Sgt. Archie L. Taylor to Master Sgt.
Selfridge Field -	Tech. Sgt. Cody Dalton, 17th Pursuit Sqdn. to Master Sgt. Staff Sgt. Ray Gaston, 57th Serv. Sqdn. to Tech. Sgt. Staff Sgt. William E. Pope to Tech. Sgt. Staff Sgt. Frank Skrobacke to Tech. Sgt. Staff Sgt. George Callaghan to Tech. Sgt.

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During the month of March, the Personnel Division, Office of the Chief of the Air Corps, received a total of 315 applications for flying cadet training, this number representing a substantial increase over the numbers received during the months of January and February.

AIR CORPS OFFICERS DESIGNATED TO ATTEND STAFF SCHOOL

Special Orders of the War Department recently issued designated the following-named Air Corps officers as students at the Command and General Staff School, Fort Leavenworth, Kansas, for the 1930-1932 course. They have been directed to report to the Commandant of that School between August 20 and 31, 1930.

Major Vincent B. Dixon	Captain Frederick I. Eglin
Major Henry J. F. Miller	Captain Arthur K. Ladd
Major George E. Stratmeyer	Captain John I. Moore
Major Benjamin G. Weir	Captain Charles T. Phillips
Major Barton K. Yount	

With the exception of Major Dixon and Captain Phillips, all of the above-named officers are students at the present time at the Air Corps Tactical School, Langley Field, Va. Major Dixon is on duty as instructor at this school, while Captain Phillips is a student at the Infantry School at Fort Benning, Ga.

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SUMMER TRAINING CAMPS OF NATIONAL GUARD AIRMEN

The various Air Corps National Guard Squadrons will spend their two weeks' field training this coming summer at the points named below, viz:

Alabama -	31st Division, Camp McClellan, Ala., August 16 to August 31.
Arkansas -	154th Obs. Squadron, Pensacola, Fla., July 13 to July 27.
California -	40th Division, San Luis Obispo, Calif., July 26th to August 9th.
Connecticut -	43rd Division, Groton, Conn., August 5 to August 19.
Colorado -	45th Division, Golden, Colo., June 6 to June 21.
Illinois -	33rd Division, Camp Grant, Ill., August 2 to August 16.
Indiana -	38th Division, Camp Knox, Ky., August 3 to August 17.
Maryland -	29th Division, Langley Field, Va., August 10 to August 24.
Massachusetts -	26th Division, Location not known, August 5 to August 19.
Michigan -	32nd Division, Grayling, Mich., August 12 to August 26.
Minnesota -	34th Division, Wold-Chamberlain Field, June 14 to June 28.
Missouri -	35th Division, Camp Clark, Mo., July 20 to August 3.
New Jersey -	44th Division, Newark, N.J., August 16 to August 30.
New York -	27th Division, Pine Camp, N.Y., July 27 to August 10.
Ohio -	37th Division, Camp Perry, Ohio, July 27 to August 10.
Pennsylvania -	28th Division, Langley Field, Va. Date not set.
Tennessee -	30th Division, Camp Jackson, S.C., August 3 to August 17.
Texas -	36th Division, Palacios, Texas, August 1 to August 15.
Washington -	41st Division, Camp Murray, Wash., June 14 to June 28.

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MATERIEL DIVISION A MECCA FOR AIRCRAFT ENGINEERS

The standing enjoyed by the Materiel Division of the Air Corps among those affiliated with the aircraft industry, both in this country and abroad, is attested by the large list of manufacturers, engineers and interested visitors who came to Wright Field, Dayton, Ohio, during the month of March, in the majority of instances for engineering conferences, among whom may be mentioned:

Donald Douglas of the Douglas Aircraft Corporation,
J.C. Axelson, Axelson Aircraft and Engine Corporation,
Cleveland Walcutt, Ethyl Gasoline Corporation,
Captain Helm Speidel, German Army,
Ludwig Duerr, Chief Engineer of the Zeppelin Company,
J. M. Miller, Stromberg Motor Devices,
Clem G. Trimbach, Curtiss Company,
Alfred Verville, Verville Aircraft Company,
Harold Caminez, Allison Engineering Corporation,
Frederick Charavay, Hartzell Propeller Company,
Robert Hartzell, Hartzell Propeller Company,
T. E. Tillinghast, Pratt and Whitney Company.
Ernest W. Dichman, Aviation Corporation,
Major Paolo Spennadori, Italian Embassy,
Commander Silvio Scaroni, Air Attache, Italian Embassy,
P. G. Johnson, President, Boeing Airplane Company,
J. F. Meade, Mercury Aircraft, Inc.

Dr. O. C. Bridgman, Bureau of Standards, Washington, D.C.
George S. Wheat, United Aircraft Company, New York,
Arnold C. Dickinson, Sikorsky, Company,
Guy Vaughn, Wright Aero Corporation,
E. D. Thomas, Thomas-Morse Aircraft Co.
G.S. Wilkinson and C. S. Napier of D. Napier and Sons, Ltd., London, Eng.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: Lieut.-Col. Henry B. Clagett from duty as Air Officer, 9th Corps Area, to Air Corps Training Center, Duncan Field, Texas.

Major Gerald E. Brower, Wright Field, to Selfridge Field, Mich.

Captain George W. McEntire from duty with Organized Reserves, 8th Corps Area, San Antonio, Texas, to duty as Instructor, Air Corps, Mass. National Guard, Boston, Mass.

Captain Ross G. Hoyt, upon completion of course of instruction at Air Corps Tactical School, to Selfridge Field, Mich.

Captain Clyde V. Finter, Wright Field, to Air Corps Training Center, Duncan Field, Texas, July 1, 1930.

Major Lawrence W. McIntosh from duty in Office of the Chief of the Air Corps to Crissy Field, Presidio of San Francisco, Calif., to assume command.

Major George H. Brett, upon completion of present course of instruction at Command and General Staff School, Fort Leavenworth, Kansas, to Selfridge Field.

Major Harrison H.C. Richards, upon completion of present course of instruction at Command and General Staff School, to Air Corps Training Center.

Captain Roderick N. Ott, Brooks Field, to Selfridge Field, Mich.

Captain Gilbert T. Collar from duty with Organized Reserves, Harrisburg, Pa. to Langley Field, Va., for duty as student at Air Corps Tactical School.

1st Lieuts. Robert J. Brown, Jr., Charles McK. Robinson and Frank B. Tyndall, upon completion present course of instruction at Air Corps Tactical School, to report to Commandant of that School for duty.

1st Lieut. John DeF. Barker, upon completion of present course of instruction at Air Corps Tactical School, to Langley Field, Va., for duty.

1st Lieut. Walter K. Burgess from duty at University of Illinois, Urbana, Ill. to Chanute Field, Rantoul, Ill.

1st Lieut. Edward E. Hildreth from Chanute Field, Ill. to duty at University of Illinois, Urbana, Ill.

1st Lieut. Ray L. Owens, March Field, to duty in Office of Chief of Air Corps.

1st Lieut. Walter R. Peck from Schoen Field, Indianapolis, Ind., to Maxwell Field, Montgomery, Ala.

1st Lieut. Clarence E. Shankle from duty as Instructor, Air Corps, Mass. National Guard, Boston, Mass., to Fort Sill, Okla. for duty with Air Corps troops.

1st Lieut. Roy W. Camblin, Brooks Field, to duty with 365th Observation Squadron, Organized Reserves, 8th Corps Area, Muskogee, Oklahoma.

Orders assigning 1st Lieut. James T. Curry to Fort Crockett, Texas, upon completion course of instruction at Air Corps Tactical School, revoked.

1st Lieut. Augustine F. Shea, upon completion tour of foreign service, to Air Corps Training Center, Duncan Field, Texas. Assignment to Bolling Field revoked.

2nd Lieut. Charles F. Sugg, Brooks Field, to Materiel Division, Wright Field.

2nd Lieut. Harry J. Flatequal, Brooks Field, to Chanute Field, Ill.

Relieved from Detail to the Air Corps: 2nd Lieut. Warren C. McDermid to the 1st Field Artillery, Fort Sill, Oklahoma.

2nd Lieut. John E. Theimer to 18th Field Artillery, Fort Sill, Okla.

2nd Lieut. George V. Millett, Jr., to 7th Infantry, Fort Crook, Nebraska.

2nd Lieut. Joseph M. Colby to 1st Cavalry Division, Fort Bliss, Texas.

2nd Lieut. Frank E. Fries to 2nd Engineers, Fort Logan, Colorado.

2nd Lieut. Charles S. Vanderblue to 1st Field Artillery, Fort Sill, Okla.

2nd Lieut. George R. Sutherland to 10th Cavalry, Fort Huachuca, Arizona.

Detailed to the Air Corps, and to Brooks Field, Texas, July 1, 1930, for PRIMARY FLYING TRAINING: 2nd Lieut. Wm. P. Connally, Jr. Field Artillery.

2nd Lieut. Jacob G. Reynolds, Coast Artillery Corps.

Reserve Officers Detailed to Extended Active Duty: July 2, 1930, to Dec. 31, 1930: 2nd Lieut. Frank B. Stuart, San Antonio, Texas, to Fort Crockett, Texas; 2nd Lieut. Leroy B. Shidler, Marianna, Pa., to Langley Field, Va.; 2nd Lieut. Ross N. Huguet, Centerville, Texas, to Fort Crockett, Texas.

April 1 - March 31, 1931: 2nd Lieut. Harry Latham Rowland, San Antonio, Texas, to Dodd Field, Fort Sam Houston, Texas; April 15, 1930 to April 14, 1931 - 2nd Lieut. Hugh Francis McCaffery, Chester, Pa., to Mitchel Field, N.Y.; 2nd Lieut. John A. Herman Miller, Tulsa, Okla., to Dodd Field, Fort Sam Houston, Texas; 2nd Lieut. Robert Sheldon Butler, Des Moines, Iowa, to Langley Field, Va., April 15, 1930, to January 2, 1931:- 2nd Lieut. Virgil D. Westbrook, San Clemente, Calif., to Rockwell Field, Calif.; 2nd Lieut. Conger Poage to Fort Crockett, Texas; 2nd Lieut. Ernest Cecil Stone, Fairhope, Ala., to Maxwell Field, Ala.

2nd Lieut. Lewey Bartlo, Phoenix, Ariz. to Langley Field, June 29 to Dec. 27, 1930.

2nd Lt. John F. Turner, Oakland, Calif. to Crissy Field, May 15 - May 14, '31.

2nd Lt. Clarence L. Terrill, Takoma Park, Md., to Langley Field, Va., April 1, 1930 to March 31, 1931.

2nd Lt. Albert I. Patrick, Mobile, Ala. to Maxwell Field, Montgomery, Ala., June 30, 1930, to December 28, 1930.

Resignation: 2nd Lieut. Gilbert Lorenzo Tefft, April 15, 1930.

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CONTRACTS AWARDED FOR NEW AIRPLANE ENGINES ✓

The Army Air Corps recently awarded a contract to the Pratt & Whitney Aircraft Company, Hartford, Conn., for 252 Pratt & Whitney air-cooled, direct drive, Model R-1690-A "Hornet" engines, and certain spare parts therefor, at a total cost of \$1,450,570.72. A contract was also awarded to the Curtiss Aeroplane and Motor Co., Inc., Garden City, Long Island, N.Y., for the purchase of 100 Curtiss water-cooled Model D-12-E engines and certain spare parts therefor, at a total cost of \$660,280.00.

The "Hornet" engines are to be installed in the Bombardment airplanes for which a contract was recently awarded the Keystone Aircraft Corporation of Bristol, Pa., while the D-12-E engines are to be installed in Model A-3B Attack airplanes for which a contract was previously awarded to the Curtiss Company.

These engines are being procured from available funds from the Air Corps appropriations for the Fiscal Year ending June 30, 1930.

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NEW SAFETY BELT ✓

A new design of safety belt has been made by the Equipment Branch of the Materiel Division, Wright Field, Dayton, Ohio, which has the following advantages: Easily adjusted for any size of man; quickly releasable with pulling motion; can be stowed out of the way when not in use, yet readily accessible; warns pilot when belt should come open prematurely; long life, and will not weaken with age.

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LONG CROSS-COUNTRY TRIP TO COORDINATE TRAINING ✓

Major Clarence L. Tinker, Assistant Commandant of the Advanced Flying School, Kelly Field, San Antonio, Texas, recently completed a flying tour involving 4,000 miles, during which he visited every tactical Army Air Corps unit east of the Rocky Mountains, for the purpose of coordinating flying training.

This was one of the longest cross-country flights made from the Advanced Flying School for this mission in some time. Major Tinker flew an A-3 Attack plane, and was accompanied by Lieut. J.A. Mollison, senior instructor of Observation at Kelly Field.

The officers took off from their home airdrome at Kelly Field on March 16th and, besides conferring with Army Air Corps officials, visited the United States Naval Flying School at Pensacola, Fla., comparing results of training methods.

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NOTES FROM AIR CORPS FIELDS

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Material Division, Wright Field, Dayton, Ohio, March 28th:

Mr. Ford L. Prescott, Test Engineer of the Power Plant Branch, is enjoying a month's leave of absence in Florida. He was formerly Associate Professor of Mechanical Engineering at the University of Florida. His recent work at the Division has been concerned with a study of engine vibrations.

Lieut. E.S. Barnaby, U.S. Navy, formerly attached to the Materiel Division, spent a week at Wright Field early in March to confer with engineers on the revision of the Handbook of Instructions for Airplane Designers.

Lieut. J.B. Hadden, of the Flight Test Branch, left March 5th for three months' temporary duty in the Office of the Chief of the Air Corps.

The following Chamute Field officers were at Wright Field from March 9th to 14th for the purpose of visiting the various activities: Lieuts. A.G. Hamilton, M.M. Murphy, W.A. Morgan, A.F. Solter and W.S. Lee.

Lieut. E.R. McReynolds reported for duty at the Materiel Division on March 10th and was assigned to the Inspection Branch. His previous assignment was that of Air Corps representative at the Keystone Aircraft Company, Bristol, Pa.

Lieuts. Leroy Wolfe, J.G. Taylor and Ray Zettel took off on March 12th for Santa Monica, Calif., for an inspection of the mock-up of a new Douglas Observation airplane.

Lieut. D.W. Watkins left by rail for Bridgeport, Conn., to inspect a Sikorsky Amphibian being constructed for the Air Corps.

Louis C. Hagemeyer in charge of moving picture photography at Wright Field, left by plane on March 14th with Lieut. Guy Kirksey, of the Office of the Chief of the Air Corps, to photograph the Air Corps Exercises at Sacramento, Calif. These photographs will form a historical record of maneuvers for study later, and for exhibition purposes at the various fields throughout the country.

Major H.H. Arnold, Commanding Officer of Fairfield and Chief of the Field Service Section of the Materiel Division; Major G.E. Brewer, Chief of the Airplane Branch; and Lieut. H.P. Rush, of the Airplane Branch, are absent from the Division attending the Air Corps Exercises on the West Coast.

Lieut. F.O. Carroll left on March 21st by rail to ferry a Thomas-Morse O-19B airplane to this station.

Lieut. W.B. Hough arrived on March 24th from Mitchel Field for a three-days' conference with radic engineers.

Lieut. E.R. Page, Chief of the Power Plant Branch, left on March 27th for Buffalo, New York; Paterson, N.J.; and Hartford, Conn, to confer with the Curtiss, Wright Aeronautical, and Pratt and Whitney Companies concerning engines contracted for by the Air Corps.

Marshall Field, Fort Riley, Kansas, March 25th:

Observers in the squadron are being given instruction and practice in Aerial Photography under Lieut. Lloyd C. Blackburn, of the Ninth Photo Section. Each officer is taking and laying a mosaic map, taking and developing both vertical pin points and obliques.

A portion of the Kansas River on the reservation is being used for rear aerial gunnery practice by sighting on protruding stumps or some such objects. The results of firing the flexible mount guns can be readily seen, and proves to be an instructive means of securing preliminary practice.

2nd Lieuts. Clarence E. Engert, Eugene M. Kruse, Dyke F. Meyer, Julian M. Joplin, Air Corps Reserve, graduates of the Advanced Flying School of the class of February 26th, 1930, reported for a year's active duty at this station on March 10th.

2nd Lieut. Roy T. Wright, Air Corps, who graduated from the Advanced Flying School with the class of October 14th, 1929, reported for duty at this station on March 1st.

Lieut. and Mrs. Lloyd C. Blackburn were host and hostess at a most enjoyable Air Corps supper dance at the Junction City Country Club on February 26th.

The Post Bowling tournament for 5-men teams was recently won by the Squadron bowling team. A tournament is now being held for three-men teams: Sgts.

Ruef, Eberling; Pvts. Oldson and Hayden comprised the first team. Repeating the record of the five-men team, this team won first place. The second team, comprising Sgt. Henderson, Pvts. Colosi, Parks and Phinney, won third place in the tournament.

War Department orders were received extending the active duty period of Lieuts. Carl N. Olson and Charles C. Cunningham, Air Corps Reserve, from July 2, 1930 to January 2, 1931, and of Lieut. Dick R. Petty from June 30, to December 23, 1930.

San Antonio Air Depot, Duncan Field, San Antonio, Texas, March 26th:

On February 26th the Depot enjoyed a visit from Lieut.-Col. Ira Longanecker, Chief of the Information Division, Office of the Chief of the Air Corps, in connection with his recent tour of Air Corps activities in this vicinity. He was accompanied by Lieut. Arthur I. Ennis, also of the Information Division.

Lieut. Russell J. Minty of the Fairfield Air Depot, Fairfield, Ohio, was on temporary duty at this Depot, February 23d, 24th and 25th, for conference and study of the system of operating the Air Corps Station Supply Department at this Depot, arriving and leaving by air.

Capt. Warner B. Gates was welcomed into the Depot's official family on February 26th, having been transferred here from Kelly Field. Capt. Gates was appointed Depot Adjutant and to all the other multifarious offices concomitant thereto, relieving Lieut. Albre, who was reassigned to his former duty as Assistant Engineering Officer of the Depot.

A party of four enthusiastic lads, members of the Aero Club of the Brackenridge High School in San Antonio, made an intensive tour of inspection through the Depot's Engineering Shops on February 27th, and apparently had a thoroughly enjoyable and instructive time of it.

Capt. L.P. Hickey of Post Field, Fort Sill, Okla., was a visitor at this Depot on February 28th, ferrying in a PT-3, and returning to his home station in an O2-H.

Major-General Hugh A. Drum, The Inspector General, on his recent tour of inspection, afforded this Depot the pleasure of its first visit from him on March 20th.

Lieut. Harry Weddington, on duty at Love Field, Dallas, Texas, was a cross-country visitor at the Depot on March 4th, accompanied by Hon. H. Wade as passenger.

Lieut. Lucas V. Beau, Jr., Air Corps Instructor on duty with the Colorado National Guard at Denver, visited the Depot on March 5th, bringing in an O2-H for overhaul, and returning on the 6th, ferrying another O2-H to Denver.

Lieut. Edgar E. Glenn on duty at Hatbox Field, Muskogee, Okla., arrived at the Depot on March 12th for engine change in his O2 plane, returning to Muskogee on the 13th.

In connection with the new O-19 type airplanes being purchased by the Air Corps, three of this Depot's Engineering Department personnel, Mr. V.J. Myers, Shop Superintendent; Mr. R.H. Van Horn, General Machinist; and Mr. C.B. Means, Sheet Metal Worker, left the Depot on March 13th for twenty days' temporary duty to make a study at the factory of the Thomas-Morse Aircraft Corporation, Buffalo, N.Y., of the construction and maintenance of this type of plane.

Lieut. Harry H. Mills of the Middletown Air Depot, Middletown, Pa., was a visitor at the Depot on March 19th, arriving from and returning to Ft. Crockett, Texas, by air.

The following airplanes and engines were overhauled and repaired in the Engineering Department of this Depot during February, 1930:-

Airplanes: Overhaul - 1 A-3, 1 LB-5, 3 P1-D, 2 P1-F, 1 DH-4M-2, 1 DH-4M-2P, 3 DH-4M-2T, 3 O2, 6 O2-H, 1 O2-K, 3 PT-3, 3 PT-3A, Total, 28.

Miscellaneous Repair: 1 A-3, 1 LB-5, 1 C-7, 2 C-9, 1 O2, 1 O2-M4, 1 O-11, 1 PT-3A, Total, 9.

Engines: Major Overhaul - 19 Curtiss D-12, 22 Wright J-5, 1 Wright J-6, Total, 42. Minor Overhaul - 15 Liberty, 1 Curtiss D-12, 1 Wright E, 2 Wright J-5, 1 Wright J-6, Total, 20.

Nichols Field, Rizal, P.I., March 5th:

2d Observation Squadron: The annual gunnery and bombing season in this organization is well under way. Capt. Giles, Lieuts. Backes and Shea are fighting for highest scores.

Lieuts. Hamlin and Backes made a cross-country flight on San Jose, Mindoro, on February 8th for the purpose of making repairs to the radio station located at that place.

Lieuts. Yeager and Kennedy made a cross-country trip in two Leaning Amphibians to Polillo Island on the 15th.

Two flights of three planes each gave Major and Mrs. Kilner a rousing send-off when they left the Islands on the "Burgeland" en route to the U.S., via Europe.

66th Service Squadron: 1st Lieut. Earl S. Hoag, A.C., was transferred to the 2d Observation Squadron on February 1st and 1st Lieut. Charles Douglas took over Lieut. Hoag's duties as Squadron Adjutant.

Chanute Field, Rantoul, Ill., April 7th:

On the evening of April 1st, a novel party was held at the Officers' Club. The arriving guests found themselves apparently in a miniature Monte Carlo. A large roulette wheel occupied the center of the room. Distributed about were games of Chuck-A-Luck, Michigan and Black Jack. Guests, upon entering were furnished with poker chips and identification tags for markers. It soon transpired, however, that these did not represent money. The evening proved an exciting one, the center of interest being the roulette wheel, operated by Lieut. Wood. Prizes were distributed to the winners; Mrs. Heald, Lieut. Frederick, Mrs. Weikert and Lieut. Hildreth.

Mrs. C.O. Hobson, Instructor in Aircraft Instruments, completed a tour of temporary duty at the Materiel Division, Wright Field, Dayton, Ohio, during which time he made a study of the development of aircraft instruments. Complete cooperation by the personnel of the Materiel Division, with whom Mr. Hobson came in contact, resulted in a very successful tour of duty.

Lieut. Baisley, Air Corps, and Lieut. Seibert, Field Artillery, passed through this station in an O2-K, en route to Dayton, Ohio, spending a day at the Photographic School. They were on the way to secure night photographic equipment in Dayton for use by the Field Artillery School in connection with night firing.

Selfridge Field, Mt. Clemens, Mich., April 4th:

The other day we read an article by Cy Caldwell, reprinted from Aero Digest, entitled, "Say it with fires", in which he announced his election as an honorary fireman and extended an invitation to attend the fearless fire-fighters' flaming frolic which was to be held amidst the ruins of the next burned hangar.

We sincerely hope no one else is forwarding a similar invitation, for we now have a perfectly good room for Cy and his brother firemen. It all occurred between 12:30 and 1:00 o'clock, Tuesday, March 18th. A wind raging in velocity from 22 to 31 miles per hour aided the fire greatly - needless to say, Selfridge Field is now shy one hangar.

If the coming of new ships heralds Spring, we here could certainly look forward to pleasant weather. From present indications, however, it would appear that our eighteen P-12B's and thirteen O-19B's (due to arrive very very soon) will have to mount skis in order to slide in.

Major Royce and his flight of 22 P-1's had considerable trouble getting started on the Spring Maneuvers. The flight was forced back to Selfridge Field on three different occasions by blizzards and heavy snows. The fourth trial was successful, and the Major and his flight are now at Mather Field.

Two teams from Selfridge Field, in charge of 1st Lieut. F.A. Johnson, participated in the Sixth Corps Area Indoor Athletic Meet at Jefferson Barracks Missouri, on March 24th. The basketball team, composed of Staff Sgt. Freedlund, 57th Service Squadron; Sgt. McGinnis, 15th Observation Squadron; Cpl. Saums, Headquarters; Pvts. Morrin, 15th; Gagnier, Everett and Hughes, 57th; and Sgt. Skinner, Headquarters, defeated the teams representing Ft. Sheridan, Jefferson Barracks and Scott Field, to win third place. The only game lost was to the

Ft. Wayne team, winner of the championship, and that doesn't hurt so bad when one considers the drubbing we gave them earlier in the season.

The boxing team, composed of Sgt. McConnaughey, Pvts. Murray, Ellett, Scheib and Bresner, placed one man, Bresner who won the Sixth Corps Area bantam weight championship.

Two accidents marred the team's chances for the championship - the first when Scheib broke a rib in training the day before the meet and the second when Murray broke his hand in the semi-finals. It will be a different story next year.

27th Pursuit Squadron, A.C.: Four newly appointed Reserve Officers were assigned to the 27th Squadron. They are Lieuts. Reid, Thompson, Davis and McGuire.

At present there are but eight officers and four P-1's present in the Squadron, the remaining personnel and equipment being at Mather Field participating in maneuvers. Lieuts. Yost, Brown, Morgan, LeMay and Smith flew P-1C's to Sacramento as part of the first provisional squadron led by Major Royce.

Lieuts. Elliott, Boatner, Ramey, Sillin and Straubel went by rail to Seattle, Wash., to accept new Boeing P-12B's. These planes were flown to Rockwell Field for mechanical check-up, thence to Mather Field to form part of the second provisional Pursuit Squadron, led by Capt. Victor H. Strahm. One P-12 was damaged in flight test at Seattle, leaving Lieut. Harrington waiting at Selfridge several weeks for orders to proceed to get the last of the contingent of 18 planes.

Staff Sgt. Lawrence and Redifer, Sgts. Rose and Edmonds and Cpl. Baumgartner were chosen from this squadron to make the trip to Sacramento by transport.

94th Pursuit Squadron, A.C.: Lieuts. Johnson, Harding, Rhudy, Lowry and Bolen went to Seattle, Wash., by train to ferry a consignment of P-12's from the Boeing factory to Sacramento for the Spring maneuvers. Upon completion of this mission they will bring the P-12's back to Selfridge Field.

Lieuts. WurtSmith, Alexander, Underhill, Garrison, Vaupre, Anderson, Auten, Tellman and McLellan, flew out with the Group.

Lieuts. McConnell, A.T. Johnson, Crabb and Feldmann are the new Reserve officers in the squadron who recently completed a course of instruction at Kelly Field.

Lieut. Cobb is piloting one of the cargo planes on the Sacramento flight.

Staff Sgt. William S. Kingsley was transferred from the Sixth Pursuit Group to the 94th. He will take up his duties here as soon as his two months' leave is up.

Staff Sgt. William E. Pope and Frank Skrobacke were promoted to the grade of technical sergeant.

57th Service Squadron, A.C.: During the greater part of the month, the organization was as busy as the proverbial cranberry merchant, due to the demands of the various Pursuit squadrons that wanted work done before departure of the Group for Mather Field. Consequently, it was with a sigh of relief that the 57th watched the Group finally take off for California.

We are now the proud possessors of the bantam weight crown of the Sixth Corps Area. P.F.C. Bresner just returned from Jefferson Barracks with the title tucked under his arm. He is now scanning the horizon in search of new worlds to conquer.

There were numerous promotions during March. Pvts. 1st Cl. Winter, Filliberti and Buckley were appointed corporals; Cpls. McMillen, Sweitlewski and Landry were made sergeants; Sgt. McConnaughey is now a staff sergeant, and Staff Sgt. Callaghan was promoted to the grade of technical sergeant; Tech.Sgt. Cody Dalton was transferred to the 17th Pursuit Squadron and made a master sergeant in the bargain.

37th Division Aviation, March 27th:

The annual Army inspection of the 37th Division Air Corps, Ohio National Guard, was held at the Municipal Airport, Cleveland, Ohio, on March 21st and 23d. Major Muhlenberg, A.C., U.S. Army, Air Officer of the 5th Corps Area, stationed at Columbus, inspected the outfit.

Out of a total enlisted strength of 90 in the squadron, the Medical Section and the Photographic Section, only 9 men were absent. Out of a total officer

strength in the three sections of 23, 4 were absent.

The officers of the Squadron are performing their regular monthly flying, but are only getting in a minimum number of hours because of the muddy condition of the south side of the field. The flying equipment of the Squadron now consists of eight ships, five Douglas O-2's, one Douglas O2-X and two Consolidated PT's. In addition, Lieut. Cummings, the Army Instructor assigned to the Squadron, has his own Douglas O2. Lieut. Cummings just returned from a two months' leave spent in Florida, where he did some flying occasionally between Jacksonville and Miami.

Lieut. Butler of the Photographic Section, narrowly missed a fatal trip a few days ago when a short delay caused him to miss the flight of a Curtiss flying service Robin during which two men were killed.

Air Corps, Connecticut National Guard, Hartford, Conn., March 29th:

With the coming of Spring cross-country flying is taking on a new lease of life. Our pilots are giving our Observers plenty of work, and I don't mean maybe. Incidentally, the pilots are adding hours to their flying time which, during the cold New England winters, suffers quite a shrinkage.

General William F. Ladd, former Commander of the 118th Observation Squadron, and Major Hubert Johnson went to Bridgeport, Conn., last week to confer with the officers of the 242d Coast Artillery in preparation for Tow-Target practice this summer. The Artillery officers are all "pepped" up in anticipation of the practice.

Lieut. Raymond F. Holtz, assistant to our Flight Surgeon, Capt. Smith, leaves in April for Kelly Field where he will spend six months studying Aviation Medicine. When he returns we will have two full-fledged Flight Surgeons attached to our Squadron. With all this medical knowledge surrounding us, we better look out or someone will get hurt.

Last winter all of our enlisted personnel was given the opportunity of taking the correspondence courses leading to a commission as an Observer. Four of them have seen the battle through and are now fast getting in the required flying time.

On March 17th, Capt. Knox, who is also State Aviation Commissioner, and Capt. Generous, his Deputy, together with Lieuts. Mills, Wright, Yeomans and Sgt. Young, flew to Providence, R.I., to attend the spring conference of Airport Managers. On the 18th they continued on to Boston to participate in the meeting of the Aviation Section of the New England Council, which is perfecting plans for an Air Tour in May. Lieut. Mills presided at the Providence meeting and Capt. Knox was one of the principal speakers.

Mitchel Field, L.I., N.Y., March 15th:

The social calendar at Mitchel Field is being enhanced twice a month by bridge parties held in the Officers' Club, and they are proving an ever increasing source of pleasure to all those who are in the habit of attending. Winning and losing, however, is a secondary matter. The good fun had by all is our chief enjoyment, and as yet we have found no substitute as a pleasant means of keeping in touch with one another.

Lieut.-Col. Charles L. Scott, (Cav.) who has served as Quartermaster on this Post since June, 1929, departed to eventually become the Director of the Cavalry School at Ft. Riley, Kansas. He will proceed to that station after an extended conference with the Chief of Cavalry in Washington. It was with great regret that we saw him depart for he proved himself to be a very likeable person, an efficient Quartermaster, and an unparalleled riding master for the children. He will be succeeded by Major Drury Mitchell, (Q.M.) who is en route from the Philippines.

Lieut.-Col. Gerald C. Brant, (A.C.) former Commanding Officer of Crissy Field and keeper of the Golden Gate, just reported here at Mitchel Field to take up his duties as Group and Post Executive Officer. Col. Brant, known as "Jerry" to his intimates, is well thought of throughout the Air Corps, and we are exceedingly happy to have him here among us.

Taking the cue from Mark Lewis, who recently moved on the Post with his very new and very pretty wife, Lieuts. Mower and Bayler donned their seven-league boots and are off to the races. Joe Bayler seems to prefer the local

terrain and talent in exercising his wiles, but not so Brother Mower. Reports of his progress are still very indefinite but, according to the latest press bulletin from the Times, he is uprooting the whole countryside. He has, so the gossip goes, corralled the fairest in the land, and will soon be back to let us in on the secret of his success.

A later news bulletin says that he has set the date on the 8th of April. We'll let you in on that at the next sitting.

Mitchel Field has a haunted house. The operator knows it only as the haunted house and calls it such. Laundry and tailor tickets are labeled "haunted house". People point at it across the far reaches of Mitchel Field and whisper, "haunted house"! Strange noises are heard at night - eerie shrieks - lights flash on and off - the wind moans and doors swing to and fro.

In days of the past, it was the reputable residence of one, Major March. It was an attractive white house behind the hospital, but time has taken its toll and now it stands a grim remnant of a better day.

Today, if one were to watch close enough, he might see as many as from one to fourteen shave-tail ghosts flitting to and from this den bent on their ghoulish missions. He might then understand the reason for the strange noises and the flickering lights. Yea, such is the price that a bachelor pays. On taking up our abode in this den of iniquity we dubbed it the "haunted house", and in it we while away many a cheerful evening with all the spirits confined in the attic - meaning ghosts. Only when all the lights are turned low do they descend and gather around the last embers in the fireplace.

Rockwell Field, Coronado, Calif., March 28th:

The past several weeks have been extremely busy and interesting for Rockwell Field in preparation for Air Corps Maneuvers to be held at Mather Field, Sacramento, Calif., April 1st to 24th, and in addition to the visit of many high ranking dignitaries of the Army.

Brigadier-General William E. Gillmore, Assistant Chief of the Air Corps, arrived at Rockwell Field, March 25th, accompanied by members of his staff, the party coming in four planes. General Gillmore, who is in charge of Air Corps Maneuvers now being held at Mather Field, made an inspection of the field and depot while here. The General left Rockwell Field, March 27th, for Mather Field, via Los Angeles.

Major-General Hugh A. Drum, newly appointed Inspector General of the United States Army, arrived at Rockwell Field, March 26th, for a brief tour of inspection of local military establishments in this vicinity.

General Drum was accompanied to Rockwell Field by Major Sneed and, upon his arrival, he inspected the Guard of Honor, the 7th Bombardment Group under the command of Major Carl Spatz, and then witnessed an aerial review, which was held in his honor. He then inspected the Rockwell Air Depot in detail, manifesting a considerable interest in the various departments and methods. He then inspected the enlisted men's mess and cantonments, after which he proceeded to Fort Rosecrans, where he reviewed the Coast Artillery and Cavalry units stationed at that post.

Col. Isaac Newell, General Staff Corps, Chief of Staff, Ninth Corps Area, arrived at Rockwell Field, March 24th, for purpose of inspecting training, administrative and supply matters.

Rockwell Field was busy the past month ferrying supplies, personnel, etc., to Mather Field, in connection with the Combined Air Corps Field Exercises.

1st Lieut. C.P. Kane, Depot Supply Officer of the Rockwell Air Depot, was designated as Air Corps Supply Officer for the Exercises at Mather Field, and has been there since March 1st, preparing for supplies to be used in connection therewith.

A squadron of five Transport planes left Rockwell Field, daily, on a round trip flight to Mather Field, returning here about dusk. Each plane carried a maximum load of approximately 1100 pounds, consisting of material and supplies needed at Mather Field for the Maneuvers, and the purpose of the flights was to determine the dependability of the Transport in ferrying supplies.

Rockwell Field's quota of planes for the Maneuvers consists of 22 Pursuit planes from the 95th Pursuit Squadron and four Bombers from the 11th Bombardment Squadron, all under the command of Major Carl Spatz, Group Commander.

The planes and commissioned and enlisted personnel left Rockwell Field early March 29th, for Mather, in order to participate in Combined Air Corps Field Exercises. Rockwell Field has supplied a total of 47 enlisted men for these Exercises.

Mr. Edward G. Lupton, Supt. of the Aero Repair, and Messrs. Louis Hynding and James S. Krull, also of the Aero Repair, Rockwell Air Depot, left March 11th for Buffalo, New York, on temporary duty, reporting to the Air Corps Representative at the factory of the Thomas-Morse Aircraft Corporation for a course of instruction in the construction and maintenance of O-19 type airplanes being purchased on Air Corps contract.



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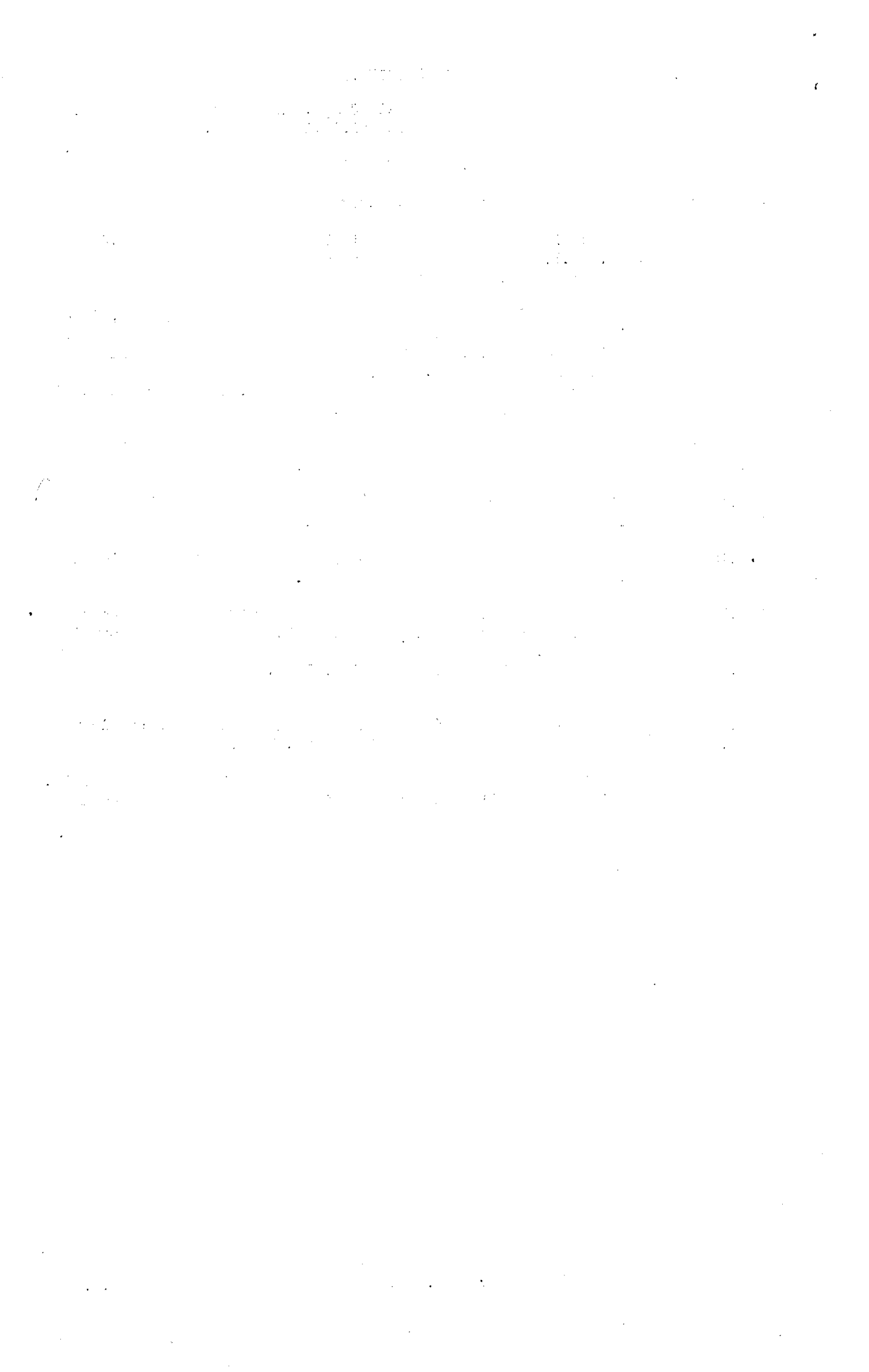
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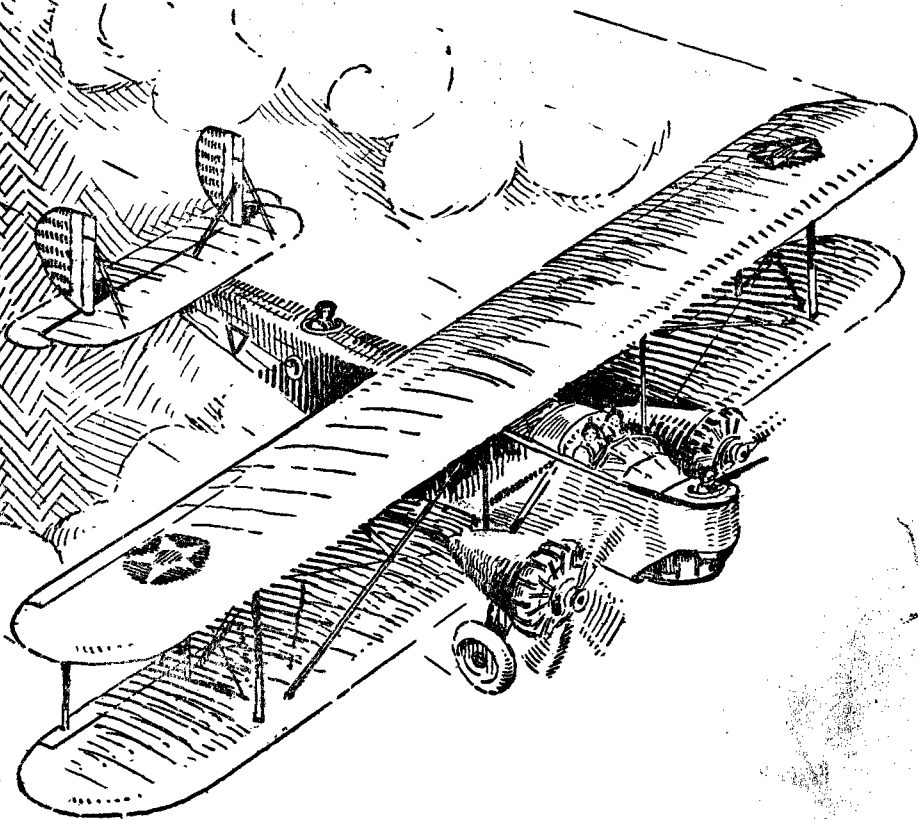
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AIR CORPS
NEWS LETTER



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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 AIR CORPS EXERCISES AT MATHER FIELD

In a previous issue of the News Letter, that of March 31st, there was a detailed account of the organizations, the home stations and the Group and Unit Commanders, together with the personnel and the home stations participating in Air Corps Field Exercises of the Provisional Wing at Mather Field, Sacramento, Calif. All of these organizations flew in from their home stations to Mather Field from air lines ranging from 75 miles in the case of the 91st Observation Squadron, the home station of which is Crissy Field, Presidio of San Francisco, to 2,500 miles in the case of the 2nd Bombardment Group which flew in from Langley Field, Va.

The approach to Mather Field from the South and from the East was one that lifted the hearts of all those making the long trip by air. The fertile valleys surrounding Sacramento in the spring of the year, when all groves and orchards were in bloom, gave promise to the fliers of the month of fine weather which they later enjoyed. Mather Field itself presented a surprisingly good appearance, occupying as it did the status of a semi-abandoned station. The excellent condition of the roads and the good condition of the war-time built buildings spoke for the mildness of the California climate. This same climate operated to good advantage to the planes which were staked out in the open for the month's activities at the field, for no bad effects as a result of this open air parking have as yet been noted.

The airdrome itself was in excellent shape, presenting a marked contrast to many of the air fields where units landed while enroute to the maneuvers. The Mather Field airdrome was grass-covered, and there was a minimum of dust, which condition is so prevalent at the scene of many aerial activities. Ground squirrels, which had previously infested the borders of the field, had been eliminated through the activity of the Department of Agriculture and Technical Sergeant Olsh, the enlisted caretaker of the field.

The buildings and other equipment had been put into shape through the untiring efforts of members of the 91st Observation Squadron, Crissy Field, under the command of Captain Walter F. Kraus. During its entire stay at Mather Field, the Wing only experienced one rainy day, but, since this particular day had been previously set aside as Maintenance Day, no flying time was lost. There was one period - on a Sunday afternoon - during which very high winds prevailed. There was little cause for worry, however, as every plane was staked down, and the sentries on post were duly vigilant to detect any ill effects of the wind-storm. Motors were changed in the open and, in fact, practically all the maintenance and inspection work was done right where the planes were parked, it being very unusual to see any planes taken into the hangar except for major items of maintenance and adjustment.

The Provisional Wing was formed on April 1st. Being limited in size, the United States Army Air Corps has no active Wing, that is, no active combination of Bombardment and Pursuit Groups, for instance, into a Bombardment Wing. The highest active organizations in our Air Corps are the Groups. Upon the concentration of several Groups of various functions at Mather Field, there was thus effected the Wing, called in this instance "The Provisional Wing," due to its temporary character.

As has been previously outlined, the concentration at Mather Field was not a maneuver but a "Field Exercise," the purposes being -

1. To afford training, both combined and individual.
2. To test equipment under field conditions.
3. To test tactical theories and ideas, both old and new.
4. To afford interchange of ideas in the concentration of officers of the Air Corps and observers of other branches of all ranks and of varied military experience at one central point.

The results of the Exercises were excellent. It is considered unwise at this time to reveal some of the important bits of knowledge gained during the month of April at Mather Field. One outstanding example, which engaged the interest of the military personnel and evoked comment from the newspaper men and the public at the time, was the condensation of moisture from the exhaust of the Pursuit planes flying in the low temperatures and rarified air at high altitudes. This occurred during the high altitude flight at 28,000 feet of the 95th Pursuit Squadron in squadron formation. The phenomenon was often previously witnessed from the ground. It resembles a streak of white vapor like a skywriting advertisement. Such streaks, however, when multiplied by the presence of an entire squadron of Pursuit planes in the sky, render these planes quite obvious to anti-aircraft on the ground and to enemy planes in the sky. The remedy, however, is quite simple - the installation of condensers on exhaust lines similar to those which are already installed on motors of dirigible airships.

The work of the Wing was divided into four phases. The first phase was devoted to training of the elements within the various Groups, such as Pursuit, Bombardment, Attack and Observation. This involved training in airdrome discipline, including traffic problems, such as practice take-offs and landings, with a view to perfect cooperation of combined units in congested areas. With a total of more than 130 planes on one field, all elements must of necessity be very accurate, not only for the success of tactical operations but for general safety as well.

The second phase was devoted to tactical problems, involving each type of aviation and including practical tests of any proposed and untried tactics which were evolved from previous exercises and maneuvers. These problems were separate for each type of aviation. During this phase methods of radio communication were tested not alone between planes and the ground, but between planes in the air, between planes in the same Groups and planes in other types of aviation.

The third phase was the use of military aviation in coast defense. The problems in this phase consisted of attack against enemy ground troops marching up from the south, also the defense of the Golden Gate against an enemy fleet equipped with aircraft carriers.

The fourth phase was one interlarded with others. It consisted of what might be called aerial demonstrations, both for the benefit of those in the military service and the public in general. Some of the finest bits of flying and some of the finest examples of air discipline were shown during these aerial reviews and demonstrations. Lack of space at this time prohibits a detailed account of all activities from day to day. The Groups participating demonstrated that their training at their home stations had been to good avail. Their own air training and air discipline were practically perfect, and each type of aviation well understood the work and duties required of it.

Personnel, both flying and mechanical, were well trained far above the requirements of their ranks and grades. Whereas organization tables call for Majors to command squadrons, the highest ranking squadron commander was a Captain, with 1st Lieutenants also serving in this capacity in some squadrons. Similarly in other duties, positions were in most cases filled by officers far below the rank ordinarily expected. This situation, however, had no effect on the results obtained, no more than had the skeletonized plane strength of the organizations any effect on their air effectiveness or the lack of mechanics on airplane and engine performance.

Two things impressed the participants in the air exercises as being particularly gratifying and in making them feel that their efforts were being appreciated and their problems understood by the public. The first was the able way in which the Sacramento Chamber of Commerce and the local civil clubs assisted the 91st Observation Squadron in the work of preparing for the stay of the Air Corps personnel at Mather Field, and in the way in which the people of Sacramento prepared the city for the after-duty social activities of the Air Corps visiting personnel.

Wing Headquarters was liberally furnished with office furniture, and the offices peopled with clerks and stenographers furnished by the Chamber of Commerce and kindred organizations, thanks to the personal interest of Mr. Carl Lemus, President of the Sacramento Chamber of Commerce, and to Mr. Arthur S. Dudley, its Secretary. Staff and unit commanders were furnished cars by various automobile dealers to facilitate both their official and personal travel. Sacramento literally held open house for the visiting fliers. In short, public relations were perfect. This cordiality to the visiting airmen was also paralleled by the Chambers of Commerce of San Francisco, Los Angeles and San Diego on the visit of

the Wing to these places.

Another source of gratification was the intelligent interest taken by the public in the work of the Air Corps. This was manifested in one way by a demand for Air Corps officers to speak at luncheons and dinners of the various organizations at Sacramento and vicinity. Members of Chambers of Commerce, Rotary Clubs, Lions Clubs, local chapters of the National Aeronautic Association, engineering bodies and the like, all made requests to have qualified officers speak at their regular meetings. Forty-five speeches were thus made. Most active among those who interpreted the Air Corps work for members of these clubs were General Wm. E. Gillmore, Lieut.-Colonel Frank M. Andrews, Majors Horace M. Hickam, Henry H. Arnold, Thomas DeW. Milling, Carl Spatz, Captain H.M. McClelland, Lieutenants J. Whiteley, Roland R. Birn, H. W. Bowman, W.A.R. Robertson and S.J. Simonton.

On Saturday, April 12th, the Provisional Wing participated for several hours in the dedication of Sacramento's new municipal airport, a few miles southwest of the city.

On Saturday, April 19th, the Wing gave an aerial demonstration for several hours at Mills Field, San Francisco. More than 125,000 people visited that field on this occasion. Perhaps 75,000 more witnessed the review from points outside the airport. Particulars of the aerial activity were broadcast to the crowd through a public address system and, for the benefit of the unfortunate stay-at-homes, through a local radio station.

On the afternoon of April 22nd, upon the termination of an aerial review held for Major-General James E. Fechet, Chief of the Air Corps, who was visiting the Wing, an aerial demonstration was put on for the benefit of the people of Sacramento and vicinity. This returned, in a measure, the official and personal hospitality shown the members of the Wing by these same people of Sacramento during the stay of the Wing at Mather Field. It was during this Exhibition that Lieut. Irvin A. Woodring, engaged in mimic combat with Captain Elmendorf, was forced to make a "Caterpillar Descent" when something let loose in his F-12-B Pursuit plane at 150 feet altitude.

These aerial demonstrations all took about the same form; 1st, the Wing passed in review by groups and then in solid wing formation. Following this, each Group put on a ten-minute demonstration of its own particular battle formations, terminating in various kinds of attacks on Attack planes and Bombers by the Pursuiters. Then came a ten minute "dog fight" between two Pursuiters, a ten-minute period of individual acrobatics, ten minutes of balloon bursting by a Pursuit plane and the finale of a smoke screen laid by a Pursuit plane and a smoke curtain laid by a Bomber. Upon the termination of aerial activities, the Wing would land by squadrons.

On April 24th the Wing participated in the aerial defense of Golden Gate and San Francisco Harbor against an invading enemy fleet equipped with aircraft carriers. It was during this aerial defense that the Curtiss Condor B-2 Bomber, piloted by the mechanical pilot, put out to sea, performed its mission and returned through the agency of this mechanical hand upon its controls.

A detailed account of every phase of the maneuvers was put on over two major broadcasting systems, both from the ground and from planes hovering about the outskirts of the aerial defenders. From one such plane, Herbert Hoover, Jr., son of the President of the United States, handled the microphone. He was assisted in his work by "Tex" Frolich, who handled the microphone on the ground. For one hour the radio-using public of the United States were given a detailed and at times a very exciting description of the operation of an air force against an enemy.

On the following day the Provisional Wing departed from Mather Field for March Field and the United Airport at Burbank, Calif., leaving behind the members of the 91st Observation Squadron and the 15th Photo Section. The latter organization up to that date had turned out 20,000 photographic prints of aerial activities of the Wing which were distributed to the press. Even this large number hardly satisfied their demands for more, and still more, photographs for publication. The 91st Squadron was charged with the mopping up of the field and informing questioners that the Wing had departed for the South.

A flight of five Bombers and three Observation planes, piloted by members of the Staff, flew directly to Burbank, Calif. These three O-1-E's were each illuminated by vari-colored electric lights strung underneath the wings. On the evening of their arrival they were flown over Los Angeles and vicinity in a tight formation, the pilots switching the various colored lights off and on in unison.

This flight, called by the press the "Fireflies," had previously made several night flights with their illuminated planes over Sacramento and the Bay regions near San Francisco, one such night cross-country being two and one-half hours in duration. Following the "Fireflies," the flight of Keystone LB-7's put on a simulated bombing raid over Los Angeles and its adjacent cities.

The following day, Saturday, the rest of the Wing flew in from March Field, where they had spent the night. That afternoon the usual aerial demonstration was staged at the United Airport. While there, the Wing was the guest of the Los Angeles Chamber of Commerce.

On Saturday, April 27th, the Wing departed from Burbank, rendezvoused over Oceanside, and flew its last review for General Gillmore, Wing Commander, and the people of San Diego, over Rockwell Field.

Upon the termination of the review, the Wing was disbanded.

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CORPS AREA MANEUVERS IN TEXAS

The Eighth Corps Area maneuvers, in progress at this writing, began on May 5th and are scheduled to end on the 15th of this month. The Air Corps Advanced Flying School at Kelly Field, San Antonio, Texas, furnished a provisional observation squadron to the White Forces. The troops of the Second Division, located at Fort Sam Houston, Texas, comprised the Blue Forces, while the Cavalry located in the southeastern portion of Texas make up the White Forces. The 12th Observation Squadron is assigned to the Blue Forces, and one squadron of Attack aviation is on each side.

The maneuver ground is the area between the Frio and Nueces Rivers on the east of the I. & G.N. Railway. The Advanced Flying School furnished eleven planes, the pilots and observers being students of the Observation Section.

Lieut. J.A. Mollison was designated as the Commanding Officer of the White Observation squadron; Lieut. O.P. Weyland as Operations Officer; Lieut. W.D. Olds, Communications Officer, and Lieut. C.I. Ferris, Engineering Officer.

The vicinity of Encinal, Texas, was designated as the base of operations of the White squadron, with the quarters of the personnel near the airdrome. Chief air umpires on each side are Captains W.S. Gravely and E. H. DeFord, both from Kelly Field.

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ATTACKERS RETURN FROM FIELD EXERCISES

The pilots and planes of the Third Attack Group participating in the Air Corps Field Exercises at Mather Field, Sacramento, Calif., returned to Fort Crockett, Galveston, Texas, on April 30th. The men were all tired from the long grind and, although they were glad to be back home, they had nothing but praise for the people they had come in contact with. Each pilot added about a hundred hours onto his log.

On Friday, May 1st, a convoy of about 40 motor trucks, with 235 enlisted men and eight officers, left Fort Crockett for San Antonio, Texas, to prepare for the maneuvers slated to be held in the Nueces Valley. Plans for the participation of the Third Attack Group in these maneuvers contemplated 25 Attack planes, under the command of Major Davenport Johnson, leaving on May 4th for points in the Valley, where they will also participate in the maneuvers. The 90th Attack Squadron was to be attached to the Blue Forces, located at San Antonio, and the 8th Attack Squadron to the White Forces located near Laredo, Texas.

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JOINT ARMY AND NAVY MANEUVERS IN CONNECTICUT

Request was made by the Chief of the Air Corps for the publication of orders by the War Department for 18 officers in 9 Bombardment planes from Langley Field, Va., and 20 officers in 18 Pursuit and 2 Transport planes from Selfridge Field, Mt. Clemens, Michigan, to take part in the Minor Joint Army and Navy Maneuvers, to be held at Groton, Conn., May 24th to 28th, next.

FAST TRANSCONTINENTAL FLYING

Having flown out to Mather Field, Sacramento, Calif., just prior to the Air Corps Exercises, and being a firm believer in the old adage "Don't start anything you can't finish," Major-General James E. Fechet, Chief of the Air Corps, again journeyed out to the Pacific Coast so as to be on hand on the closing days of these Exercises.

On the second trip, however, General Fechet decided to inspect some of the Air Corps activities on the West Coast, and for that reason the entire journey on this occasion involved a total distance of 7,905 miles.

Captain Ira C. Eaker, Air Corps, stationed at Bolling Field, D.C., who piloted the plane, computed the total flying time as 58 hours and 25 minutes, from which it will be observed that the General's "Air Chariot", which was powered with a Series "B," Hornet engine, was skimming through the ozone at an average speed of 145 miles per hour.

There is no denying the fact that with an airplane as a vehicle of transportation one can go places, and in a fraction of the time it would take through the utilization of other forms of transportation, for the flight to Mather Field from Washington, D.C., was accomplished in a day and three-quarters.

From the standpoint of distance covered in one day, the best performance was the flight from Washington to Amarillo, Texas, on April 20th, the distance of 1730 miles being covered in a flying time of 12 hours and 45 minutes. The fastest time made during the entire aerial jaunt was from Fargo, N.D., to Washington, D.C., via Chicago, Ill., and Dayton, Ohio. The distance of approximately 1300 miles was covered in a flying time of 7 hours and 20 minutes, so that the "Flotster" low wing monoplane traveled at a speed averaging almost 180 miles an hour.

Several landings were made on fields a mile high. In climbing over the Siskiyou Mountains, between Oakland, Calif., and Medford, Oregon, Captain Eaker climbed the plane to an altitude of 12,000 feet and crossed the mountain range above the clouds. During this flight, the eclipse of the sun was plainly observed. General Fechet smoked the lens of his goggles in order to observe the phenomena more clearly.

The entire flight was made absolutely on scheduled time, as previously planned, and good weather prevailed for the most part.

At Fargo, N. D., a landing was made on the Municipal Airport, which was found to be very soft, due to a heavy rain which fell just after the take-off at Butte, Montana. Immediately after landing, it took four draft horses to move the plane to a part of the field where a take-off could be made.

After witnessing the Air Show at Los Angeles, General Fechet proceeded to Seattle, Portland, Spokane and Minneapolis, in order to inspect the air activities in the extreme Northwest which had not previously been visited by him.

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HIGH WINDS ALOFT

The noon report of the weather conditions at Air Corps fields in the East on May 7th showed an unusual number of stations having high winds aloft. In such instances the wind direction and its velocity are marked in red chalk on the weather board in Operations Offices of the various Air Corps stations.

Pope Field at Camp Bragg, N.C., showed a Southwest wind of 97 miles per hour at 3,000 feet altitude, and Middletown Air Depot, Penna., showed a west wind of 94 miles per hour at the same altitude. Neither Langley Field, Va., nor Bolling Field, D.C., between these two stations, had any high winds aloft during the day.

Farther west, Scott Field, Belleville, Ill., had a west wind of 75 miles per hour at 1500 feet altitude and, at 4,500 feet altitude, Chanute Field, Rantoul, Ill., had a south wind of 68 miles per hour and Wright Field, Dayton, Ohio, a southwest wind of 58 miles per hour.

On one day during the month of April, the weather chart showed almost the entire United States as having rainy weather, while on another day in the same month the entire country was rainless, with the greater part of it enjoying bright cloudless skies.

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Officer: "Don't point that empty gun at me!"
Guard: "Pardon, Sir; but this gun is loaded."

STUDENT OFFICERS COMPLETE COURSE IN MAINTENANCE ENGINEERING

The class of officers in "Airplane Maintenance Engineering" attending the Air Corps Technical School at Chamute Field, Rantoul, Ill., completed the course on April 15th. The last few days were spent at the Materiel Division, Wright Field, Dayton, Ohio, for the purpose of becoming familiar with the operations of that Division and to learn of new developments in aircraft.

The officers comprising this class are enumerated below, as follows:

1st Lieut. Aubrey B. Ballard,	2nd Lieut. Joseph H. Atkinson
" Claude E. Duncan	" Leo W. Desrosiers
" John M. McCulloch	" Ford L. Fair
" Henry H. Reily	" Herbert C. Lichtenberger
" John W. Warren	Captain Richardo Rodas, Guatemalan Army

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MITCHEL FIELD AIRMEN GO TO WAR IN PRIVATE CARS

By the Mitchel Field Correspondent

Several weeks ago it became necessary for one of the squadrons to think seriously about moving into the field for its annual spring gunnery and bombing practice. Camp Dix in New Jersey was the place. The time was set, the reason was very evident, but the "how" was the sticker. True, the planes could get there under their own power and could be fitted for gunnery with a little conscientious effort, but the problem of getting the equipment and a hundred men there was a horse of another color. Transportation and more of it was needed.

The Transportation Officer was summoned from his lair and, together with the Squadron Commander, they probed into the dim dark reaches of the transportation hangar. The spectacle which confronted them was anything but appealing. In the far corner were two ghostly relics which in their heyday had been trim Garford trucks - wartime creations long since relegated to a niche in the hall of antiques. True, they were greased and polished and were presumed to run, but how far nobody knew. In another corner a radio truck stood complacently awaiting a trial run but it, too, looked none too sturdy. The situation demanded deep meditation. The transportation of the men was a serious question. Three GMC trucks were available in a pinch, but at the best they could carry only half the number scheduled to go.

After a lengthy conference, during which everything from mules to bicycles and roller skates were considered as possible means of transportation, it was finally decided that every personal car in the squadron should bring up the rear of the gasping Garfords and thus deposit the men at Camp Dix in an ultra fancy style.

On the fatal day of departure a spectacle was presented which resembled anything but a squadron moving into the field; a sight which would make many an old salt turn over in his grave. Bringing up the rear of the familiar, yet sadly depleted array of trucks, was a string of twenty cars of all sizes, descriptions and colors - baby blue roadsters, chrome yellow coupes, maroon sedans - each stuffed to capacity with the familiar khaki. More closely did it resemble the start of a Kivani picnic than an Army convoy.

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ARMY PILOT TO DEMONSTRATE AMERICAN PLANES IN EUROPE

Captain John K. ("Joe") Cannon, Senior Instructor in Pursuit Training at the Air Corps Advanced Flying School, Kelly Field, San Antonio, Texas, recently sailed for Europe, where he will spend four months demonstrating Curtiss military airplanes. He will be one of a group of pilots assembled by the Curtiss Company for this work. Lieut. James H. Doolittle, formerly one of the Army's most widely known pilots, and Lieut. James Parker, of Wright Field, are the other pilots.

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MITCHEL FIELD FIREMEN EXTINGUISH BLAZE IN SHORT ORDER

A bird whose name doesn't matter, says the Mitchel Field Correspondent, was daintily mopping the floor in one of the hangar boiler rooms with high test gas trying to clean up some splotches that slopped oil had left when, for some unknown reason, the whole mess burst into flames. This was made still more unexplainable by the fact that the boy was cold and had left the boiler door open

in order that the heat might radiate throughout.

When he found that his escape was blocked by the flames he yelled "Fire!" in Yiddish, Scandinavian, and a few more of his native tongues. Then he shoved both fists through a door which led into the hangar, the only other avenue of escape. An emergency crew whiffed the smoke, divined that his yelps meant "fire," and by the time he had butted his head through the locked door they had succeeded in hauling four ships to safety in record time. The intrepid firemen then arrived upon the scene and the fire was put out in short order with no damage done to either the ships or the hangar.

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COLORADO NATIONAL GUARD AIRMEN MAKE GOOD USE OF RADIO

Early in the Spring Lieut. LaGue and Sergeant Williams, of the 120th Observation Squadron, Colorado National Guard, Denver, Colo., flew cross-country to Laramie, Wyoming, to test the radio equipment. Later Lieut. LaGue and Sergeant Schirk flew to Eads, Colorado, 154 miles from Lowry Field, Denver, and kept up two-way telephone communication with Lieut. Junk in Denver.

The latter trip was the more interesting and successful. Reception was so good that Lieut. Junk on Lowry Field was able to hear the antenna being reeled in preparatory to landing at Eads. From Eads Lieut. LaGue and Sergeant Schirk flew to Las Animas and, for a time, listened to various broadcasts from Denver, Colorado Springs and Pueblo. On the return trip, one of the greatest advantages of radio was demonstrated when the flyers encountered a snow storm near Limon, 85 miles from Denver. They immediately called Lieut. Junk, who was able to assure them that they would have plenty of ceiling and clear weather when they reached Denver. Where the sensible thing to do under other circumstances would have been to sit down, they were able to fly through the few miles of tough weather, keeping Lieut. Junk informed of their progress. Shortly after leaving Limon they were able to report to him that they had found clear weather. During the communication necessary in this instance, both code and voice were used.

In addition to the regular radio equipment on this trip, there was inter-
phone communication between pilot and observer.

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BEES LAUNCH ATTACK AGAINST AN ATTACK PLANE

On one morning during the Air Corps Exercises at Mather Field, Sacramento, Calif., an attack plane of the "Blue" Army was captured by an invading army of busy bees. When Lieut. S.J. Simonton went out to his ship he found hundreds of the insects had settled on one of the lower wings. The wing tip was literally black with the stingers, and a curtain of them hung down almost to the ground.

What to do was the question, but a solution was not long in forthcoming. Captain Lotha A. Smith, Commanding the 8th Attack Squadron, taxied his airplane directly in front of the beleaguered plane and, setting the brakes, gave the bees the benefit of a 150-mile-an-hour gale. The breeze from the whirling propeller scattered the bees all over Mather Field.

According to reports, when Lieut. Simonton returned from his flight with the squadron, some three hours later, and taxied back to his parking place, the entire swarm was there to greet their papa. A few seconds after the plane was in place the entire swarm had taken up their home again under the stabilizer on the tail of the ship.

Lieut. Simonton thought that was carrying a joke a little too far, so he consulted with the authorities and, after a caucus, it was decided to send to Sacramento for a bee expert. Alf Erickson, who knows all the bees in Sacramento county by their first names, volunteered his services. The bees followed him back to Sacramento in a quite docile manner, and the queen bee herself blushed with embarrassment at the proper scolding Alf delivered to her.

No harm was done, except that Lieut. Simonton's name was immediately changed to "Honey Boy," by which pseudonym the Army will henceforth know him. A photograph showing the bees swarming on the wing was received in the Information Division. Why the bees singled out this particular airplane for their concerted attack no one seems to know, but the chances are that some wag, or a "spy" in the employ of the "Red" Army conceived the idea of putting one of the planes out of the running by smearing honey or molasses on the wing.

AND STILL THEY JUMP ✓

At the risk of having things thrown in this direction, it is nevertheless deemed fitting to remark once more that the Caterpillar Club is increasing by leaps. Only as far back as the last issue of the News Letter, it was stated that the membership of this mythical organization had increased to 214, with a total of 223 emergency jumps. Within the space of a few weeks eleven new members, as far as is known, have joined the Club, and one member, Mr. Harry Sievers, Air Mail Pilot, joined the ranks of those holding second degrees.

Delving into the records of the Caterpillar Club, it has come to light that one other member, Mr. Ernest E. Dryer, is also entitled to a second degree rating. This gentleman claims that in November, 1927, in New Mexico, he made an emergency jump when a wing came off an OX-5 Standard plane during a test flight, and that the same thing happened several months later, in February, 1928, at Ypsilanti, Michigan, when stunting a Waco-9 plane.

At this writing, therefore, there are recorded in the Golden Book of the Caterpillar Club a total of 225 names and 236 jumps, the repeaters being Colonel Charles A. Lindbergh with four jumps, Major James Rutledge, Lieuts. Eugene H. Barksdale (deceased), James T. Hutchison, Captain Frank O'D. Hunter, Sergeant Fred P. Miller, Messrs. Al Wilson, Harry Seivers and Ernest E. Dryer with two jumps each.

A new record in the annals of the Club was created on May 2nd, when six candidates were simultaneously initiated. This rather unusual event took place some ten miles south of Fresno, Calif. Lieut. Warren A. Maxwell, Air Corps, of March Field, Riverside, Calif., with seven enlisted men as passengers, was flying a Transport plane and cruising along at an altitude of 2,000 feet when the propeller of the right wing motor was shattered. A piece of the broken propeller tore a gaping hole in the wing surface. According to press reports, Lieut. Maxwell ordered the men to jump, and all but one did so from an altitude of about 1200 feet and reached the ground safely. Staff Sergeant J. H. Arthur apparently chose to remain with the ship, and he watched Lieut. Maxwell bring the crippled Transport down in a semi-crash landing, from which both miraculously escaped without injury. No official report covering this accident has thus far been received.

Caterpillar Club members and others interested may be pleased to learn that Don Glassman, a special feature writer, has published a book, entitled JUMP, in which the experiences of the various members of this mythical organization are handled in an entertaining manner. The origin and development of the parachute are also covered.

Details covering the emergency jumps of a few of the recently initiated candidates are given below, as follows:

FRANK I. SPANGLER, Flying Cadet, Air Corps, on the morning of April 10th, was flying a PT-3 plane at March Field, Riverside, Calif., on his first solo "hop." "I was practicing landings," Cadet Spangler stated, "when I pancaked in from about 30 feet, bending a 'V' strut and crushing a wheel up under the fuselage. I took off on the bounce and started around again when I saw something was wrong, and an officer in another ship signalled me that my landing gear was smashed and I understood that he wanted me to jump. So I climbed to 2,000 feet and jumped out, landing on March Field about 1/4 mile from the ship.

"I experienced no sensation of motion after leaving the ship and fell about 500 feet before I finally got the rip-cord pulled. The parachute opened, jerking me to an upright position with considerable force. No ill effects from the jump.

I. A. WOODRING, Lieut., Air Corps, on April 23rd, at Mather Field, Sacramento, Calif., had been "dog fighting" with Captain H.M. Elmendorf, Commanding Officer of the 95th Pursuit Squadron, Rockwell Field, as a part of the program arranged in honor of the citizens of Sacramento, when he was seen to shoot out of his ship. According to press reports, he fell a hundred feet or more and then his parachute opened and he drifted to the landing field. The accident occurred in full view of thousands of spectators drawn to the field to see the last review and aerial demonstration staged at Sacramento during the maneuvers.

Lieut. Woodring, it was stated, was unable to explain what had happened. He had just put the ship through a severe series of stunts in his mimic combat with

Captain Elmendorf. He admitted the possibility his life belt broke while he was on an outside turn and that he had been hurled from the ship. It was Lieut. Woodring's first emergency jump, although he has been considered the army's leading aerial acrobat for a number of years. He stood beside the wreck of his plane, frankly rather dazed but smiling.

"I don't care to do that again," he said. "I can remember fumbling around for my parachute ring and then, boy, how I pulled her. I don't know just what happened. The plane didn't seem to work and a minute later I passed the propeller. Right then I began to reach for my parachute ring."

HENRY J. BROWN, Air Mail pilot, was flying the night mail from Cleveland to New York and was only a few miles west of the foothills of the Allegheny Mountains when the motor of his plane stalled.

The pilot was flying at an altitude of about 3,000 feet when he attempted to transfer his gasoline supply from the left wing tank to the right wing container so as to equalize the plane's balance. The gasoline in the right wing tank had been almost entirely drained.

In the midst of the operation the gasoline line clogged. The motor coughed spasmodically and then stopped. As the plane hurtled earthward, Brown climbed out of the cockpit, dropped over the side from about 2,000 feet altitude and pulled the ripcord of his parachute.

While he was floating to earth, the pilotless plane suddenly righted itself, the clogged gasoline cleared and the motor began to hum again as the plane swooped in wide circles about the descending pilot. Brown landed safely and ran to the blazing wreckage of his plane. With the aid of two farmers, who heard the crash, the pilot was able to drag out 12 sacks of mail.

The initiation of this candidate occurred on April 26th at Olanda, Pa., about three miles north of Clearfield, Pa.

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PROMOTION OF AIR CORPS ENLISTED MEN

The following noncommissioned officers of the Air Corps were recently promoted:

To the grade of Master Sergeant:

Technical Sergeant William B. Brockway, March Field, Calif.
Technical Sergeant Paul W. Parker, Brooks Field, Texas.
Technical Sergeant Fletcher J. Cox, France Field, Panama.
Technical Sergeant Chester F. Colby (Pilot) Post Field, Okla.

To the grade of Technical Sergeant:

Staff Sergeant Edward E. King, March Field, Calif.
Staff Sergeant Robert G. Kramer
Staff Sergeant Allen G. Myers, Fort Crockett, Texas.
Staff Sergeant Rudy J. Barros
Staff Sergeant Artie Revert, Chamute Field, Ill.
Staff Sergeant John Bellinger, Selfridge Field, Mich.
Staff Sergeant Johann Domos, France Field, Panama.
Staff Sergeant Joseph R. Grey, France Field, Panama.
Staff Sergeant Harold D. Laroy, France Field, Panama.
Staff Sergeant William D. Croy, France Field, Panama.
Staff Sergeant Walter G. Ashby, France Field, Panama.
Staff Sergeant Harold R. Silliman, Post Field, Okla.

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HIS FIRST AND HIS LAST

There was a young colored lad who had been pestering a flyer to give him a ride.

"Come on, boy," said the flyer one morning. "I feel like having a little fun. Hop in."

For half an hour the flyer gave him all he had in the box. When he came down the boy sat with his head in his hands.

"Thank you, boss," said he, fervently, "for them two nice rides you gave me."

"Two rides?" queried the puzzled flyer.

"Yas, suh," said the boy, "Mah ferst and mah last."

ASSISTANT SECRETARY OF WAR FOR AIR SUMS UP RESULTS OF AIR CORPS MANEUVERS

The annual inventory period of the Army Air Corps, held this year at Mather Field near Sacramento, Calif., has drawn to a close after four weeks of continuous flying activity.

On April 28th, the eight score Army planes which participated in the Field Exercises started toward their respective stations,- the First Pursuit Group to Selfridge Field, Mt. Clemens, Mich.; the Second Bombardment Group to Langley Field, Va., and the Third Attack Group to Fort Crockett, Galveston, Texas.

The Field Exercises began on April 1st, when the various combat branches of the Army Air Corps set out to solve a series of training problems designed to test and improve the team-work between the various air organizations and to develop new tactical theories for aerial warfare.

The Exercises were commanded by Brigadier-General William E. Gillmore, with Lieut.-Colonel Frank M. Andrews as Chief of Staff. From flights of units of three planes, to squadrons and groups, the training program expanded until, during the final week, it called for the coordination of nearly 130 combat planes operating as a complete Wing and in simultaneous operation against one common objective.

"We have had a most emphatic demonstration," said Assistant Secretary of War F. Trubee Davison, "of our efficient training system as well as a graphic exhibition of the reliability and tactical value of modern military aircraft, not alone in operating against enemy aviation or ground troops but in coast defense as well. While the military attainments of the maneuvers are of compelling interest because they illustrate the efficiency of our air defenses, there are other phases of the demonstrations that are entitled to country-wide attention.

"There is, for instance, the marvelous feat of the 95th Pursuit Squadron in climbing in battle formation to almost 30,000 feet, thus pushing the fighting front of Pursuit aviation more than two miles beyond World War combat altitudes. When we recall that only a couple of years ago 30,000 feet was a record height for one plane, with special equipment, to reach, we have a right to be proud and happy over the fact that the Army Air Corps has a service type of plane that enables 19 single-seaters to climb nearly six miles above ground as a matter of military routine. This quest for Pursuit altitude is not a stunt but a grim necessity in aerial warfare. One may indeed, truthfully say that, so far as Pursuit is concerned, altitude is strength.

"Another interesting demonstration of widespread public appeal was the flight of a Bombardment plane equipped with an automatic pilot. While this apparatus is still more or less experimental in military aviation, its smooth performance in flying a heavy twin-motored Bomber from Sacramento to San Francisco and back without a human hand touching the controls would indicate that the mechanical aviator will soon be indispensable in flight operations as are the other modern instruments that have given stability to aircraft and safety to flight.

"The automatic pilot is pointing the way to the day when fog or other menacing weather will no longer hold planes on the ground. Poor visibility is largely a mental hazard inflicted upon the pilot. Remove that hazard by means of an instrument which does not care how low or how thick the clouds may hang, and we will have gone a long way toward attaining the same degree of safety in flight that exists in the older branches of transportation.

"Less spectacular than the high altitude record of Pursuit formation and the mechanical airmanship of the automatic pilot, but of equal importance are the lessons the Field Exercises taught us in the transportation of supplies and airplane maintenance on the ground. I think it most impressive that about 75,000 pounds of miscellaneous supplies, ranging from airplane wings and heavy engines to cotter pins and typewriter ribbons were carried by Army Air Corps transports over the 500-mile route from the Supply Depot at San Diego to Sacramento.

"All in all, the 1930 Field Exercises gave a splendid accounting of the efficiency of the Army Air Corps and the progress of American aviation as shown in the speed, performance and reliability of American built planes and engines."

AIR TO GROUND COMMUNICATION VIA RADIO-PHOTO PROCESS

The apparatus used by the Army Air Corps in the Radio-Photo process tests conducted during the course of the Field Exercises at Mather Field, Sacramento,

Calif., is the latest development in radio communication in aerial activity. The device is a product of the Westinghouse Electric and Manufacturing Company.

Handwriting and pictures have been transmitted and received by the apparatus over various distances on the ground, but the tests conducted by the Air Corps are the first in which planes have been used for air-ground communication.

By using this newly developed radio apparatus, a pilot may write the message he has to transmit upon a sheet of ordinary writing paper, using a soft lead pencil. The apparatus then will send it out automatically and the specially equipped receiver will reproduce it. Photographs and maps made by observers also may be sent by this method. They claim for it absolute secrecy in transmission of messages, in that code writing may be used.

While the test was only between a plane and a ground station, specialists at the Westinghouse Research Laboratories say that eventually two-way communication may be maintained, and that written messages and replies may be exchanged between pilots and their commanding officers on the ground.

The transmitter and receiver used are the usual type of radio apparatus. One of the famous Westinghouse "electric eyes," the photo-electric cells which transform light beams into electrical impulses, is connected to the transmitter and special recording apparatus is attached to the receiver. The paper bearing the message is wrapped around a metal cylinder, much the same in size and appearance as the cylinders used in dictaphone machines. This cylinder, driven by a small motor, revolves twice a second and moves slowly from left to right. As it does so, the paper passes through the light beam cast by the photo-electric cell. The white paper reflects the beam back, but the black marks of the lead pencil do not cast reflections.

These variations of light and darkness are changed by the cell into electric impulses which in turn are passed through an audio frequency amplifier and then into the transmitting set. The receiver picks up the signals and puts them through an amplifier, which rectifies the current, and then passes them on to the recording apparatus. Instead of changing the electrical impulses into light again, as in previously demonstrated equipment, the new device reproduces the picture by sending the actual current through specially compounded paper. The action of the electricity on the chemicals in the paper, through electrolysis, changes the color of the paper and recreates the original image. To accomplish this, the special paper from the roll is passed first through a water bath in order to make it more conductive, thence over a cylinder which is rotating in synchronism with the transmitting cylinder. On the surface of the cylinder there is a knife edge curved in spiral from one side to the other. On top of the paper there is a straight knife edge which with the spiral edge forms the two electrical contacts of the receiver. As the cylinder with the spiral rotates it produces the sliding contact along the straight edge. This contact moves from one side to the other and makes one line of the reproduced image with each complete revolution.

The paper is slowly advancing through the receiver, the motion being exactly the same as the motion of the transmitting cylinder, therefore the two motions reproduce exactly the scanning of the photograph by the transmitter to recreate the image on the paper as the varying current produces more or less chemical change in the paper.

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AERIAL SURVEY OF PARKED AUTOMOBILES IN WASHINGTON

The Army Air Corps which since the close of the World War has cooperated in various projects inaugurated by civilian organizations and communities, recently essayed a new role in a non-military activity, that of assisting in a survey of the automobile parking problem in the nation's capital. This survey, which embraces the central district of Washington and about the existing and proposed public buildings, is being undertaken by the National Capital Park and Planning Commission, in cooperation with the Office of the Chief Coordinator, the District of Columbia, and local trade bodies.

Complying with the request of Lieut.-Colonel U.S. Grant, 3rd, Director of the Office of Public Buildings and Public Parks, that the Air Corps send a photographic plane over the city during the middle of a business day to take photographs which would show the amount and distribution of parking and the areas of traffic congestion, Lieut. D.W. Goodrich, in charge of the Photo Section at Bolling Field, D.C., accompanied by Sergeant A.E. Matos, veteran Army photographer, flew an Ol-E Observation plane over Washington at an altitude of about 3,000

feet, during the course of which a total of 108 photographs were taken, the entire mission being accomplished in 35 minutes' flying time.

The aerial photographs covered the area from the Potomac River to Florida Avenue, Northwest, and from Rock Creek to First Street, Northeast. Although the photographs were taken from an altitude of more than half a mile, they are remarkably clear, showing automobiles in the entire area, whether parked or moving. With the aid of a magnifying glass, such minute details as fire plugs and lamp posts are visible. Painted traffic lines show up distinctly.

One passage of the plane over the territory to be photographed was sufficient, the exposures being made automatically with sufficient overlapping so that they could be placed together accurately. An area ranging between eight and nine square miles was photographed.

Photographing practically an entire city within the short space of 35 minutes gives one something to think about. One wonders how long a time a project of this kind would have entailed utilizing ground photography, not to mention the great expense and the immense amount of labor. And so through the instrumentality of the airplane, by means of which a detailed picture was taken showing actual every-day traffic conditions in the nation's capital, the vexing automobile parking problem now existing may be brought to a solution much sooner than the veriest optimist would expect.

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CAPTAIN STEVENS ESTABLISHES A NEW RECORD IN LONG DISTANCE AERIAL PHOTOGRAPHY

Captain Albert W. Stevens, Air Corps, photographic expert, recently succeeded in taking a photograph covering a distance of 270 miles in one single exposure. This accomplishment adds almost fifty miles to the previous long-distance photographic record established by him last August, when his camera registered objects 227 miles distant.

The photograph taken by Captain Stevens during a flight 20,000 feet above Crater Lake, Oregon, gives a remarkably clear picture of the various mountain ranges stretching northward to the lofty peak of Mt. Rainier, 14,000 feet above sea level. Crescent Lake and Diamond Peak appear in the foreground, then follow the Three Sisters, 125 miles away; next Mount Jefferson, 175 miles away; Mount Hood, 200 miles away and, finally, in lone majesty on the edge of the horizon, Mount Rainier.

Captain Stevens took the picture from an Air Corps photographic plane, piloted by Lieut. John D. Corkille. Taking off from Mather Field, Sacramento, Calif., at 6:30 a.m., on the morning of the mission, the plane climbed steadily for almost a full hour as they flew northward. When the craft reached the upper air lanes over Crater Lake the altimeter on the plane registered 20,000 feet, while the thermometer stood at 20 below zero. "We didn't mind the low temperature as much as the lack of oxygen in the air," Captain Stevens stated. "We got the oxygen we needed from a liquid oxygen supply, but finally had to come down after four hours, when our supply was exhausted.

"Shooting at Mount Rainier from a distance greater than that between New York City and Washington is much like shooting at the moon with the difference that you can see the moon. The principal task is to aim the camera in the general direction you believe your objective to be, snap the trigger and hope for luck.

"While I am very well satisfied with the results obtained on this particular mission, I am inclined to believe that it will only be a matter of time before we will develop a camera that will record even greater distances."

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Over in Alabama a colored preacher at one time had served a short jail sentence and was fearful lest his congregation discover the fact, as in his later years he had been a model on rectitude.

On a Sunday morning, rising to begin his sermon, his heart sank upon observing his former cell-mate sitting in the front row. Quick thinking was necessary. Giving the unwelcome guest a steady look, the preacher pronounced solemnly: "Ah takes mah text dis mo'nin' from de sixty-fo'th chaptah and fo' hundreth verse of the Book of Job, which says, 'Dem as sees and knows me, and says nothin', dem will Ah see later.'"

AIR CORPS FLOAT WINS ADMIRATION

In the brilliant Battle of Flowers Parade on April 26th, which climaxed the famous annual Fiesta San Jacinto week in the City of San Antonio, commemorating the Battle of San Jacinto in Texas history, a float was entered, representing the joint participation of the Air Corps Training Center and the San Antonio Air Depot. This float, which was constructed at Duncan Field, was in the form of a Cornucopia, with three miniature airplanes mounted in front, symbolizing the function of the Training Center and the Depot in the Air Corps scheme, and was covered with blue, white and yellow artificial flowers. The float was occupied by Mrs. L.H. Rodieck, wife of Lieut. Rodieck of Brooks Field, portraying the Goddess of Plenty, with her attendants, the little Misses Barbara Lahm, daughter of General Lahm, and Joan Cannon, daughter of Lieutenant Cannon of Kelly Field. The entire effect appeared to elicit numerous expressions of admiration along the line of the parade.

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AIR CORPS INSTRUCTOR FLIES TO THE MEXICAN CAPITAL

Lieut. James B. Carroll, Air Corps, Regular Army Instructor with the 115th Observation Squadron, California National Guard, Griffith Park, Los Angeles, recently completed a very interesting trip via air to Mexico City and return. On three weeks' leave, Lieut. Carroll spent considerable time in a 6-passenger cabin J-6 Travelair, together with Frank Muller, owner of the plane; Roy Minor, pilot, and Ross Cunningham.

Lieut. Carroll reports that he found the weather good, landing fields fair, service excellent and the soda pop terrible. On the first day the party made Nogales and stayed overnight at Cannanea, the second night at Los Mochis, the third night at Mazatlan, where the natives were so hospitable that the visitors stopped there for five days, after which they were able to make Mexico City. After four days spent at the 7,000 ft. City, they took off again, returning for the first night's stop at Cannanea, via Mazatlan. The return trip was completed the second day.

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MUSKOGEE COMPLETES MUNICIPAL AIRPORT

On May 26th Muskogee's recently completed Municipal Airport is to be dedicated in one of the largest ceremonies of the kind ever staged in the Southwest. The Hon. Patrick J. Hurley, Secretary of War, an Oklahoman, is expected to be present and to be the principal speaker at the dedication ceremony.

Approximately 200 airplanes have been promised for the event, including both army and commercial ships. Prizes are to be offered in competition among service and private pilots.

Hatox Field, the pioneer aviation field in Oklahoma, is widely known throughout the aviation world and is on the Army's north-south and east-west transcontinental route. Since 1922 Army fliers have been landing at the field.

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IN AGAIN, OUT AGAIN, IN AGAIN... EGAN.

When the Fifth Squadron moved into their new barracks at Mitchel Field, there was a great demand for shrubs and trees with which to beautify the immediate landscape. Captain "Eddie" House started scratching his cranium vigorously.

The deep, dark secret was finally divulged that Lieut. Jack Egan had taken a correspondence course from the Davey Tree Surgeons, and was undoubtedly the man for the job. Egan was promptly put on the scent of new shrubs, and after a day of scouting around he reported that the only suitable trees were those in front of headquarters. This statement recalled to Captain House that sometime in the past he had been told that those very trees and shrubs were at his disposal should he ever care to make use of them.

So the next morning, armed to the teeth with picks and shovels, Egan and his gang began their upheaval of the Headquarter foliage. The work went on peacefully enough until all but one of the desired bits of greenery had been

uprooted and transplanted around the new barracks. Then a storm cloud broke with the entrance of Colonel Howard on the scene. "Who is this infidel who has uprooted everything which has stood for law and order?" he queried - mildly? Enter Jack Egan, pick over his shoulder and blissfully whistling a woodman's ditty. "Sir, I done it with my little axe."

The process was then reversed and every tree and shrub was restored to its original plot in front of Headquarters. The Fifth Squadron's promenade again became barren. "Caught in the act and sentenced to life," explained a late news bulletin.

COMMUNICATIONS COURSE STUDENTS PERFORM MANY RADIO MISSIONS

The 1929-1930 regular army officers class in Communications at the Air Corps Technical School at Chanute Field, Rantoul, Ill., consisting of five officers - Lieutenants George H. Sparhawk, Robert L. Schoenlein, Lindsay M. Bawsel, Donald R. Lyon and Roland O.S. Akre, entered the phase of their course on Airplane Installation and Operation of Radio Sets on April 7th, and from that date up to and including April 11th have flown 21 successful two-way radio missions in the two airplanes (types O2-C and O-11) assigned the Department of Communications.

Interphone systems between pilot and observer are installed in each of the airplanes, enabling either pilot or observer to handle the communications between ground and airplane. With five student officers in the class, and two airplanes and a ground station (SCR-132) available, a roster is maintained alternating the student officer assignments between pilot, observer and ground station operator.

FLY TOGETHER IN SAME PLANE AFTER LAPSE OF TWENTY YEARS

Pioneering days in Army aviation were called during the course of the Exercises conducted by the Army Air Corps at Mather Field, Sacramento, Calif., when Majors Henry H. Arnold and Thomas DeWitt Milling flew together in a plane for the first time in nearly twenty years. Back in 1911 both of these officers, then second lieutenants, Arnold from the Infantry and Milling from the Cavalry, were detailed to the Signal Corps, and in April of that year were ordered to Dayton, Ohio, to undergo a course of instruction in operating the Wright biplane.

Majors Arnold and Milling received their flying instruction under one of the pioneer Wright flyers, and whenever they took a lesson they had to wend their way to the large barn at Sims Station, now the site of the Fairfield, O., Air Depot, which housed several of the early Wright machines. These flying lessons were usually given just before sunrise or sunset, when air and wind conditions were most favorable. The very low power of the early Wright biplane made flying in a strong wind somewhat hazardous, particularly so with a beginner handling the controls.

After the completion of their flying instruction at Dayton, the two young Army aviators were assigned to duty at the Signal Corps Aviation School at College Park, Md., the government having leased a thousand-acre tract of land at that place for use as a flying training school.

"We certainly enjoyed our first flight together since those early days of cloud pushing," said Major Milling, as he and Major Arnold stepped out of their fast Observation plane in which they had made their reunion flight. As I sat looking at Major Arnold's familiar back, I thought of the great flow of aviation development that had taken place since 1911. The Army plane we used today has a 500 horsepower motor, can cruise 650 miles and has a high speed of 156 miles an hour. Contrast this with the planes of 20 years ago which had 24 horsepower engines and which could fly for only two and a half hours at the rate of 40 miles an hour with the motor wide open. How times have changed!

A reminiscent look crept into Major Arnold's eyes as he said: "Yes, I thought of that too and then, when I noticed that bunch of pursuit pilots flying in tight formation over on our left, it occurred to me that those fellows won their wings after one full year of intensive training - 365 days of hard, grueling work. In our 'Cadet' days, pilots were made in minutes, not hours. Major Milling has the distinction of winning his rating in one hour and 50 minutes. I had two hours and 20 minutes."

STATE OF ILLINOIS PHOTOGRAPHED

The Department of Photography of the Air Corps Technical School, Chamute Field, Rantoul, Ill., recently made tri-lens photographs of approximately 1,000 square miles of quadrangles in the State of Illinois for the United States Geological Survey. This valuable cooperative work, which will effect an enormous saving in time and money to the Government and the State of Illinois, was completed in connection with the photographic student officer training work. A total of 2,500 square miles will be photographed under this arrangement by June 1st if good weather is experienced. All photographic material used for this work is being replaced by the United States Geological Survey.

Lieuts. Stry and Stowell, students of the Photographic School, recently flew a two-strip mosaic of the Chicago waterfront from the Indiana line to Wilmette, Illinois, a distance of approximately 30 miles. A number of attempts were made this spring to photograph this area, which for probably 364 days in the year is covered by dense smoke or clouds. When completed, this mosaic will be approximately 30 feet long and four feet wide. It will be used as an exhibit at the Army Relief Show which is to be held at Soldier Field in Chicago in June.

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ARMY FLYERS ESCORT TRANSCONTINENTAL GLIDER FLYER ✓

A three-ship formation, composed of airplanes from the 99th and 5th Squadrons, Mitchel Field, N.Y., escorted Captain Hawks and his vermilion colored Texaco glider into Van Cortlandt Park on April 6th, thus adding a finishing touch to his epochal flight across the continent. Lieut.-Colonel Brant, of Mitchel Field, and Major Krogstadt, the Corps Area Air Officer, formed a part of the Mayor's reception committee for Captain Hawks.

As a return favor, Captain Hawks brought his glider out to Mitchel Field and said: "All right, boys, try her out!" Colonel Brant was the first to be hoisted off the ground, and was followed by Hez McClellan and Lorry Tyndall. The glider was pulled off the ground by hand, which made sustained flight a difficult feat. Despite this handicap, however, Tyndall succeeded in smashing all existing records for Mitchel Field by staying up sixteen and one-half seconds.

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LARGE CLASS TO GRADUATE FROM ADVANCED FLYING SCHOOL

The June graduating class at the Advanced Flying School, Kelly Field, Texas, promises to number exactly one hundred strong, comprising 16 officers of the Regular Army, one foreign officer (Columbia), 82 flying cadets, and one staff sergeant. The flying cadets are now submitting their applications for extended active duty with tactical units of the Air Corps. A total of 63 have submitted such applications, which is a drop of ten percent in the number requesting active duty as compared with the February class.

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LIBERTY ENGINES APPARENTLY DISLIKE THE PHILIPPINE CLIMATE

The 2nd Observation Squadron stationed at Nichols Field, Rizal, P.I., experienced some hard luck with its Liberty engines installed in O2-H Observation planes lately. Lieut. Backes, while flying a machine gun mission recently, was forced down at Nichols Field with a thrown connecting rod. The next day, while flying a mission in cooperation with the Navy, Lieut. Kennedy was forced down in Manila Bay with a balky engine. The plane sank in 150 feet of water. In another flight several days later, Lieut. Backes was forced down again with engine trouble while testing machine guns. This time he could not reach the field and was compelled to land in the water about five miles south of the field. The water where he landed was only about three feet deep and the plane may be salvaged.

The only injuries in any of these forced landings was suffered by Private Brown who was with Lieut. Kennedy. He had his wind knocked out when his safety belt broke and he struck the windshield with his stomach.

WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station:

Major Harold A. Strauss, Kelly Field, Texas, to Brooks Field, Texas, not later than July 1, 1930, for primary flying training.

Major Thomas J. Hanley, upon completion of present course of instruction at Command and General Staff School, Fort Leavenworth, Kansas, to Air Corps Training Center, Duncan Field, Texas.

Captain William B. Wright, Jr., Kelly Field, to duty with Organized Reserves, 7th Corps Area, Kansas City, Mo., vice 1st Lieut. Isaiah Davies, ordered to duty in Office of Chief of Air Corps, Washington.

Captain Joseph L. Stromme, upon completion of present course of instruction at Harvard School of Business Administration, Cambridge, Mass., to Buffalo, N.Y., for duty as Air Corps Procurement Planning Representative.

Captain Christopher W. Ford from duty with Organized Reserves, 1st Corps Area, Boston, Mass., to Air Corps Training Center, Duncan Field, Texas.

Upon completion of tour of duty in Panama, Captain Samuel C. Skemp to Chanute Field, Rantoul, Ill.; 1st Lieuts. Robert T. Cronau and Glen C. Jamison to Langley Field, Va.; 1st Lieut. Don W. Mayhue to Fort Crockett, Texas; 2nd Lieut. John N. Jones and 1st Lieut. Edward D. Jones to Air Corps Training Center, Duncan Field, Texas.

Captain Charles A. Pursley to Air Corps Tactical School, Langley Field, Va., for duty as student. Previous orders in his case revoked.

Assignment of Captain Thomas W. Hastey, Office Chief of Air Corps, to Air Corps Tactical School, Langley Field, Va., revoked.

1st Lieut. LeRoy A. Walthall, Crissy Field, to duty with Organized Reserves, 9th Corps Area, San Francisco, Calif.

1st Lieut. Graham M. St. John, Kelly Field, to duty with Organized Reserves, 7th Corps Area, Minneapolis, Minn., relieving 1st Lieut. Wm. C. Farnum, ordered July 1, 1930, to March Field, Calif., for primary flying training.

Upon completion course of instruction at Air Corps Tactical School, Langley Field, Va., 1st Lieut. James T. Curry, Jr., to report to Commandant of that School for duty.

1st Lieut. Clayton L. Bissell, Instructor at Air Corps Tactical School, Langley Field, to Air Corps Training Center, Duncan Field, Texas.

1st Lieut. John S. Griffith, Kelly Field, to Selfridge Field, Mich.

1st Lieut. Kenneth Garrett, March Field, Calif., to duty with Organized Reserves, 5th Corps Area, Fort Benjamin Harrison, Indiana.

Upon completion of tour of duty in Hawaiian Department, Captain Raymond E. O'Neill to 1st Balloon Company, Fort Sill, Oklahoma; 1st Lieut. James F.J. Earley to March Field, Calif.; 1st Lieut. Raymond E. Culbertson to Selfridge Field, Mich.; 1st Lieut. Angier H. Foster to Fort Crockett, Texas; 1st Lieut. George V. McPike to Wright Field, Dayton, Ohio.

Assignment of 1st Lieut. Burnie R. Dallas, Rockwell Field, for duty as student at Air Corps Tactical School, revoked.

1st Lieut. Odas Moon, Rockwell Field, Calif., to Air Corps Tactical School, Langley Field, Va., for duty as student.

1st Lieut. James T. Hutchison, upon completion of tour of duty in Hawaii, to Crissy Field, Presidio of San Francisco, Calif.

2nd Lieut. Russell E. Randall, Brooks Field, to duty at the United States Military Academy, West Point, N.Y.

2nd Lieut. Waldine W. Messmore, Chanute Field, Ill., to Maxwell Field, Ala. Detailed to the Air Corps, and to Primary Flying School, Brooks Field, Texas, not later than July 1, 1930, for training:

2nd Lieut. Roy H. Guert'er, Cavalry.

2nd Lieut. William F. McKee, Coast Artillery Corps.

Captain Albert L. Lane, Corps of Engineers.

Relieved from detail to the Air Corps:

Major Hollis LeR. Muller to the 13th Coast Artillery, Ft. Barrancas, Fla.

2nd Lieut. Wayne J. Dunn to 12th Cavalry, Fort Brown, Texas.

2nd Lieut. Robert T. Frederick, to 13th Coast Artillery, Ft. Barrancas, Fla.

2nd Lieut. Thomas R. Horton to the 11th Infantry, Ft. Benjamin Harrison, Indiana.

2nd Lieut. Alvin G. Viney to the 6th Engineers, Fort Lawton, Wash.

2nd Lieut. John O. Williams to 2nd Division, Fort Sam Houston, Texas.

2nd Lieut. Herbert J. Van der Heide, Infantry, to 30th Infantry, Presidio of San Francisco, Calif.

Relieved from detail to the Air Corps (Cont'd)

2nd Lieut. Charles G. Calloway to the 62nd Coast Artillery, Fort Totten, New York.

2nd Lieut. Luster A. Vickrey to 18th Field Artillery, Fort Sill, Okla.

2nd Lieut. Edwin G. Griffith to 13th Coast Artillery, Ft. Barrancas, Fla.

Transferred to the Air Corps:

1st Lt. Oscar L. Beal	Infantry	Rank from June 3, 1927.
1st Lt. Richard E. Nugent,	Infantry	June 25, 1929.
2nd Lt. John H. McCormick,	Signal Corps	June 12, 1925.
2nd Lt. Leon W. Johnson,	Infantry	June 12, 1926.
2nd Lt. John M. Sterling	Field Artillery	June 14, 1927.
2nd Lt. Karl G.E. Gimmler,	Field Artillery	June 9, 1928.
2nd Lt. Maurice C. Bisson	Infantry	June 9, 1928.
2nd Lt. Donald W. Titus,	Infantry	June 9, 1928.
2nd Lt. Emmett O'Donnell, Jr.,	Infantry	June 9, 1928.
2nd Lt. Truman H. Landon,	Coast Artillery	June 9, 1928.
2nd Lt. John W. Kirby	Infantry	June 14, 1927.
2nd Lt. Charles B. Stone,	Infantry	June 14, 1927.

Reserve Officers ordered to extended active duty:

From July 2, 1930 to December 31, 1930.

2nd Lieut. Ferdinand Eble, Jr., Washington D.C., to Mitchel Field, N.Y.

2nd Lieut. Wm. Christy Bryan, Jr., Ft. Worth, Texas, to Post Field, Okla.

2nd Lieut. Richard J. French, Patsburg, Ala., to Maxwell Field, Ala.

2nd Lieut. Grosvenor R. Paine, Brownsville, Tex., to Ft. Sam Houston, Texas.

2nd Lieut. Mitchell P. Borden, New Orleans, La., to Maxwell Field, Ala.

2nd Lieut. Bayard B. Borden, New Orleans, La., to Maxwell Field, Ala.

2nd Lieut. John S. Blanchard to France Field, Panama Canal Zone.

2nd Lieut. William H. Thomas, Elwood City, Pa., to Mitchel Field, N.Y.

From May 14, 1930, to May 14, 1931.

2nd Lieut. Raymond Bradford Hurst, Seattle, Wash., to Crissy Field, Calif.

2nd Lieut. George Oscar Bond, Hyannis, Mass., to Mitchel Field, N.Y.

2nd Lieut. Erling A. Strand, Eugene, Oregon, to Rockwell Field, Calif.,
June 30 to December 27, 1930.

2nd Lieut. Edmund L. Burke, Hempstead, L.I., to Mitchel Field, N.Y.,
May 1, 1930 to April 30, 1931.

1st Lieut. Norfleet G. Bone, Dallas, Texas, to Fort Sam Houston, Texas,
May 23 to November 21, 1930.

2nd Lieut. Gerard F. Mulligan, Dorchester, Mass., to Mitchel Field, N.Y.,
to March 14, 1931.

2nd Lieut. Dan McGrew Medler, Seattle, Wash., to Rockwell Field, Calif.,
June 29 to December 27, 1930.

2nd Lieut. Thomas J. Parkes, Corsicana, Texas, to Fort Sam Houston,
Texas, June 2 to November 30, 1930.

Promotion: 2nd Lieut. Carl J. Crane to 1st Lieut., rank from March 28, 1930.

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WHOLESALE CATERPILLAR CLUB INITIATION

Respecting the rather unusual incident of six men making emergency parachute jumps simultaneously from a disabled Transport plane, mentioned elsewhere in this issue, it was learned that the men participating in this wholesale initiation into the Caterpillar Club on May 2nd were Sergeant C.A. Davis and Pvt. John Koziak, 11th Bombardment Group; Corp. W.L. Green, Pvts. Tony Wasilevich, Roy Stokes and John Lockwood, 95th Pursuit Squadron, Rockwell Field, Calif.

When one of the propellers of the tri-motored Army Fokker Transport broke, these six men "bailed out" in rapid succession, five going through the side door of the plane and Private Lockwood through the trap door. In doing so the latter skinned his nose. Corp. Green strained his neck when his chute snapped open and Sgt. Davis was slightly burned by the parachute harness. Lieut. W.A. Maxwell, Air Corps, piloting the Transport from March to Mather Field, stated:

"Everything was going smoothly until we neared Fresno. Suddenly, what I at first thought was the left propeller, broke off. I throttled down the motors from left to right, but by the time I discovered that the right propeller was gone the right motor had virtually torn itself to pieces and the plane was jumping badly. I saw that a forced landing in a vineyard was coming and told Sergeant Arthur, who was in the pilot's cockpit with me, to tell the other men to jump. Arthur opened the door to yell to them, but they had already sensed what was coming and the last man was just disappearing out of the door. I then told Arthur to jump, too, as we were due to crash. Arthur said 'No,' and stood by. I tried for an open space in the vineyard, but couldn't quite stretch the glide to make it, and we piled up in the vineyard. I don't understand why something didn't hit us in the face; things were certainly flying around in the front cabin."

SECOND BOMBARDMENT GROUP RETURNS HOME

In common with the other Groups of the Provisional Wing which had been carrying on the Air Corps Field Exercises at Mather Field, Sacramento, Calif., the Second Bombardment Group put on their demonstration at the United Airport at Burbank, Calif., for the benefit of the people of Los Angeles and vicinity. A formation of bombers flew a night mission over the cities around Los Angeles, and in the leading bomber was none other than Will Rogers himself as honor passenger.

On Sunday, April 27th, the Group participated in the last aerial review of the Provisional Wing at Rockwell Field, Coronado, Calif., upon the completion of which the Wing was disbanded and plans were made for the long trip home to Langley Field, Va.

All but two of the Curtiss B-2 Bombers (Condors) were left at Rockwell Field for transfer to the 7th Bombardment Group there, most of the pilots of these planes returning home by rail. The remaining two B-2's and eleven Keystone LB-7's started Wednesday morning, April 30th, with their noses pointing East and their motors humming the tune "Carry me Back to Ol' Virginia."

The itinerary of the Group was as follows:-

1st Day -- San Diego - Tucson - El Paso.

2nd Day -- El Paso - Post Field, Okla. - Kansas City, Mo.

3rd Day -- Kansas City - Scott Field, Ill. - Fairfield, Ohio.

4th Day -- Fairfield - Langley Field, Va.

The flying time from the West to the East Coast was 28 hours and 20 minutes - a new transcontinental flight record for the Second Bombardment Group, since it eclipsed by one and one-half hours the time made by this Organization in the day and night flight from Langley Field to the West Coast in August of last year, at which time the Group made a record for the movement of a formation of military airplanes from one coast to the other.

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AND NOW WE HAVE THE FLYING DOG

While the Second Bombardment Group was on the West Coast participating in the Air Corps Field Exercises at Mather Field, it staged an aerial demonstration at Mills Field, San Francisco, Calif., early in April. At that time an admirer of the Group presented it with a fine little six weeks old Irish terrier. The pup soon became the Group mascot, traveling in one plane the entire trip back to Langley Field, Va. Upon landing at fields enroute to the home field, the pup would run about and renew old acquaintances with the other pilots and mechanics of the Group until the motors of his plane were started, whereupon it would run over to its own plane, identifying it in some mysterious manner, and beg to be taken aboard.

Personnel not engaged in starting motors would take their cue to climb aboard the planes from the actions of the Group mascot. When the members of the Group saw the pup head for its plane, they knew it was time to be going and they headed for their own planes.

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ANNUAL MACHINE GUN AND BOMBING MATCHES

The annual Machine Gun and Bombing Matches of the Army Air Corps will be held at Langley Field, Va., starting Monday, September 1st next.

The participants will include one team from each Pursuit, Bombardment, Attack and Observation Squadron in the United States and the Panama Canal Dept.; not to exceed four teams from the Air Corps Training Center; not to exceed five teams from the Air Corps at Large; not to exceed five teams from the National Guard Air Corps; such teams as may be designated by the Secretary of the Navy, the personnel to be selected from the Naval Air Service and the Marine Corps Air Service; one team (Observation, Attack, Bombardment or Pursuit) from the Air Corps Tactical School, Langley Field, Va.; Two teams (Observation, Attack, Bombardment or Pursuit) from Wright Field, Dayton, Ohio; Two teams (Observation, Attack or Pursuit) from Office of the Chief of the Air Corps and Bolling Field.

Training Regulations 440-40 will govern those who are qualified to participate in these Matches.

The Secretary of War recently addressed a letter to the Secretary of the Navy expressing the hope that it will be possible for participants from the Navy and Marine Corps to enter these matches.

THE DEATH OF A POPULAR YOUNG AIR CORPS OFFICER

The airplane collision at Langley Field, Va., on May 8th which, unfortunately, resulted in the death of 1st Lieut. Robert J. Brown, Jr., deprived the Air Corps of a very efficient and extremely valuable officer. His record was a most exceptional one, marked as it was by unswerving devotion to duty, loyalty, energy, unusual ability, broad vision and painstaking effort. He possessed a most pleasing personality and his unfailing courtesy and gentlemanly qualities won him a legion of friends.

Lieut. Brown was born on August 31, 1893, at Beverly, Mass. He was a student at Yale, Class of 1918, but left before graduation to enlist in the Aviation Section, Signal Enlisted Reserve Corps. After completing his ground school training at the Massachusetts Institute of Technology, Cambridge, Mass., he received his flying training at Wilbur Wright Field, Dayton, Ohio, and Ellington Field, Houston, Texas, and was commissioned a 2nd Lieutenant on January 18, 1918. Assigned to duty at Ellington Field, he performed valuable services as an instructor in night bombing and raiding and later as Officer in Charge of Flying Training. Because of his very responsible duties and the efficient manner in which he performed them, he was repeatedly recommended for promotion. On August 21, 1918, he was promoted to 1st Lieutenant, which rank he retained when he was commissioned in the Air Corps, Regular Army, in July, 1920.

In August, 1919, Lieut. Brown was assigned to the Training and Operations Division in the Office of the Chief of the Air Corps, Washington, and the exceptional manner in which he performed the many difficult and very important functions assigned to him won the praise and high commendation of his superiors. As Chairman of the Around-the-World Flight Committee, he personally worked out many of the details of that most notable Air Corps achievement.

Upon the expiration of his four-year detail in Washington, Lieut. Brown was assigned to duty with the Organized Reserves of the First Corps Area, with station at the Boston Airport. This detail was followed by a tour of duty for three years in the Hawaiian Department, and upon his return to the United States he was assigned to duty as a student at the Air Corps Tactical School, Langley Field, Va.

The untimely death of this beloved Air Corps officer left a host of sorrowing friends, and our most sincere sympathy is extended to his bereaved family.

Funeral services were held at Arlington Cemetery on the morning of April 12th. In addition to the pallbearers and other Air Corps officers from Langley Field and Washington who assembled there to pay their respects, there were the Siamese Minister to this country with Captain Deves (a Siamese officer-student at the Tactical School) and Assistant Secretary of War F. Trupee Davison, a former classmate and fraternity brother of Lieut. Brown's at Yale University.

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"THE FIREFLIES"

One of the most spectacular features of the Army Air Corps activities on the West Coast during April was the flight of three illuminated Curtiss Falcon Observation (O-1-E) planes known as the "Fireflies." Beneath the lower wings and down the fuselage and across the horizontal stabilizers were strung a line of red, white and blue automobile tail lamps, alternately placed. Each color was controlled by a switch in the pilot's cockpit, placed on the right side of the instrument board.

Several flights were made, two from Mather Field and one from the United Airport at Burbank, Calif. On one flight from Mather Field the formation spent two and one-half hours in the air and covered all towns and cities included within the quadrangle of Sacramento, Petaluma, San Francisco, Stockton and Sacramento, even in the face of blankets of fog over San Pablo Bay and bad ground haze at several other points.

Flying a close formation, the two flank pilots could see the leading pilot's hand reach for a certain switch, as he kept on his cockpit light, thus making his movements discernible to the two other pilots. Being thus prepared for a change in colors, the whole formation switched on and off each color in rotation with perfect synchronization. The normal formation flown was the usual V-type one, alternated at times with the three planes abreast, at which time one plane showed red, the middle one white and the other blue.

The three "Fireflies" were Captain H.M. McClelland, Lieuts. Roland Birnn and W.A.R. Robertson.

NOTES FROM AIR CORPS FIELDS

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Nichols Field, Rizal, P.I., April 3rd:

66th Service Squadron: Capt. Charles A. Pursley, relieved as C.O., is taking advantage of detached service at Camp John Hay for a short period after which he will travel in China and Japan. Capt. W.O. Butler assumed command of the 66th.

Lieut. Charles Douglas leaves on the 1st for a 30-day course at the Cocks and Bakers School, Fort McKinley.

Among those who left the squadron on the last transport were Staff Sgts. Cathie, Kidd, Lindsey and Morris. Famous last words were, "I'll be back".

The regular "Short-Timers" Dinner was held on March 2d, and again the Mess Sergeant and his staff put on a feed fit for a king.

2d Observation Squadron: Progress is being made in the erection of our long anticipated mess hall and barracks. The foundation is finished and the superstructure is being raised.

Our Athletic Officer, Lieut. Yeager, won another trophy when he mistook the field for a pond and landed an Amphibian with the wheels up. Nothing was damaged, however, and the "Dumb-bell" Prize, is sagely stored among his souvenirs.

Our squadron was strengthened by the arrival of 23 men on the March transport, including Tech.Sgt. Riley, Staff Sgt. Wilcox, Sgts. Craft and Sparling. These men now fill the vacancies caused by the departure of men returning to the U.S.

The 2d is still engaged in the annual aerial gunnery. The low altitude bombing is finished, with Lieut. Kennedy coming from behind to make the high record score of 218. Lieut. Shea was a close second with 216.

Tail wheels were installed on the O2-H airplanes during the month. Lieut. Kelly tested the first one installed and had nearly the whole field for an audience while doing so.

Nine planes from this squadron welcomed the transport "Grant" on the 3d. Our new C.O., Major Henry W. Harms, was aboard.

28th Bombardment Squadron: The arrival of the hot season brings the usual exodus of personnel to Camp John Hay.

Our basketball team, having won the Post championship and cup for the past two years, we see no reason why we should not continue our march to victory.

Scott Field, Belleville, Ill., April 21st:

Camera Obscura training preparatory to bombing, and bombing practice has again been incorporated in the daily schedule of activities. It is expected that a high percentage of pilots will be qualified this season as expert bombers.

Capt. Hal C. Head, Chaplains Corps, departed this week to join his new station at Fort Slocum, New York.

The enthusiasm displayed by the members of the different companies which turned out for the first baseball practice of the season indicates that the competition will be strong in the inter-company league and that a good Post team will be developed.

Luke Field, T.H., April 14th:

Seven of the men who completed the course for flying cadets at Kelly Field, Texas, and were given Reserve Commissions in the Air Corps Reserve, arrived on the March 21st boat for one year's active duty. Four of these officers specialized in Bombardment Aviation during the last four months of their training and were assigned to Bombardment Squadrons. They are 2nd Lieuts. Tallmadge Leslie Boyd of Washington, D.C.; Joseph Bynum Stanley, Jr., of Memphis, Tenn.; John Hubert Davies of Oakland, Calif.; and Theodore Bernard Anderson of Hammond, Oreg. The others specialized in Observation Aviation and were assigned to Observation Squadrons. These include 2nd Lieuts. James McKinzie Thompson of Groesbeck, Texas, Edward Rawlins of Tracy, Minn., and Ivan Morris Atterbury, of Oregon.

Lieut. James C. Shively returned to the mainland on April 1st and, after taking advantage of a leave of absence, will report to Langley Field for duty.

Lieut. Laird left on the "Cambrai", April 1st, for duty as an Observer during the Air Corps maneuvers in California. On his return he will give talks on the maneuvers for the benefit of Air Corps personnel here. It is believed that the extensive maneuvers on the Coast may reveal information on operations and tactics that will be of value in the training of local Air Corps units.

The Inter-Squadron Baseball League is developing many new players who will be seen later in the year in Sector-Navy competition. At present the Sixty-Fifth Squadron is leading, but the Fourth is close behind and may cause them considerable trouble and worry before the season is over. Although the Luke Field entry in Sector-Navy competition last year encountered tough luck when Moses was killed in July, and later when Tarpley broke his ankle at Shafter, they fought right through to the end of the season. Several of the older men, who have made Luke Field feared by all the other teams of the Sector, returned to the mainland for duty, but the vacant places on the team are sure to be capably filled.

43d Division Air Service, Connecticut National Guard:

Last week Major Luke Christopher hopped from Washington to inject a little ginger into the N.A.A., of which he is chairman of the Contest Committee. For the same purpose from New York came Hon. William P. MacCracken, formerly Ass't Secretary of Commerce for Aeronautics. A formation of three ships met him at Bridgeport and escorted him to Hartford. Governor Trumbull, the only extant flying Executive, and General Ladd, our former C.O., were also present.

Capt. Harry Generous and Sgt. Leo Demijan flew to Detroit to attend the Aircraft Show, April 4th to 9th.

So many high class men are desirous of enlisting that a special recruit class was formed. This class meets every week under the watchful eye of a drill sergeant. As fast as a vacancy occurs, one of the men of this class is enlisted. At the same time, if any of this class does not show real stuff, he is dropped, and thus what might have become dead wood is kept out of the Squadron.

Bolling Field, Anacostia, D.C., May 2nd:

Recent assignments to Bolling Field include 1st Lieut. C.W. Cousland, transferred from Ft. Sill, Okla., and 1st Lieut. C.H. Welch, transferred from the Canal Zone.

Maj. H.C. Davidson departed on leave of absence on April 10th for a tour of Turkey and the Near East. During his absence, the Post is commanded by Capt. Ernest Clark.

On April 7th, a fire of unknown origin broke out in the Parachute Hut about 4:45 P.M., rapidly spreading to Hangar 4 and destroying both buildings. A strong wind was blowing at the time and only the prompt and efficient work of the District Fire Department and Post personnel prevented the fire from spreading to other nearby buildings.

The Post baseball team is rapidly rounding into shape under the able guidance of Lieut. Cousland, former West Point first string catcher.

Among those who have returned from the Air Corps Maneuvers at Mather Field Calif., are: Col. Culver, G.S., Air Corps; Lieuts. Merrick, Robertson and Birn with Major Griswold, G.S., as passenger.

Lieut. Whitten and M.Sgt. Peterson, of the Inspection Division, returned from an inspection tour of the west and southwest on April 25th.

Staff Sgt. Kerr, Chief Clerk in the Operations Office for the last two years is leaving on the May transport for station in the Philippines. Best wishes, Sergeant, for a pleasant voyage.

40th Division Aviation, Calif. Nat'l Guard, Griffith Park, Los Angeles, Calif.:

Lieuts. Noe and Wallen of this Squadron, were recent guests of Col. Orr, the flying Colonel of the 40th Division Staff. Col. Orr has a beautiful home near the Alameda, Calif. Airport. The estate in the rear of the house is beautifully landscaped in lawn, shrubs and flowers, and a winding trail leads to a most unique cabin which the Colonel has named "The Hangar". This is fitted up very comfortably with a large fireplace, brick floor, couches, easy chairs, and the walls are covered with pictures and trophies the Colonel brought back

from France. Col. Orr has extended a hearty invitation to the officers of the 40th Division Aviation to visit him and make the Hangar their headquarters any time they are in the Bay region. Lieuts. Noe and Wallen, who enjoyed themselves otherwise, give this warning, however, - "Beware the Dog".

Maj. Jeffers, Commanding, recently appeared before a special meeting of the Los Angeles County Board of Supervisors and went into a huddle with the Fathers regarding the matter of a series of projected County airports in this vicinity. The Major was well fortified with a complete file of aerial sketches and reports on these sites, the information having been gathered and compiled by the members of the Squadron. A public report of the findings of the Board has not been released.

On a recent Monday night drill period, the Communications Section of the 115th Observation, under the command of Lieut. Miller, was in short wave communication with the Communications of the 160th Infantry, Calif. Nat'l Guard, during their drill period at the Los Angeles Armory. The information exchanged is said to be a deep military secret.

Two of the officers of this Squadron were added to the pilot staff of Western Air Express, - Capt. Sherwood and Lieut. Chappellet. Lieut. Allan Barrie, our Operations Officer, is also with Western Air.

Our field at Griffith Park, thanks to plentiful spring rains, now presents a lovely, green, smooth appearance, - apparently the perfect landing field. The Air Corps Provisional Wing, which operated at Mather Field, Sacramento, was scheduled to visit Los Angeles on or about April 26th to demonstrate to the local taxpayers that Uncle Sam really has an Air Service. The operations here are to be based at Boeing's United Airport, at Burbank, near our field. We are all praying that the pilots of the Pursuit and Bombing hail from Missouri, as our luxuriant carpet of green grass conceals several bad holes and ditches which are marked, but not too apparent to a strange pilot. There is enough forage on this field to keep six cows busy for six months, - so we hope that some farmer will please note.

Speaking of the Air Corps concentration at Mather Field, Lieut. Carroll, who just returned from a two-day visit there, reports that the old war-time flying field, which until ten days ago had not seen any Army activity for many years, now has all the appearances of a great war-time camp again. The barracks and quarters have been opened and fitted up for the month, a civilian concession is handling the messing, the field swarms with activity and the some 150 ships of all types make "the line" look like old times, - with this difference, that the former Jennies and DH's are AWOL.

112th Observation Squadron, Ohio National Guard, Cleveland, Ohio:

The 112th Association, the social organization of officers and men of the 112th Observation Squadron, Ohio National Guard, stationed at Cleveland, gave one of its inimitable entertainments recently, in which a number of "colored gen'men" swapped punches in a ring of regulation size for the edification and delight of several hundred enthusiastic rooters.

The bouts represented one of a series of attractions that are being given at the Squadron's hangar on the Municipal Airport to promote good fellowship and good will between officers and men, to afford an opportunity for civilians to enlist in the unit and to show special guests that the 112th Association is one of the liveliest of military social organizations.

There were three bouts of three rounds each and a finale (battle-royal) that was a knockout in more ways than one. In this last set-to about eight men entered the rope-enclosed ring, including those who had participated in the preceding bouts, which were refereed by Maj. Chief Meyers, 107th Cavalry.

After a few minutes of fighting in which blows were exchanged with the rapidity of machine gunfire, most of the boxers, goffy-eyed and totally oblivious to their surroundings, were being dragged to safety by friendly hands.

The winner, a tall, dark-skinned boy, who, unlike his foes, had never smiled throughout the contests, was decided shortly afterward.

Incidentally he made Lieut. E.W. ("Ernie") Lofquist richer and Lieut. Jack Gill, parachute officer, poorer; this bet being the chief reason for the battle royal.

Maj. "Tommy" Herbert, Commanding Officer of the Squadron, who practices law on the side for the Ohio Attorney-General, watched the scraps from a point of vantage and afterwards declared they were among the best that had been staged in the hangar.

San Antonio Air Depot, Duncan Field, Texas, April 29th:

Capt. S.J. Idzorek, accompanied by 2nd Lieut. T.H. Landon, of the 3d Attack Group at Ft. Crockett, Texas, visited the Depot on April 8th, by air.

Capt. Walter H. Reid, A.C.(DOL), Instructor with the 36th Division Aviation Texas National Guard, Houston, Texas, was a visitor at this Depot on April 10th, and again on the 28th and 29th, bringing in planes for overhaul and ferrying back others for delivery to the Texas National Guard. On his last visit he was accompanied by Capt. Fred. V. Willbur, Texas National Guard Air Corps, of Houston, son of the Mr. Willbur, who is prominent on the editorial staff of the HOUSTON CRONICLE and is one of the promoters of the Litchfield Trophy Balloon Races to be held in Houston in the early part of June of this year.

1st Lieut. L.P. Whitten, of the Office of the Chief of the Air Corps, accompanied by Tech. Sgt. C.E. Peterson, A.C., en route to Bolling Field in an O2-A, stopped over at this Depot, April 21st to 23d for miscellaneous repairs to their plane.

1st Lieut. E.V. Harbeck of this Depot was a visitor in Houston, Texas, on cross-country, over the week-end of April 19th to 20th.

A group of about thirty-five Student Officers and Flying Cadets of the present class of the Air Corps Advanced Flying School, Kelly Field, made a tour of inspection through this Depot on April 29th, in charge of Lieut. Mallory of that station, in connection with their course of instruction.

The Duncan Field Officers' Club inaugurated a Croquet Ground, a Horseshoe-Pitching Court, and a Putting Green, and intense rivalry is manifesting itself among the officers of the Post in swinging a wicked croquet mallet, hurling sure-fire "ringers", etc. All comers are challenged.

During the month of March the following airplanes and engines were overhauled and repaired by the Engineering Department of the Depot:- Airplanes, overhauled - 5 A-3, 1 A-3A, 1 LB-5, 1 C-1-C, 1 DH-4M-1, 1 DH-4M-2, 1 DH-4M-2K, 2 DH-4M-2P, 1 DH-4M-2T, 1 O-17, 2 P1-D, 1 P1-E, 1 PT-1, 4 PT-3, 2 PT-3A, total 25: Airplanes, miscellaneous repair - 1 LB-5A, 2 C-9, 1 O2-E, 1 O2-J, 1 O2-K, 1 O2-M3, 1 PT-3A, total 8.

Engines, major overhaul - 30 Curtiss D-12, 15 Wright J-5, 4 Wright J-6, total, 49. Engines, minor overhaul - 26 Liberty, 3 Curtiss D-12, 1 Curtiss-R-600, 1 Wright E, total 31.

28th Bomb. Squadron, Nichols Field, Rizal, P.I., April 2d:

The recent arrival of the U.S.A.T. "Grant" was the principal event of interest at Nichols Field this month. We received Staff Sgts. Martin, Jack Wolfe, Fields and Harvey as replacements for Staff Sgts. Crawford and Butler who returned to the States and Staff Sgts. Mullenix and Krogstad, who were transferred to the 66th Service Squadron. We also received our usual allotment of other grades.

During the month we carried out a number of missions, cooperating with the Coast Artillery and other branches, on the Rock. We also had a number of bombing missions scheduled which we were unable to carry out, as our L.B.'s were grounded for further bracing.

The Squadron Commander, Capt. Brock, departed on the 1st for a tour of detached service at Camp John Hay. In his absence 1st Lieut. (Slim) Morris took command and is expected to display his usual energy and vigor while C.O. Staff Sgt. Peaches Browning was appointed 1st Sgt., vice 1st Sgt. Moriarty, who reverted to his original grade of sergeant. Pvt. A.M. 1st Class Way was appointed Cpl. We understand that Buddy Crawford was assigned to Chanute and everyone would like to hear how he likes it.

Mitchel Field, Long Island, N.Y., April 17th:

The personnel here are bemoaning the fact that they were excluded from the Maneuvers at Mather Field. Some have dissipated their gloom by reconciling themselves to the very evident fact that Observation Aviation would not and could not play an important part in maneuvers which are strictly concerned with the deployment of the "forces" of the air.

We have been lurking in ambush for just such a time as these maneuvers in which we might not only have proved our efficiency as an Observation Unit, but also as a combatant arm in case the need should arise. Just as the different

branches are now simulating problems in aerial warfare at Mather Field, so could we have simulated problems which would have facilitated the movements of the others as well as being invaluable experience for us.

From a purely altruistic point of view we would have liked the idea of participating in the maneuvers in order that we might have proved to a seemingly skeptical audience that the Ninth Group has something to offer, and can operate to quite a satisfactory degree of efficiency in the field. All we need is an invitation, and it doesn't have to be engraved either!

Lieut. Hez McClellan left Mitchel Field in an O1-E for the Maneuvers at Mather Field, with Clayton Knight, the famous artist and airplane illustrator, as a passenger. Mr. Knight expects to sketch Army airplanes during the rest of the Maneuvers.

Maj. Ryan followed him in several days later with Col. Peter Brady as a passenger.

Ships from the 1st Squadron cooperated in an extensive search for the missing Curtiss student who was lost the early part of the week. As yet, no definite information has been unearthed as to his whereabouts.

Mitchel Field, Long Island, N.Y., April 3d:

The Field was in a maelstrom of moving activities for the last week or so, and now that the furor has abated somewhat it is more or less evident that two more squadrons and the Headquarters Detachment have finally quit their old ramshackle shelters for their new and quite luxurious abodes (luxurious by comparison).

The new barracks mark the beginning of a new era for Mitchel Field - at least we hope that this progressive trend will continue until all the old unsightly buildings have come down. Being so urbanly situated as it is, and in the midst of one of the most prominent and beautiful sections of Long Island, it should be put in keeping with the surroundings.

For advice on how to move a squadron, get in touch with Eddie House. Even for such a short distance as this there are a few of those finer points to be observed that Eddie alone can explain. If, upon finishing the interview, you haven't been brained with a stray soup ladle for as much as mentioning the subject, you'll undoubtedly go away with a few priceless gems of knowledge, or maybe a few choice epitaphs to add to your repertory.

An unusually attractive dumb-bell was recently resurrected from the archives and polished until all of its original splendor has been revived; the only thing needed now is an owner.

At present it is residing in Major Ryan's office, and it is only a matter of days before someone will be the proud possessor. The only trouble, says Maj. Ryan, is that competition is too keen at present and the rendering of an impartial decision is almost an impossibility. Capone's cohorts from the 5th Squadron, who have been accused of sinking buoys, think it belongs to one of their number, but they are being pressed hard by Lieut. Eble, who shot a hole in a hangar wall. The escapades of these two parties, however, have been appreciably dimmed by the great navigation flight in which four PT's, Middletown bound, and led by the keen-eyed Warrant Officer Dodd, flew completely off their strip map and finally ended up at Aberdeen down on the Chesapeake with the same keen-eyed Mr. Dodd rejoicing on finally having made Middletown-going so far as to write "Mitchel to Middletown" on his Form 1.

A Fordson tractor has been getting in more time out on the flying field than any of us. It is there when we go out and is still chugging away when we leave. A particularly rough spot on the field directly in front of Operations was proving a hazard to taxiing ships, so at the suggestion of "Hungry" Gates the tractor was put to work ploughing up the spot. An Illinois farmer would have been envious of the straightly mowed lanes, and it was the belief of everyone that before long fresh vegetables and perhaps a few carnations would come sprouting up. The place has been leveled off now, and it shouldn't be long, with the help of a few spring rains, before the first of watermelons start to grow.

A certain gentleman made an emergency landing in a field which proved to be rough enough to do some slight damage to the ship, and when he returned he was taken in tow by his superior and made to point out the field on a map. After being severely reprimanded for his poor judgment he was asked the following question:

"Why in the devil did you land in that field? Why didn't you land in that big field right next to it - the one bounded by that line? "

Whereupon he replied:

"Well, I would have, sir, but you see the trouble is that line is a contour." And then they called it a day.

Col. and Mrs. Howard left the Field for a fifteen-day visit in San Antonio. The Texas spring is certainly much more enjoyable than those howling March winds we've been having here.

Lieut. Clarence Mower and Miss Trash were married on March 28th. The ceremony and reception were held in Col. Howard's quarters. Many a feminine heart fluttered when they marched under the sabre arch, and many a bachelor heaved a sigh and plodded on his solitary way back to the "haunted house" - that haven for single males.

Pardoe Martin recently flew to Arcadia, Fla., to visit a daughter who has been taken quite seriously ill. We understand the trip was a success, because a marked improvement was seen in his daughter, and we all hope she continues on the road to a quick recovery.

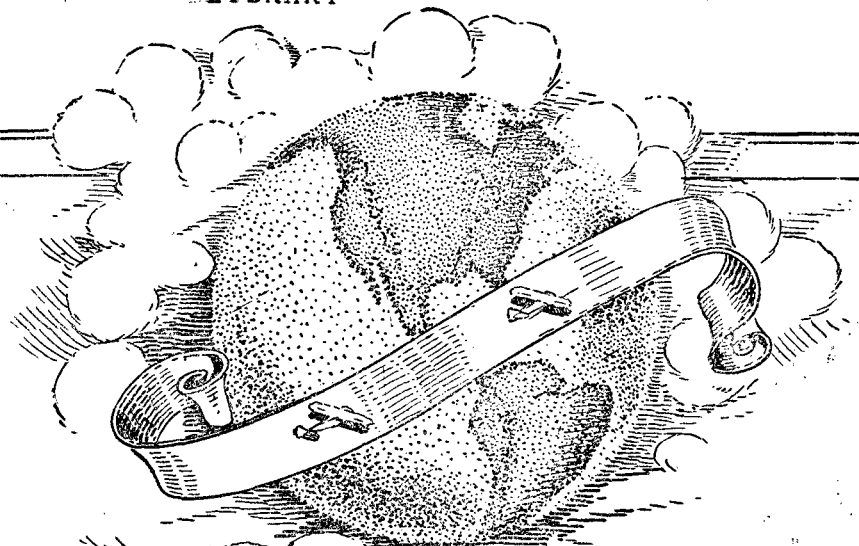
120th Observation Squadron, Colo. National Guard, Denver, Colo.:

March was a busy month for the 120th Observation Squadron, outside of the regular routine of drills and classes. Radio classes are being held four nights a week to enable every officer to qualify on radio before the next annual encampment in June.

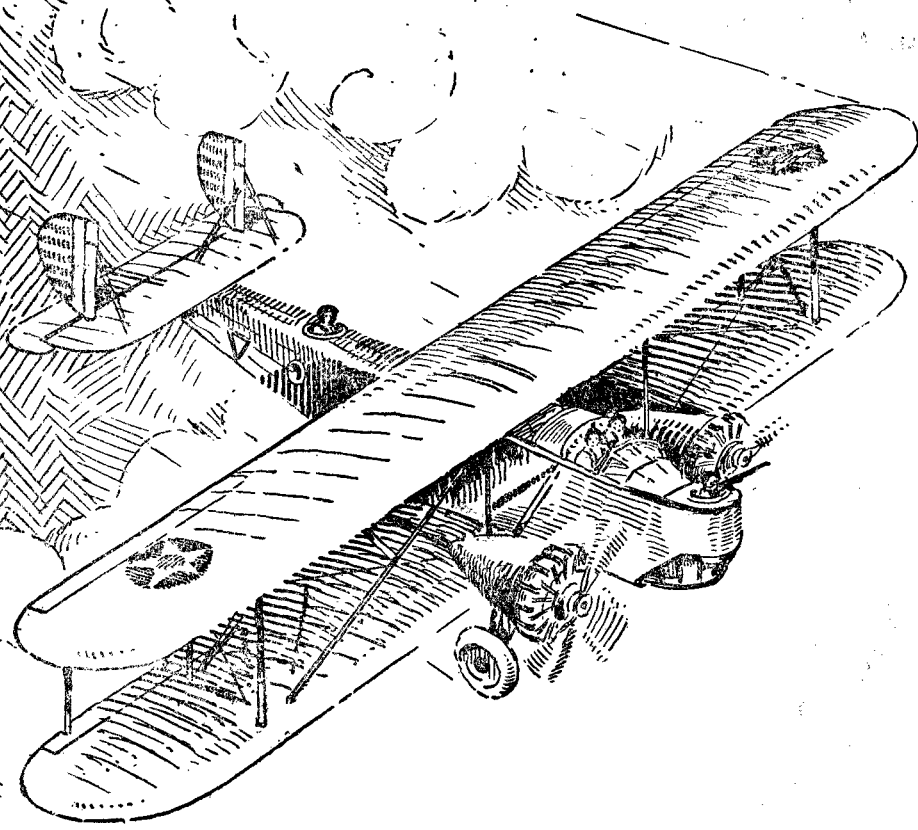
Late in March, three bandits, who were more desperate than they were clever, robbed a bank at Manter, and in their attempted get-away killed one deputy sheriff and wounded another at Eads, Colo. Under orders of the Governor, Lieuts. Beau and Braddick were dispatched to Burlington, Colo., with a Douglas O2-H, equipped with radio, to operate with the sheriff of Kit Carson County and the local National Guard Infantry Company. The peaceable surrender of the bandits to officers in Kansas before Lieuts. Beau and Braddick reached Burlington prevented the officers from aiding in the search.

In addition to a number of radio missions, several of the officers trained themselves in cross-country work during the month. Capt. Reavis and Lieut. Junk flew to Longmont; Lieut. Braddick, to Eads, to Lamar, to Walsenburg, to Pueblo and back to Denver in one day; Lieut. Hunter, to Pueblo; Capt. Mumcy, to Cheyenne and Pueblo and Lieut. Beau ferried Douglas O2-H #28,351 to San Antonio and returned with Douglas O2-H #23349.





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F. C. BERRY

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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 ARMY INDUSTRIAL COLLEGE
By Lieut. John S. Gullet, Air Corps

Foreword:

The Army Industrial College is the youngest and, from the standpoint of its potentialities, one of the most important links in the Army educational system. It is a logical and inevitable development of the World War. Although only six years old, it has established itself firmly and has aroused favorable comment both from within and without the service, especially from those leaders of industry who struggled with the munitions problem of the late war. The Army Industrial College, together with the Command and General Staff School and the Army War College, is listed as a General Service School.

Historical

The inception of the idea of an Industrial College for the Army may be said to date from the passage of the National Defense Act in 1920. This Act recognized the fact that the mobilization of industry and material resources is of paramount importance, and placed upon the Assistant Secretary of War the responsibility of assuring adequate provision for such mobilization of industry and of supervising the actual procurement in an emergency.

In carrying out his duties under the Act, the Assistant Secretary of War first established in his office an Army Industrial Staff or Planning Branch, as it is called, where the subject could be studied, policies determined, and the detailed work of supervision performed. It soon became apparent, however, that an additional organization was needed where officers could be trained more expeditiously for the work of procurement planning and the supervision of war procurement, whether this work was to be performed in the office of the Assistant Secretary of War or in the Supply Branches. Accordingly, the College was founded on February 25, 1924, by War Department General Orders No. 7, which reads in part as follows:

"A college, to be known as the Army Industrial College, is hereby established for the purpose of Training Army officers in the useful knowledge pertaining to the supervision of procurement of all military supplies in time of war and to the assurance of adequate provision for the mobilization of materiel and industrial organizations essential to war time needs."

It is interesting to note that just as the Army War College was established to provide for the study of intricate problems facing our General Staff in regard to the mobilization and effective use of man-power in national defense, so was the Army Industrial College established to accomplish a like purpose for the coordinate function of a maximum utilization of industrial resources.

Academic Subject Matter

The Army Industrial College is a pioneer venture. Its mission is to train officers to explore and chart the preeminent industrial and economic resources of this nation and the world wide relationship in the light of supply, demand and utilization, and to fashion plans which shall facilitate the prompt and effective use of these resources in some future emergency. This mission involves studies along many and varied lines. A brief recital of the general scope of the work covered during the present school year may be of interest.

Speaking broadly, the academic schedule may be considered as dividing itself into four main parts:

1. War study, that is, an historical phase devoted to a study of supply problems that obtained during the World War, the agencies created to handle same, the methods employed, the difficulties encountered, the remedial action necessitated, and a summary of lessons learned in this school of experience.

2. Economic theory of war procurement. By this is meant the breakdown of the factors involved in the subject of procurement and an analysis of each with the idea of arriving at a practical working solution. This study includes

some seventeen functions, all of which are primary considerations in the planning processes.

3. Applied economics in war procurement. This part of the course is a study of the organizations necessary to effectively control the functions referred to above. In other words, it is a study of the means employed in the application of the solutions previously discussed.

4. Corelation and coordination of above control functions.

For the purpose of familiarizing the student with the purpose of procurement planning, a short orientation course in his own branch of the service marks the opening of the school. The termination of the school year is also marked by a final branch study for the purposes of orientation with reference to the actual district procurement activities and procedure and the liaison which is expected with the branch central office.

The problem of procurement is to a degree a business problem of a sort the business man in industry is called upon to solve in a small way, perhaps, daily. Obviously, then, it is important that an officer making contact with industry for planning or procurement purposes should know something about the manner in which business is conducted. The schedule was therefore made to include some six weeks of study of the fundamentals of business. In a measure, this course parallels that given in the Harvard School of Business Administration, and is conducted by a graduate of that school. The subjects considered include Economics, Accounting, Finance, Statistics, Commercial Law and Marketing. The field is large, but opportunity is afforded to obtain some general knowledge of these subjects.

It might be well to amplify the references made as to factors or functions essential to procurement planning. These are the elements that require special consideration in the field of materiel. They include as individual studies -

- | | |
|---|--|
| 1. Allocation (clearance of manufacturing resources) | 9. Conservation |
| 2. Priorities | 10. Foreign Trade |
| 3. Commodities (Raw materials and other secondary requirements) | 11. Facilities (Conversion and Construction) |
| 4. Requirements | 12. Shipping |
| 5. Power | 13. Food |
| 6. Labor | 14. Communications |
| 7. Transportation (Railway and waterway) | 15. Finance |
| 8. Price control | 16. Fuel |
| | 17. Publicity |

These subjects are supplemented by studies covering Foreign Industrial Control, Strategic Raw Materials, War Load and Distribution, Foreign Strategic Industrial Areas, the Steel Industry, Machine Tool Industry, Foreign Exports and Imports, and similar subjects of exceptional interest and bearing more or less directly upon our basic studies.

The scheme of instruction at the present time follows that of the best postgraduate schools in civil life. Problems are assigned either as individual or as committee studies, with the greatest latitude allowed as to the extent to which research may be carried. Written reports in the nature of these are required in practically all problems. These reports are presented to the class as a whole, fully discussed, and an effort made in this way to crystallize the conclusions into definite doctrine on the subject.

There are no approved solutions to the many problems studied, it being recognized that planning is of necessity a never ending activity and that economic changes must be recorded by revision of plans if they are to be effective and possess maximum utilitarian value. Hence, constant efforts are made to stimulate creative thought with the idea of having available the latest analysis of the subject matter and recommendations covering the application in terms of practical operations.

Towards the close of the school year, the entire student body, in company with certain members of the faculty, journey to Pittsburgh for the purpose of visiting some of the large industrial facilities and gaining first hand some information relative to their management and operation and the positions held in the field of national and international commerce. This trip is most interesting, highly instructive and enables the students to come in contact with representatives of some of the largest and most important industries of this country. The manner in which such men receive Army personnel, their manifest interest in the service procurement problems and the work undertaken by the Industrial College, and their evident desire to cooperate fully is, indeed, a revelation and bespeaks

the estimate of business of our industrial procurement planning.

Conclusions

Although still in its infancy, the Army Industrial College has already justified its existence. The support given it by the Supply Branches and the hearty approval expressed by industrial leaders who have become acquainted with its activities indicate for it a future of broader scope and increasing influence. The assignment of Naval and Marine Corps officers to each course is indicative of the spirit of cooperation engendered between the branches by the Institution, while the detail of officers from the line of the Army to take the course clearly shows that the idea of industrial preparedness, to which the College is dedicated, is coming to be recognized more each day as a vital element in War Department plans for the national defense. The fact that the War Department now requires a given percentage of the officers detailed to the Army War College to be graduates of the Industrial College would indicate the growing importance attached to the efforts of this Institution and its contribution to the preparedness program.

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MIMIC WARFARE AT LOS ANGELES ✓

Emerging from an altitude of 30,000 feet, beyond the vision of the human eye, Army airmen from Rockwell Field, Coronado, Calif., simulated an aerial attack upon Los Angeles, Calif., on June 7th. The general situation calling for the attack was announced by the 7th Bombardment Group, as follows:

Enemy forces supposedly captured Los Angeles, destroyed a large portion of the business district and established their headquarters, anti-aircraft nests and ammunition base in the heart of the city. The high command is operating in the City Hall. Preparatory to re-occupation by friendly troops, the Army Air Corps has been ordered to destroy the enemy's stronghold, disorganizing their forces and throwing them off their guard for an attack by our Infantry. Accordingly, six huge Curtiss "Condor" Bombers of the 11th Bombardment Squadron are dispatched from San Diego, flying at an altitude of 15,000 feet, loaded with bombs, and protected by the 95th Pursuit Squadron flying five miles above the earth in small, fast Boeing Pursuit planes, ready to drive off enemy planes which might attack their heavily-laden brothers. The little single-seater fighters cannot be seen or heard from the ground.

The pilots were dressed in fifty pounds of clothing to protect them from a temperature of 40 degrees below zero at that altitude, although people on the ground below them were basking in the California sunshine. So far above the earth, where the air is extremely rare, life is sustained by means of artificial oxygen sucked from the tanks located in the pilots' cockpits. No air squadron in history has delivered an attack from so great a height, the California Squadron being the only unit which has reached that altitude in a formation flight.

A few seconds before the Bombers arrived on their deadly mission of destruction, carrying 24,000 pounds of bombs, the 95th Pursuit Squadron dived earthward, belching out volleys of machine gun fire and releasing light bombs on the enemy's anti-aircraft nests, thereby disabling them to such an extent that they were not able to damage the oncoming Bombers. Following the dive of the Pursuiters, they zoomed heavenward again, ready to come down to the aid of the big ships if that became necessary.

Continuous radio communication was maintained between the two squadrons during the entire trip. Immediately following the simulated attack, the planes joined in an aerial review over the Los Angeles Airport, in honor of city and state officials and honored guests attending the dedication exercises there.

West Coast radio fans had an opportunity to hear a description of the first aerial attack ever made from an altitude of five miles above the earth when this aerial raid on the Los Angeles City Hall was made. Station KHJ made arrangements with Army officials to re-broadcast the announcements made from an Army Bomber during the epoch-making attack. The approach by the Bombing Squadron, the five-mile dive by the protecting 95th Pursuit Squadron, the theoretical bombing and the resulting destruction were all graphically explained from one of the huge "Condor" bombers.

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For the information of Correspondents, contributions to the News Letter should be submitted twice a month, preferably on the 1st and 15th. Articles and news items from Air Corps Reserve and National Guard organizations are invited.

PARTICIPATION OF FIRST PURSUIT GROUP IN MATHER FIELD EXERCISES
By the News Letter Correspondent

During the absence of the 1st Pursuit Group on the Air Corps Combined Exercises at Mather Field, Sacramento, Calif., in the month of April, Selfridge Field was a rather deserted place and, having furnished some 43 Pursuit and Transport airplanes for the Exercises, its normal activity during this period was, of course, considerably lessened, thus allowing a few of the mechanics to take advantage of a much needed rest.

Twenty-two type P-1 Pursuit planes, three Ford tri-motor and one Fokker tri-motor Transports carrying supplies, and 22 mechanics proceeded to Mather Field from Selfridge, while the eighteen new Boeing P-12B's were ferried to Mather from Seattle by Selfridge Field pilots who were ordered to Seattle for this duty by rail.

Due to especially bad weather at Selfridge Field March 25th to 27th, the Group was delayed until March 28th, and it did not arrive at Mather Field until May 2nd. This delay in reaching Mather was also due to bad weather. High winds and snow were encountered at Cheyenne, Wyoming, to which place the Group was forced back and remained two days.

During the Exercises, all aircraft functioned satisfactorily and, even though a great deal of mechanical work, including several engine changes, was performed during the period of the Exercises, two squadrons of 18 planes each were always in readiness for scheduled missions. This mechanical work was performed by the 19 enlisted mechanics who, although sometimes charged with the responsibility of maintaining from one to four ships each, managed by dint of considerable growling and other things of which a soldier is past master to handle everything in an excellent manner. In one case which happened to be the night before the Group was scheduled to start on the return flight, two details worked until long after dark changing the engines in two of the airplanes. This work was completed and the engines tested that night in order that the planes might be ready for the return flight on the following day.

The high spot of the return flight occurred at Denver, Colorado, where the entire Group was the guest of Mr. F.G. Bonfils, publisher of the Denver POST. Landing was made at Lowry Field, where Mr. Bonfils and his staff had everything prepared to delight a mechanic's heart. The mechanic is especially mentioned in this case since upon arrival at Lowry Field the airplanes were turned over to trained mechanics of the 120th Squadron of the 45th Division, Air Service. For weeks prior to the arrival of the Group, these men had been instructed in their various duties and, upon the Group's arrival, they proceeded to carry out these instructions by completely servicing and checking all aircraft and even with the aid of power trucks going over the entire surface of some forty planes with soap and water, also polish and a great deal of elbow grease.

That night the Group, as guests of Mr. Bonfils, had dinner at the Brown Palace Hotel and afterwards were presented tickets for the R.K.O. Theatre. During the day each member of the Group was privileged to meet the Governor of Colorado and during dinner to listen to a short talk from Mr. Bonfils. After telling us how very pleased he was to have us with him, he abruptly turned and left the dining room. He did not give the many of us, who would have liked a chance, to tell him how very much we were pleased to be his guests and how very glad we would be to return at some other time.

Early the next morning, upon arrival at Lowry Field, we found that the details had worked practically all night. The ships certainly showed it because they looked as though they had just come from a factory. They were all polished, and it seemed a shame to start them up and get them all dirty again. It might be added here that the guard and policing of the airdrome was handled in a very excellent manner by Companies "D" and "F" of the 2nd Engineers from Fort Logan. Throughout the night these men were on duty, and evidently were working under definite instructions, since everything was handled in such a pleasant well-ordered manner. The guards were definite in their instructions to visitors but were pleasant with all, and everybody seemed entirely satisfied with the system. In addition, government ambulances were furnished by the Fitzsimons General Hospital for use throughout the stay of the Group and, of course, had with them the necessary medical attendants. We were very glad, however, that the ambulances were not required.

During the broadcasting of the demonstration, the broadcaster called upon 1st Lieut. Walter E. Richards, our loquacious engineer officer, to explain to the people the maneuvers performed by the Group during the demonstration. We believe

that Lieut. Richards would qualify as an announcer, since he seems to have an excellent radio voice and was more or less familiar with radio announcing technique. His explanations of the maneuvers were clear and concise and no doubt greatly assisted the visitors in understanding some of the difficult phases performed.

It might be added here that the entire Group had flown throughout the morning for a period of some five hours and this, in addition to the two hours of demonstration flying at Denver, placed them under considerable strain. Everyone, however, was unanimous in the opinion that the maneuvers were the finest they had ever been privileged to witness. On behalf of Major Royce and the Group, Lieut. Richards, at the close of his talk invited his listeners to pay Selfridge Field a visit at any time they might be in the vicinity of Detroit, Mich. It certainly would be a pleasure to see some of these people from Denver again and, in case any of them read this, we can assure them that we will have time to show them the field in case they ever do get here.

Upon the arrival of the Group at Chanute Field the personnel first obtained news of the death of 2nd Lieut. Harold Brown, Air Corps, who at Fort Riley had obtained permission to proceed to Chanute Field via Columbia, Mo. Lieut. Brown was killed when his plane crashed near Columbia at about 8:30 a.m. on May 2nd.

Throughout the flight from Selfridge to Mather, the Group battled head winds which at times reached a velocity of between 50 and 60 miles an hour. One Transport in particular, enroute from Chanute Field westward, was forced down at Burlington, Iowa, after three hours' flying, averaging 50 miles an hour for the trip. The return trip was entirely different and the Group was adequately compensated with tail winds, due to which fact some of the Transports averaged a speed as high as 125 miles an hour.

The Pursuit planes during the Exercises and including the flight to Mather Field and return averaged approximately 90 hours' flying time. At this time no estimate can be given for the Transports, inasmuch as these planes, in addition to making the trip to and from Mather Field, were also used throughout the Exercises for special flights, which included the transportation of supplies to and from Mather Field to Crissy and Rockwell Fields, and for transporting guests and staff observers in the vicinity of Mather Field.

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COLORADO NATIONAL GUARD AIRMEN GREET FIRST PURSUIT GROUP

The 45th Division Aviation, Colorado National Guard, were hosts to the famous First Pursuit Group at Lowry Field on April 30th on their return from this year's Army Air Corps Exercises which were held at Mather Field, Sacramento, Calif.

Early on the morning of the 30th, a flight of four Douglas planes from Lowry Field, under the command of Major Bruce Kistler, left for Cheyenne to meet Major Ralph Royce and his Group. At eleven thirty a.m., the first provisional squadron under the command of Captain Victor Strahm, consisting of eighteen P-12's, appeared out of the north and in tight combat formation circled Denver and landed at Lowry Field. These pilots had come direct from Salt Lake via Laramie, Wyoming, without landing at Cheyenne, in three hours and fifty minutes.

A few minutes after twelve o'clock, the Lowry Field group, led by Major Kistler in a Douglas O2-K, were seen to the North with Major Royce and twenty P-1's following. The ships circled Denver and landed at Lowry Field, where lunch was served in the Officers' Club. Shortly before one o'clock, the three Ford Transports belonging to the First Pursuit Group landed and were parked at the south end of the dead line. Five Douglas planes from Fort Sill, Oklahoma, under the command of Lieut. Baisley, had preceded the last of the Group a few minutes and were parked north of the squadron buildings.

Lowry Field was now buzzing with air activity, and the immense throng surrounding the field were treated to the largest gathering of military aircraft ever seen in Denver, there being 62 Army aircraft at the field, including those belonging to the National Guard squadron.

At 2:30 p.m., the entire Group of 38 Pursuit ships took off, and for one hour gave the populace of Denver and vicinity the greatest military air treat conceivable. The crowd at the field was estimated at between sixty and eighty thousand people. A detail of the 2nd Engineers, under the Command of Lieut. Harmon, of Fort Logan, kept everything in order, and the streets and approaches to the field were efficiently policed by the efficient Denver Police Department under Captain Merritt.

A short line squall started to marr an otherwise perfect day just as the Group was landing, but it soon blew away and then two Pursuiters in P-12's put on a dog fight, performing everything in the catalogue and then some. Immediately after their landing the public was admitted to the Field and were allowed to approach within a short distance of the dead line where they were afforded the opportunity to observe the servicing of the 41 ships of the Group. The Transport pilots had hardly shut off their motors when the Lowry Field engineering section, under Lieut. Fred H. Junk and assisted by Lieuts. Wilson and Braddick with Line Chief Jack Burnell, were washing the big Transports. Two men with a large Ingersoll Rand Compressor preceded with two gasoline air guns and cleaned off all oil and the motors, then twenty men with brushes and a truck of soapsuds scrubbed each ship, with the Denver Fire Department bringing up in the rear and rinsing off each plane. Another detail followed with chamois and rags, drying each plane, cleaning windshields, placing on cockpit and motor covers, etc.

All of the Regular Army enlisted personnel were sent to the hotel at five o'clock, it being their first night off since leaving Selfridge Field. The Lowry Field engineering crew welded up the cowling on wing motors of two Transports, made numerous patches, added 75 revolutions to one "Wasp," completed all Form One's, and had all ships spick and span at 12:30 that night. This was a gigantic job, as the ships were very dirty and had not been washed since leaving Selfridge and were in need of other minor repairs which were all taken care of. The Pursuit Group pilots were highly enthusiastic in their praise of the care given their ships.

The Group departed for Fort Riley, Kansas, at 9:30 a.m., May 1st, and other visiting Army ships from Kelly, Brooks and Post Fields were all gone shortly thereafter.

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PROVISIONAL WING VISITS ROCKWELL FIELD

San Diego, California, was provided with a spectacle never seen before when the First Provisional Air Force Wing was demobilized at Rockwell Field on April 27th, bringing to a close the intensive spring maneuvers held at Mather Field, Sacramento, Calif., during the month of April. The personnel and planes, 154 officers and 142 planes, consisted of General Gillmore and Staff; the Second Bombardment Group of Langley Field, Va.; the First Pursuit Group of Selfridge Field, Mich.; the Third Attack Group of Fort Crockett, Galveston, Texas; and the Seventh Bombardment Group of Rockwell Field, Calif.

Bombers, Attack planes, Pursuit planes, Transports, Hospital planes, Observation planes and radio craft passed over the City of San Diego in an aerial armada, and then over Rockwell Field in review before General Gillmore.

Elaborate plans were made at Rockwell Field for the reception of the officers and planes. Immediately upon landing, the officers proceeded to the Officers' Club, where General Gillmore, in a brief speech, expressed to the officers and enlisted men of the Wing his appreciation, and bade them good-bye and good luck prior to his retirement in June this year.

In the aerial review, the Bombers came first, thundering across the field barely 25 feet above the ground, next came the Attack planes and then the Pursuit planes. The planes landed two, three and five at a time, taxied to one side of the field and were marshalled in neat rows and tied down for the night.

The First Pursuit Group departed on April 28th for Selfridge Field, via Denver, Colorado. The Third Attack Group departed April 29th for Fort Crockett, Texas, and the 2nd Bombardment Group on May 1st for Langley Field, Va.

The San Diego Chamber of Commerce entertained with a dinner and dance at the San Diego Athletic Club on the evening of April 28th in honor of the visiting officers of the Provisional Wing.

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CAUTION TO PILOTS APPROACHING MARCH FIELD

The attention of all pilots is called to the fact that a Landing Mat, 500 feet by 1,600 feet, is being constructed 800 feet in front of the line of hangars at March Field, Riverside, Calif. Construction is due for completion on June 29, 1930.

An Air Corps circular cautions pilots not to land on this Mat during the process of construction.

ENLISTED MEN APPOINTED FLYING CADETS

A total of 33 enlisted men, 31 from the Air Corps and two from other branches of the service, were recently appointed Flying Cadets and are now under orders to commence their flying training on July 1st next. Of these 33 enlisted men, 23 will take their training at the Air Corps Primary Flying School at Brooks Field, San Antonio, Texas, and the remaining ten at the Primary Flying School at March Field, Riverside, Calif.

All but two of the above candidates are members of the Army Air Corps, the exceptions being Privates Edgar B. Franklin, 3rd Cavalry, Fort Myer, Va., and Norman K. Dixon, 2nd Medical Regiment, Fort San Houston, Texas, both of whom will go to Brooks Field.

The enlisted men slated to go to Brooks Field are as follows:

Private Wade M. Miles	5th Observation Squadron	Mitchel Field, N.Y.
" Cecil W. Odell	99th " "	" " "
" Victor R. Mumma, Jr.	19th Airship Company	Langley Field, Va.
" Herbert G. Robinson	A.C. Tactical School	" " "
" Claude B. White	" " "	" " "
" Charles H. Pursley	22nd Observation Squadron	Maxwell Field, Ala.
" Wayne Bone	51st School Squadron	Brooks Field, Texas.
" John H. Burton	11th School Group Hqrs.	" " "
" Francis W. Davis	11th " " "	" " "
" J. James Deeg	20th Photo Section	" " "
Pvt.1/Cl J.W. McLaurin	11th School Group Hqrs.	" " "
Private Bynum D. Orr	62nd Service Squadron	" " "
" William E. Waters	62nd " "	" " "
" Arthur N. Caldwell	90th Attack Squadron	Fort Crockett, Texas.
" John T. Cox	43rd School Squadron	Kelly Field, Texas.
" William D. Cross, Jr.	10th School Group Hqrs.	" " "
" William Dean Harrison	10th " " "	" " "
" Benedict L. Hogan	10th " " "	" " "
Corporal Norman M. Jackson	10th " " "	" " "
Private Alton C. Lewis	40th School Squadron	" " "
" Joseph Woodall	39th School Squadron	" " "

Enlisted men who will undergo their training at March Field are -

Private Joseph A. Brier	A. C. Technical School	Chanute Field, Ill.
" Lewis M. Crawford	" " "	" " "
" Vincent F. Malmstrom	" " "	" " "
" Richard J. Aubry	8th Airship Company	Scott Field, Ill.
" James N. McCormick	17th Pursuit Squadron	Selfridge Field, Mich.
" William H. Elvins, Jr.	53rd School Squadron	March Field, Calif.
" Leroy G. Heston	47th " "	" " "
" Frank Norwood	47th " "	" " "
" Henry G. Reynolds	53rd " "	" " "

Two enlisted men of the Air Corps will retain their noncommissioned status while undergoing flying training, Master Sergeant Fletcher J. Cox, of France Field, Panama Canal Zone, going to Brooks Field, and Staff Sergeant Opal E. Henderson, of Marshall Field, Kansas, going to March Field.

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MITCHEL FIELD OFFICER WINS DUMBELL TROPHY

According to the News Letter Correspondent, the gilt-edged dumbbell, the prize for questionable brilliancy at Mitchel Field, N.Y., has at last claimed an owner, and a just one too, in Lieut. Mulligan.

The Lieutenant was starting out with the "crack" First for gunnery maneuvers at Camp Dix, N.J. He taxied out from the line in formation with the rest of his buddies when he was suddenly and forcibly intercepted by the T in front of the Operations Office. The T being such a small insignificant thing, only about twenty by twenty feet, he should be exonerated for not seeing it but, as he said: "You know how those things can slip under your wing without you seeing them." The only trouble was that this one did not go under, and Mulligan still keeps the dumbbell.

The present owner of this questionable trophy will no doubt take keen delight in relinquishing it to one of his comrades who should happen to merit the award sometime in the future.

SKILLFUL PILOTING AVERTS CATASTROPHE

The News Letter Correspondent of the 115th Observation Squadron, California National Guard at Griffith Park, Los Angeles, Calif., reports that Lieut. Stone, Air Corps, of Rockwell Field, recently gave a hair-raising exhibition of quick thinking and expert piloting, thereby saving the lives of a pilot and a mechanic and preserving for future use a valuable piece of property in the form of one airplane, Douglas Transport and a couple of Liberty motors.

Ferrying a spare motor, parts and other materiel from Rockwell Field to Mather Field during the recent maneuvers at the latter place, Lieut. Stone put into Griffith Park for gas. Taking off at the end of the runway and over the Municipal Golf Links which was dotted with players, the motor cut out a couple of banks at an altitude of something approaching zero.

With golfers on all sides, Lieut. Stone somehow wished his plane into a right turn, out of sight and into some low hills. While the spectators held everything, awaiting the crash, and the personnel of the field did likewise, Lieut. Stone sailed serenely under some wires back onto the end of the field and taxied to the hangar on $2\frac{1}{2}$ cylinders. The damage done was a mere valve spring or two and a cracked cam shaft housing. Repairs were made at the field and Lieut. Stone resumed his mission the next day.

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ARMY AIRMEN IN HAWAII PARTICIPATE IN MANEUVERS

Twenty-seven Army planes were recently flown to Molokai in connection with Air Corps joint training operations between Bombardment units at Luke Field and Pursuit units at Wheeler Field. The mission was one of several being made to solve rendezvous problems in speed of pursuit and bombardment planes. The Luke Field flights included 10 DeHavilands, two Keystone Bombers and three Amphibians. On the way to Molokai these planes were joined over the channel by twelve Pursuit planes from Wheeler Field, which had given them a head start of several minutes. Besides their crews, the Luke Field planes carried Infantry and Field Artillery officers assigned to work on joint training with the Air Corps.

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AIR CORPS OFFICERS ASSIGNED TO INDUSTRIAL COLLEGE

Special Orders of the War Department, recently issued, designated the following-named Air Corps officers as students at the Army Industrial College, Washington, D.C., for the 1930-1931 course. They are directed to report to the director of that college between August 18 and August 21, 1930:

Captain Philip Schneeberger, Chamute Field, Illinois.

1st Lieut. Robert S. Heald, Air Corps Technical School, Chamute Field, Ill.

1st Lieut. Norman D. Brophy, Langley Field, Va.

1st Lieut. Donald R. Goodrich, A.C. Procurement District, Buffalo, N.Y.

1st Lieut. Clarence H. Welch, Bolling Field, D.C.

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CORPS AREA COMMANDER PLEASSED WITH INSPECTION OF SCOTT FIELD

Major-General Frank Parker, U.S. Army, Commanding the Sixth Corps Area, recently made an inspection of Scott Field, Belleville, Ill., and shortly thereafter addressed a letter to the Commanding Officer of this post, Lieut.-Col. John A. Paegelow, Air Corps, stating:

"The excellent appearance of your troops and post at my recent inspection clearly indicated a highly satisfactory state of efficiency and discipline which reflects credit not only upon you but also upon the other officers and the enlisted men of your command. The utilities of the post are efficiently and economically administered.

For the above conditions I wish to commend you and through you the other members of your command."

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ROCKWELL FIELD PILOTS STAGE FLYING EXHIBITION FOR CONVENTION

For the entertainment of delegates to the Building and Loan Convention at Coronado, Calif., 18 Pursuit planes and six Curtiss Condor Bombers from Rockwell Field staged an aerial review on May 23rd. The planes swept overhead in striking formation, led by Lieut. Howard, Commanding Officer of the 11th Bombardment Squadron, and co-inventor of the radio communication system used for the interchange of signals between planes. Following a half hour of formation flying, two Pursuit planes took the air, the pilots staging an exhibition of aerial acrobatics, taking the form of a typical "dog fight" over the heads of the spectators.

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VALUABLE INFORMATION FOR THOSE INTERESTED IN AVIATION ✓

Those desiring to brush up their knowledge on various phases of aeronautics may be interested to learn that the War Department has issued quite a number of interesting pamphlets on heavier-than-air and lighter-than-air aviation. These pamphlets may be obtained at nominal cost from the Superintendent of Documents, Government Printing Office, Washington, D.C.

Among these pamphlets the following are listed, viz:

	PRICE
TRAINING REGULATIONS	
440-15 Fundamental Principles for the Employment of the Air Service	.05
440-40 Aerial Gunnery and Bombing	.10
440-275 The Airship Pilot	.05
440-300 Theory of Ballooning	.05
TECHNICAL REGULATIONS	
1170- 50 Aircraft Instruments	.25
1170- 65 The Airplane	.20
1170- 75 Airdrome Equipment	.05
1170-205 Theory of Flight (Heavier-than-Air)	.15
1170-215 Balloons and Accessories	.15
1170-250 The Nonrigid Airship	.15
1170-265 Balloon and Airship Hangars	.10
1170-290 Airship Aerodynamics	.15
1170-295 Aerostatics	.15
TRAINING MANUALS	
2170- 5 Aerial Photography	.55
2170- 6 Basic Photography	1.00
2170-35 Identification of Aircraft	.35
2170-45 Airship Coxswain	.05
2170-72 The Parachute Rigger	.05

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DEDICATION OF HATBOX FIELD

A flight of the 430th Pursuit Squadron (Reserve) made a journey from Richards Field, Kansas City, Mo., to Muskogee, Okla., to participate in the dedication ceremonies of Hatbox Field, the new municipal airport at Muskogee.

The flight was under the command of Captain William B. Wright, Commanding Officer at Richards Field, flying a Curtiss O-11, accompanied by Major John P. Beeson, medical officer at Richards Field. Lieut. Henry G. Stahl, Reserve, flying a Douglas O2-C, and accompanied by Master Sergeant James E. McKesson, acted as aid to Captain Wright.

The following Reserve officers participated: Captains Manvel H. Davis and John W. Ransom, 1st Lieuts. Francis J. Bassing, David R. Boylan, John M. Cross, Roy C. Farrell, Wofford E. Lewis, 2nd Lieuts. Alfred D. Hillman, Burt E. Lawrence, Ben. A. Sweeny, Homer L. Bredouw, also B.A. Babb of the enlisted air reserve. This Reserve personnel utilized six PT-1 planes.

The flight left Richards Field at 9:30 a.m., May 26th, and arrived at the Municipal Field at Chanute, Kansas, at 11:35 a.m. After the planes were refueled and the personnel partook of lunch, the airmen left Chanute at 1:05 p.m., and arrived at Hatbox Field, Muskogee, Okla., at 3:20 p.m. The total airline distance of 230 miles was covered in a flying time of 4 hours and 20 minutes.

On the return trip the flight left Muskogee at 10:15 a.m., May 27th, arrived at Chanute, Kansas, for lunch and servicing of planes at 12:00 noon; left Chanute at 1:25 p.m., and arrived at Richards Field at 2:50 p.m., the total flying time being 3 hours and 10 minutes.

On both trips the weather conditions were good. Going to Muskogee the planes had to buck an 18-mile per hour headwind, but on the return trip the flyers were favored with a 15-mile tail wind.

Under operations orders issued by the Commanding Officer, the PT's were divided into two flights of three planes each. Loose formation was permitted on the way, with closing up into tight formation upon approaching landing fields.

The pilots alternated control on each leg of the trip, and likewise the planes alternated in position in formation on each leg, so that each pilot had practice as flight leader part of the time, and flying experience during half of the trip and observation experience during the other half.

At Muskogee the men received the best of treatment. Upon registering at the field, each one was given a room at the Hotel Sevens and meal tickets. Each one was also invited to the party given for the visitors at the Country Club, where there was dancing and other entertainment.

The flight was a great success, both in flying experience and enjoyment. There were no forced landings, and the only casualties suffered were a few sun-burnt noses.

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CLEVELAND AIRPORT HAS MANY AERIAL VISITORS

During the month of May, a number of interesting visitors stopped at the hangar of the 37th Division Air Service on the Cleveland Airport. Among these were Captain Ira C. Eaker, of Bolling Field, in a Lockheed, with General Fechet, Chief of the Air Corps, and General Brown as passengers; Lieut. Albert F. Hegenberger from Wright Field, with Major B.F. Mitchell as passenger; Lieut. R. Scott, of Chanute Field, in a P-1; Lieut. W.I. McCormack of Wright Field in a P-1; Major Sumpter Smith, Commanding Officer of the 106th Observation Squadron at Birmingham, Alabama, in an O-2; Lieut. John M. Donaldson of the same Squadron in an O-11; Lieut. Vincent Meloy, of the Militia Bureau, Washington, D.C., in an O-2; Captain R.G. Breen, of Wright Field, accompanied by four staff officers of the Fifth Corps Area, in a Fokker C-7-A; Lieuts. J.J. O'Connell, John J. Nedwed and Robert D. Johnston, of the 3rd Attack Group at Fort Crockett, Texas; Major H.E. Johnson, of the 43rd Division Air Service at Hartford, Conn., in a BT-1; Lieut. W.W. Welch, of Kelly Field, in an Attack ship; Lieut. F.O. Carroll of Wright Field and Major Hale, of Bolling Field, in an LB-6 Bomber.

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BALLOON RACE TO START INDEPENDENCE DAY ✓

Three teams have been selected by the Chief of the Air Corps to represent the Army in the National Elimination Balloon Race, originally scheduled to start from Houston, Texas, on June 10th, but subsequently changed to July 4th.

These three teams are enumerated below, as follows:

Lieut. Walter D. Buie, Air Corps (pilot) of Langley Field, Va., and Lieut. John P. Kidwell, Air Corps (aide) of Scott Field, Belleville, Ill.

Captain Karl S. Axtater, Air Corps (pilot) of Wright Field, Dayton, Ohio, and Lieut. Ralph E. Holmes (aide) of Fort Sill, Oklahoma.

Lieut. William R. Turnbull, Air Corps (pilot) and Lieut. Courtland M. Brown, Air Corps (aide) both stationed at Scott Field, Belleville, Ill.

The Operations Officer for the Army Air Corps teams is Lieut. Haynie McCormick, who is stationed at Fort Sill, Oklahoma.

A total of fifteen teams will participate in this annual free balloon competition, the other twelve participants being three teams from the Navy and nine civilian teams.

The teams finishing in one, two, three order in this race will represent the United States in the International Balloon Race which will start from Cleveland, Ohio, on September 1st next.

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Enlisted men of the Ohio National Guard have formed the 37th Division Aero Club and are perfecting plans for learning to fly. It has not been decided whether the Club will buy an airplane or will contract for their flying time with a neighboring school.

JULY CLASS FOR PRIMARY FLYING SCHOOLS SELECTED

A total of 236 civilian and enlisted candidates were selected by the Chief of the Air Corps to undergo flying training at the two Primary Flying Schools of the Air Corps, commencing July 1st next. Of this number, 91 civilian and 23 enlisted candidates will go to the Primary Flying School at Brooks Field, San Antonio, Texas, and 112 civilian and 10 enlisted candidates to the one at March Field, Riverside, Calif.

The selection of the members of this class was made in accordance with the policy adopted by the War Department governing the appointment of qualified candidates as Flying Cadets, in accordance therewith preference was given, first, to 31 enlisted men of the Air Corps who have served at least six months; second, to two enlisted men of the other branches of the service of similar minimum length of service; third, to 17 officers and enlisted men of the National Guard who have served with Air Corps units for at least six months; fourth, to ten college graduates who are graduates of Air Corps Reserve Officers' Training Corps Units; fifth, to 83 college graduates who are graduates of Reserve Officers Training Corps Units of other branches of the military service; sixth, to 47 other officers and enlisted men of the National Guard of at least six months' service; and, seventh, to 46 graduates of recognized colleges and universities.

Among the candidates making up the July class, more of them hail from the State of California than from any other State in the Union. With 23 candidates, California led Texas, her nearest competitor, by two. Los Angeles led the cities with seven successful candidates, followed by Chicago and San Antonio with six each, and Charleston, S.C., with five.

Students who successfully complete the eight months' intensive course of training at the Primary Flying School are sent to the Advanced Flying at Kelly Field, San Antonio, Texas, for a four months' advanced course, following the completion of which they are given their "wings," rated as Airplane Pilots, and those not holding commissions are appointed 2nd Lieutenants in the Air Corps Reserve.

The names of the successful enlisted candidates in the July class are given elsewhere in this issue. The civilian candidates are enumerated below, viz:

CIVILIAN CANDIDATES TO GO TO BROOKS FIELD, TEXAS.

James R. Reed	Auburn, Ala.	H. Edward Wheeler	College Park, Md.
George P. Boozer	Birmingham, Ala.	Louis N. Citzinger	Boston, Mass.
Wm. C. McDonald, Jr.	"	Horace L. Dunkle, Jr.	"
Edwin R. Jones	Childersburg, Ala.	Winslow A. Collins	Springfield, Mass.
Roy J. Akin	Notasulga, Ala.	Joseph deMarco, Jr.	Worcester, Mass.
Edgar Ross Camp	Tuscaloosa, Ala.	Hal A. Moore	A. & M. College, Miss.
Hudmon S. Langley	"	Frank P. Smith	Clarksdale, Miss.
Thomas C. Salter	"	George R. Pepper	Clinton, Miss.
John Ross Spencer	University, Ala.	George A. Hersan, Jr.	Hanover, N.H.
Walter E. Womble, Jr.	Fort Smith, Ark.	Railford F. McMillan	Bayonne, N.J.
Richard C. Hughes	Washington, D.C.	Harry W. Harrison	Paterson, N.J.
Jack D. Magee	"	Maynard Pilling	Burke, N.Y.
Remo J. Prosperi	"	Robert O. Hereford	New York City, N.Y.
Richard E. Ziegler	"	Jerra Wilcox	Canute, Okla.
Norman R. Hueston	S. Wellington, Conn.	Joseph D. Findley, Jr.	Altoona, Pa.
Joe C. Goldsby	Gainesville, Fla.	Edward M. Hinton	Drexel Hill, Pa.
Richard Crabbs	Orlando, Fla.	John L. Nissley	Elizabethtown, Pa.
Frank Nash	Decatur, Ga.	Alfred B. Bennett	Philadelphia, Pa.
Louis C. Crouch	Athens, Ga.	Frank J. Prime	"
Harry W. Gorman	"	S. Wallace Fishbein	Pittsburgh, Pa.
Edgar C. Walthall	Atlanta, Ga.	Wm. R. Galligan, Jr.	State College, Pa.
James A. Abercrombie	Dahlonega, Ga.	Christian K. Ebersole	" "
Edward G. Nabell, Jr.	East Point, Ga.	Lawrence S. Semans	Uniontown, Pa.
Henry T. Myers	Tifton, Ga.	George R. Champlin	Kingston, R.I.
Roy Lilley	Baton Rouge, La.	C. Wesley Schott	Providence, R.I.
Thomas B. Mixon	Lafayette, La.	Cecil C. Foxworth	Charleston, S.C.
Troy W. Crawford	Mangham, La.	Julian W. Hall	"
Arthur D. Parker, Jr.	New Orleans, La.	Osgood A. Hamlin	"
A. Lester Chilman	Bar Harbor, Me.	Howard R. Jordan	"
William F. Day, Jr.	Ogunquit, Me.	Joe M. Sutherland	"
Joseph A. Kunkel	Baltimore, Md.	Robert S. Crawford	Chester, S.C.
Alva V.R. Marsh	"	James W. Milam, Jr.	Clinton, S.C.

BROOKS FIELD STUDENTS (Continued)

A. G. Thornton	Clinton, S.C.	Hayward A. Moncrief	Kosse, Texas.
Louis R. Williamson	"	C. D. O'Brien	Port Arthur, Texas
Walter C. Guy	Greenville, S.C.	Patrick E. Barnett, Jr.	San Antonio, Texas
James R. Williams	Chattanooga, Tenn.	Charles H. Bertrand	"
John J. McCoy	Memphis, Tenn.	Howard C. Denison	"
Sartain Lanier	Nashville, Tenn.	Edward A. Garagnon	"
Jas. M. DeBardelohon	College Sta. Texas	Richard A. Saug	"
Karl C. Miller	" " "	Owen Burke Yung	"
Tim Roberson	" " "	J.T. Richardson, Jr.	Wink, Texas
Percy Larkin	Dallas, Texas.	Ethan N. Scott	Randolph, Vt.
Claude B. Northup, Jr.	"	Norman R. Borden, Jr.	Woodstock, Va.
Edward Blount Tucker	"	Isidor Goldman	Alexandria, Va.
Matt Martin Gouger	Fort Worth, Texas	Robert C. Lybrook	Blacksburg, Va.
Benj. F. Thompson	Houston, Texas.		

CIVILIAN CANDIDATES TO GO TO MARCH FIELD, CALIF.

Herbert C. Chambers, Jr.	Tucson, Arizona	Robert V. Dunn	W. Lafayette, Ind.
John E. Muhn	Altadena, Calif.	Ralph S. Johnson	" " "
Earl M. Jorgensen	Berkeley, Calif.	Thomas B. Case	Boone, Iowa.
Earl F. McIntyre	"	Lacey Edwin Gee	Iowa City, Iowa.
George C. Moore	Coalinga, Calif.	Russell J. Smith	Traer, Iowa.
William Lewis, Jr.	Glendale, Calif.	Forrest B. Alsbach	Wilsey, Kansas
Homer D. Bernard	Los Angeles, Calif.	Roscoe T. Nichols	Manhattan, Kansas
Robert S. Angle	"	Evan W. Chatfield	Dunleary, Ky.
H. Donald Gordon	"	Mortimer H. Benton, Jr.	Lexington, Ky.
Ben G. Holloway	"	Robert L. Young	Ann Arbor, Mich.
Leslie Raybold	"	Chas. J. McDovall	Detroit, Mich.
Edward Bierer	Oakland, Calif.	Francis W. Ralston	"
Herbert H. Dearthoff	Pasadena, Calif.	Roy O. Ralston	"
John W. Towler	"	Wm. B. Brooks	Orchard Lake, Mich.
Earl T. Massey	Pacific Beach	Ralph M. Bentley	Owosso, Mich.
Seymour Tucker	Redlands, Calif.	Vernon H. Donaldson	Pontiac, Mich.
John O. Zahn	San Diego, Calif.	Lester C. Halton	Minneapolis, Minn.
Harry Heyn	San Francisco	Valtor F. Lund	"
George W. Werner	San Pedro, Calif.	Martin J. Fuerst	St. Paul, Minn.
Hewitt F. Mitchell	Stamford Univ.	Carl A. Gerlicher	Winona, Minn.
Richard C. Regel	Colorado Sps. Col.	Erwin A. Schmidt	Cape Girardeau, Mo.
Robert J. Boot	Denver, Colo.	Charles A. Dixon	Columbia, Mo.
Glenn E. Sinclair	"	Victor Dosing	Flat River, Mo.
Randall P. Yates	Fort Collins, Col.	Reginald L. Saunders	Kansas City, Mo.
George A. Smeltzer	Holly, Col.	Walden C. Winston	Knob Noster, Mo.
Lowell L. Howe	Moscow, Idaho.	Donald O. Baker	St. Louis, Mo.
Frank P. Hanafin, Jr.	Champaign, Ill.	Charles W. Clark	"
Edw. T. Schwendemann	"	Gilbert Hazel	University City, Mo.
Louis Russell Black	Chicago, Ill.	Lee S. White	Tipton, Mo.
Graeme S. Bond	"	Frank J. Havelick, Jr.	Billings, Mont.
Herbert W. Hulsman	"	Aubrey S. Hurren	Lincoln, Neb.
J. Melvin Kernan	"	Robert C. Majors	Peru, Neb.
Lester M. Murriner	"	Frank E. Wittenberg	Tonopah, Nevada
W. Harold Thompson	"	James C. Baldwin	Socorro, N.M.
Ronald C. McLaughlin	Evanston, Ill.	Emil J. Bach	Dayton, Ohio.
Harry A. Ruhe	Galesburg, Ill.	Joseph B. Donnelly	Cincinnati, O.
Bernard Weis	Highland Pk, Ill.	Lloyd W. Grant	"
Elwood J. Dempsey	Kankakee, Ill.	Joseph H. Hart, Jr.	"
J.F. Ebbert	Oak Park, Ill.	Robert J.M. Williams	"
Benton W. Davis	St. Charles, Ill.	John H. Stewart	Cleveland, O.
Chester O. Miller	Connerville, Ind.	Alfred F. Tucker	"
John F. Biggerstaff	Greencastle, Ind.	Fred'k Von Voigtlander	"
Lorin A. Greene, Jr.	Indianapolis, Ind.	George N. Pardonner	Columbus, O.
Arthur Queisser	"	James F. Stephan	"
Richard C. Sperry	"	Elbert H. Schlanser	Norwood, O.
Richard J. Schalliel	Lafayette, Ind.	Maurice W. Wiley	Edgerton, O.

MARCH FIELD STUDENTS (Continued).

Jerra Wilcox	Camute, Okla.	Carl Swyter, Brookings, S.D.
Jack M. Malone	Durant, Okla.	Harold B. Goodell Rapid City, S.D.
Donovan L. Campbell	Oklahoma City, Okla.	Robert W. Coons Aberdeen, Wash.
Vernon E. Cook	"	Richard A. Huff Seattle, Wash.
Harry F. Taylor	"	F. K. Robertson "
William R. Jost	Eigene, Oregon	Diehl M. Snyder Appleton, Wis.
Robert W. Pollock	Portland, Oregon	Laurence F. Motl Milwaukee, Wis.
Wistar Rosenberg	"	Daniel F. Ritchie West Allis, Wis.
George L. Thomson	Hood River, Ore.	Harold F. Thatcher Laramie, Wyoming
Boyd A. Sandert	Brookings, S.D.	

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INDIANA NATIONAL GUARD AIR MEN COMMENDED FOR RELIEF WORK

According to the News Letter Correspondent, the men of the 113th Observation Squadron, Indiana National Guard, seem all puffed up these days, and they have a very good reason. The Commanding Officer of the Squadron just received a letter from the Chief of the Militia Bureau, commending the organization on the flood relief work done during the Wabash flood in January. The letter from General Wm. G. Everson is as follows:

"It is highly gratifying to the Militia Bureau to receive information of the highly meritorious performance of hazardous duty by the 38th Division Aviation in connection with the recent flood relief work in the flood regions of the Wabash Valley.

The commissioned and enlisted personnel of the 38th Division Aviation are congratulated and commended for their resourcefulness, zeal and efficiency and for their high degree of cooperation with both military and civilian organizations similarly engaged.

The flood relief work so well performed is a concrete example of the valuable aid such an organization may render to local and State authorities in an emergency."

Other letters of commendation were received from the Commanding General of the Fifth Corps Area, the Commanding General of the 38th Division, the Adjutant General of Indiana, American Red Cross National Headquarters and the American Legion.

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PERSONNEL CHANGES AT MARCH FIELD

March Field, Riverside Calif., is gradually losing its old-timers. Sailing on the Transport for New York from San Francisco on May 25th were Captain Idwal H. Edwards, former Commanding Officer of the 53rd School Squadron, who is to report to Langley Field, Va., as a student at the Air Corps Tactical School; 1st Lieut. Kenneth Garrett, who reports to Fort Benjamin Harrison, Ind., as instructor of the Organized Reserves; 1st Lieut. Ray L. Owens, for three years Post Adjutant, reports to the Office of the Chief of the Air Corps for duty; 1st Lieut. James M. Bevans, former Commanding Officer of the Flying Cadet Detachment, who reports for duty in the Panama Department.

Leaving for the Philippine Islands on the May 29th Transport were Captain Aubrey Hornsby, 1st Lieut. Fred C. Nelson, former Primary Stage Commander, and 1st Lieut. Wilfred H. Hardy.

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CONTACT COURSES ESTABLISHED IN HAWAIIAN DEPT.

In order that officers of the Air Corps and those of the ground arms may have the opportunity of establishing that sound mutual understanding which leads to intelligent intelligent cooperation, contact courses were estanlished in the Hawaiian Department. Air Corps officers are to be attached to units of Infantry and Artillery for brief training periods and, similarly, officers of the ground services to the Air Corps. In accordance with the establishment of this training course, the following officers of the Hawaiian Division were ordered to temporary duty with the Fifth Composite Group, Air Corps, at Luke Field, T.H., for a period of two weeks: Captain Ashley S. LeGette, 21st Infantry; 1st Lieut. Charles H. Hart, Jr., 35th Infantry; 2nd Lieuts. Franklin L. Lichtenfels, Hq. and

Mil. Police Co.; John E. Perman, 11th Field Artillery; John A. McFarland, 13th Field Artillery; John D. Hawkins, 27th Infantry; John P. Kaylor, 19th Infantry; Forester H. Sinclair, 8th Field Artillery; George F. Pierce, 64th Coast Artillery; Arthur Roth, Eqsrs. Hawaiian Dept. C.A. Brigade.

The following Air Corps officers were ordered to ground arms units:

Captain Raymond E. O'Neill, 4th Obs. Squadron; Lieut. James F.J. Early, 4th Obs. Squadron and Lieut. Edgar R. Todd, 72nd Bombardment Squadron, all of Luke Field, T.H.

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CONSTRUCTION WORK AT MITCHEL FIELD

Upon the completion of the new barracks, the building program at Mitchel Field, N.Y., is being carried on with the construction of new quarters for non-commissioned officers. The plans call for eight double sets and the date of completion is designated as November 15, 1930.

These new quarters will be the first structures to greet one's eyes on entering the post, as they are being constructed on the very edge of the field facing the highway. These houses will materially add to the improvement of the post.

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OLD PHOTOGRAPHS AVAILABLE ✓

Former Air Corps officers and men, and this includes Flying Cadets, who are wondering how that "old gang of mine" looked during the days of the late war, may have a chance to satisfy this longing if they are in any of the groups listed below and write early enough for the information.

The News Letter Editor has several old photographs taken during the war. The originals have been filed away for reference, but a number of extra copies are available for distribution, viz:

<u>No. Copies</u>	<u>Date taken</u>	<u>Group</u>
1	Dec. 19, 1917	S.M.A. at University of Calif. Entire student body.
2	May 1913	Aviation Mechanics Training School at St. Paul, Minn. Enlisted personnel and detachment commanders.
1	May 29, 1918	200th Aero Squadron personnel, St. Paul, Minn.
1	May 29, 1918	201st Aero Squadron personnel, St. Paul, Minn.
1	1920	Personnel Air Service Mechanics School, Kelly Field.
1	May 30, 1918	Test Squadron Personnel, A.M.T.S., St. Paul, Minn.
2	Not Dated	S.M.A. at Austin, Texas. Instructors, with roster.
1	July 3, 1918	S.M.A. at Cornell Univ., Squadron L, Class of July 6, 1918, with roster.
1	Nov. 19, 1917	S.M.A. at Cornell University. Instructors.

Any member of one of the above groups will be sent a copy of the photograph in question by writing to the Editor of the Air Corps News Letter, Office Chief of the Air Corps, War Department, Washington, D.C. The first one writing in receives the copy.

In connection with the above, it might be well to state at this time that the editor of this publication is always glad to receive notes and articles from former members of the Air Corps. Up to this time, members of the Reserve Corps have been peculiarly silent. Many of them are at present actively engaged or dabbling in aviation. Many have unusual experiences hinging on their previous service and their present occupation and are qualified to write as authorities on some phase of aviation. We would be pleased to hear from them all.

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MITCHEL FIELD PILOTS AID CUPID

Within the last two weeks on two separate occasions officers from other branches of the service have taken that fatal leap at New London, Conn., and each time there has been a great demand for best men and ushers from Mitchel Field. The desired personnel has been whisked across the Sound in nothing flat. The natives of the town and countryside have ceased to look up when a Falcon emits a yowl up above, merely heaving sighs and saying: "Just another wedding."

MORE CANDIDATES INITIATED INTO THE CATERPILLAR CLUB ✓

The number of emergency parachute jumps made in this country recently passed the 250 mark. From the rate at which initiations into the Caterpillar Club has been going on of late it seems that it will not be long before the 300 mark will be reached.

In the last issue of the News Letter it was stated that the membership of the Club was 225, with 256 as the total number of emergency jumps recorded. Right now the Caterpillar Club membership list shows 239 names, with 251 jumps. The latest airman to join the ranks of the second degree members is Samuel J. Samson, Air Mail Pilot, whose second jump occurred on May 24th while flying over Bedford, 12 miles southeast of Cleveland, Ohio. "Sammy" encountered motor trouble and, after staying aboard to the last possible minute tossing the mail over the side, he left himself scant time to leap to safety. As he neared the ground his parachute was grazed by a high tension wire. Samson's first jump was made over a year ago (March 22, 1929) while flying the Air Mail over Lansing, Indiana.

At the close of last year the Caterpillar Club roster showed 207 names. Caterpillar No. 208 was the first candidate initiated into the Club in 1930, and he was followed by 31 others up to and including May 30th.

As has been mentioned in the News Letter on a number of previous occasions, it is a rather difficult proposition to keep an accurate check on all emergency jumps made. It is by no means certain whether the Caterpillar Club roster maintained in the Information Division, Office of the Chief of the Air Corps, is complete, since newspapers are about the only source of information on jumps made by civilian flyers. Nowadays press reports on emergency jumps are very meager. Some newspapers do not even carry such items, which goes to prove an old adage which, couched in modern language, may be quoted as "Too much is plenty."

Below is a list of names of persons who have made emergency jumps since the first of the year, viz:

<u>No. on Roster</u>	<u>Date</u>	<u>Name</u>	<u>Rank</u>	<u>Place of Jump.</u>
208	Jan. 6	William C. Mills	2nd Lt. A.C. Reserve	Galveston, Texas.
209	Jan. 6	Lindsey L. Braxton	Staff Sgt. Air Corps	Galveston, Texas.
210	Jan. 7	George Law	Civilian	San Juan Pabelo, N.M.
211	Feb. 6	Almon S. Farrar	Staff Sgt. Air Corps	Dodd Field, Texas.
212	Feb. 18	Clifford March	Air Mail Pilot	Flint, Mich.
213	March 6	Joseph A. Bulger	2nd Lt. Air Corps	Near Sparta, Mo.
214	March 11	F.M. Hopkins, Jr.	1st Lt. Air Corps	Chase, Md.
215	March 11	Archie D. Cook	Private, Air Corps	Chase, Md.
216	March 25	Verne E. Treat	Air Mail Pilot	Antietam, Md.
217	March 26	Stephen R. Shores	Civilian	Glendale, Calif.
218	March 27	Penny Rogers	Civilian	Wichita, Kansas.
219	March 30	Mildred Kauffman	Civilian	Buffalo, N.Y.
2190	March 30	Harry Sievers*	Air Mail Pilot	Warren, Ohio.
220	April 2	James M. Shutt	Civilian	Pittsburgh, Pa.
221	April 5	H.C. Hartung	Civilian	Detroit, Mich.
222	April 10	Frank I. Spangler	Flying Cadet	March Field, Calif.
223	April 12	William F. Dohrman	Civilian	San Francisco, Calif.
224	April 12	Henry Michaels	Civilian	San Francisco, Calif.
225	April 22	Irvin A. Woodring	2nd Lt. Air Corps	Mather Field, Calif.
226	April 26	Henry J. Brown	Air Mail Pilot	Olanda, Calif.
227	May 2	W. L. Green	Corporal, Air Corps	Fresno, Calif.
228	May 2	C. A. Davis	Sergeant, Air Corps	Fresno, Calif.
229	May 2	Tony Wasilevich	Private, Air Corps	Fresno, Calif.
230	May 2	Roy Stokes	Private, Air Corps	Fresno, Calif.
231	May 2	John Koziak	Private, Air Corps	Fresno, Calif.
232	May 2	John Lockwood	Private, Air Corps	Fresno, Calif.
233	May 15	Tallmadge L. Boyd	Lieut. A.C. Reserve	Hawaiian Waters
234	May 15	H. Alexander	Staff Sgt. Air Corps	Hawaiian Waters
235	May 15	H. L. Cowan	Private, Air Corps	Hawaiian Waters
236	May 19	John D. Kreysslor	Flying Cadet, A.C.	San Antonio, Texas
237	May 19	A. S. Merrifield	Flying Cadet	San Antonio, Texas
129	May 24	Samuel J. Samson*	Air Mail Pilot	Bedford, Ohio.
238	May 27	E. F. Keissig	Flying Cadet, A.C.	Texon, Texas.
239	May 30	Lloyd Edmund Hunt	Flying Cadet, A.C.	Tipton, Oklahoma.

* Second degree members.

Readers of the News Letter will confer a favor upon the editor by sending in the names of such persons who have made emergency parachute jumps this year and who are not mentioned in the above tabulation, giving the date of such jumps and a brief account of the circumstances surrounding same.

Several reports were lately received, giving the details on a few of the recent emergency jumps, and these are quoted below, as follows:

JOHN D. KREYSSLER, Flying Cadet, Air Corps, was practicing aerial combat with Cadet A.S. Merrifield, while flying in a Pursuit ship, type P1-D, on May 19th, at about 11:05 a.m., approximately 16 miles West-North-West of Kelly Field, Texas.

"We each turned toward the other," Cadet Kreysler stated, "and struck nearly head on, not having room to again turn away. The ship was not under control but was spinning down when I jumped, using an Irvin service seat type parachute. Upon the impact of the two ships, I was stunned so badly that I have no remembrance of the speed of the ship, how I left or how I pulled the rip cord or how far I fell before the parachute opened. All my actions were due to my subconscious mind. I have a vague remembrance of realizing I had been hit and a whipping motion of my ship. I believe I felt it four times, and I have a faint remembrance of releasing the safety belt on the first attempt and trying to stand up in the cockpit. After a couple of attempts, I managed to stand part way up. Everything seemed still with no pitching motion and next I was conscious of was that I was reaching with my left hand for the rip cord.

It was some time before I felt the parachute open and I have no remembrance of changing hands or pulling the cord, and as I felt the parachute open I glanced slightly over my left shoulder and was impressed with the fact that Cadet A.S. Merrifield's parachute was open some distance above me. I relaxed and became completely unconscious and have no remembrance whatsoever of gliding to earth. I have only a very faint remembrance of landing and falling to the ground, face down, in the direction the parachute dropped. There was a four-mile surface wind, so I was not dragged. The weather was excellent.

My ankles pained me terribly, and when I first attempted to stand up I fell over again. After lying there some time, I again arose and started walking around the parachute, still stunned but regaining consciousness. I have no knowledge of when I freed myself from the harness and I was still pacing around the parachute when Mr. Hoffman found me. He took me to his wagon and went to find Cadet Merrifield, and upon returning with him we went to his home where we reported ourselves to the Operations Officer at Kelly Field. I received a slightly sprained ankle from the landing."

AUSTIN S. MERRIFIELD, Flying Cadet, Air Corps, was practicing aerial acrobatics with Cadet J. D. Kreysler in a P-1 plane at an altitude of 4500 feet about 16 miles northeast of Kelly Field at 11:05 a.m. May 19th.

"I was approaching the other plane in a head on manner at a little below its level, the engine turning about 2,000 r.p.m., and an air speed of about 125 m.p.h.," Cadet Merrifield stated. "To avoid collision I banked left. The other pilot subsequently stated that I was in his 'blind spot' and that he thought it best to dive away. A collision of the right wings of the planes ensued, throwing my plane into a power spin instantly. Finding that thrusting stick all the way forward had no effect on the spin, I leaped from the plane from a standing position. When quite clear of the plane I pulled the rip cord. The Irving seat type parachute opened immediately and I watched my plane spin to the ground and crash in the mesquite.

I landed about 600 yards from the plane in a mesquite tree. Very little sensation of falling was experienced. After the parachute opened there was rather feeling of ease. No physical injury was sustained.

LLOYD EDMUND HUNT, Flying Cadet, Air Corps, with Cadet Harold John Fahring, both students at the Advanced Flying School, Kelly Field, Texas, were flying in an O2-A airplane on a cross-country training mission on the morning of May 30th. While three miles south of Tipton, Oklahoma, the control stick was caught in the wires leading from the radio control box, causing the airplane to fall in a spin from 1,000 feet altitude. Cadet Hunt cleared the airplane with his parachute and landed on the ground without injury. Unfortunately, Cadet Fahring's parachute became entangled in the tail group of the plane after he left it and was carried down in the crash.

WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station:

Major Fred H. Coleman, Aberdeen Proving Ground, Md., to Materiel Division, Wright Field, Dayton, Ohio, effective July 10th.

Major John N. Reynolds, Langley Field, to Aberdeen Proving Ground, Md.

Major Walter G. Kilner, Langley Field, to Office Chief of Air Corps.

Brigadier-General Frank P. Lahm relieved from command of Air Corps Training Center, Duncan Field, Texas, July 16, to proceed to San Francisco, Calif., for duty at Headquarters, 9th Corps Area.

Major Lloyd N. Keesling from Fitzsimons General Hospital, Denver, Colo., to March Field, Calif.

Captain Hubert V. Hopkins, upon completion present course of instruction at Massachusetts Institute of Technology, Cambridge, Mass., to Office Chief of the Air Corps.

Captain Charles B.B. Bubb relieved from Office Chief of the Air Corps, about August 18, and upon completion of temporary duty to which assigned, to proceed not later than June 7, 1931, to Fort Leavenworth, Kansas, reporting to the Commandant of Command and General Staff School for duty.

Following-named officers to proceed to Philippines for duty: Captain Joseph H. Davidson and 1st Lieut. John R. Hawkins from March Field; 1st Lieut. Uzal G. Ent, Crissy Field; 1st Lt. Jack Greer, Rockwell Field; 1st Lt. Edward H. White and 2nd Lieut. Otto Wienecke, Kelly Field; 2nd Lieut. Marvin M. Burnside, Brooks Field; 1st Lieut. James S. Stowell, Chamute Field; 2nd Lieut. Allen R. Springer, Edgewood Arsenal, Md.

Upon completion of tour of duty in Philippines, 1st Lieut. Charles W. Steinmetz to Middletown, Pa., Air Depot; 1st Lieuts. Clarence C. Wilson to Mitchel Field; Arthur L. Bump and Bob E. Nowland to Air Corps Training Center, Duncan Field, Texas; James L. Grisham to Rockwell Field; 1st Lieut. John G. Salsman to Primary Flying School, March Field, Calif., for duty as student.

1st Lieut. Albert B. Pitts, Chamute Field, to Sheffield Scientific School, Yale University, for duty as student, about August 1st.

1st Lieuts. John P. Richter, Howard Z. Bogert and Harold H. Carr, Wright Field, to Cambridge, Mass., to take course of instruction at Massachusetts Institute of Technology.

Captain Wm. E. Lynd, Office Chief of Air Corps, to Crissy Field, Calif., sailing from New York City about August 21, 1930.

1st Lieut. Bennett E. Meyers, upon completion of present course of instruction at Army Industrial College, to Materiel Division, Wright Field, Dayton, O.

1st Lieut. James C. Cluck, upon completion present course of instruction at Army Industrial College, to Detroit, Mich., as Air Corps Procurement Planning Representative.

1st Lieut. Samuel C. Eaton, Jr., from duty with 99th Division, Pittsburgh, Pa., to duty with 324th Observation Squadron, Organized Reserves, Rodgers Field, Pittsburgh, Pa.

Assignment of 1st Lieut. Lionel H. Dunlap to Fort Sill, Okla., upon completion of foreign duty tour, amended, and he is ordered to Langley Field, Va.

1st Lieuts. John S. Gullet and James B. Jordan, upon completion of present course of instruction at Army Industrial College, to Bolling Field, D.C., for temporary duty; then to Harvard School of Business of Administration, Cambridge, Mass., about September 15th.

Following-named officers to proceed to Air Corps Training Center, Duncan Field, Texas, not later than June 1, for duty: 2nd Lieuts. Walter R. Agee and Warren H. Higgins, Langley Field, Va.; Donald D. Arnold, Maxwell Field, Ala.; Richard E. Cobb and Homer L. Sanders, Selfridge Field, Mich.; Clarence T. Mower, Mitchel Field, N.Y.

1st Lieut. Delmar H. Dunton, Kelly Field, to Office Chief of Air Corps.

1st Lieut. Fred A. Ingalls, March Field, to Scott Field, Ill.

2nd Lieut. Ralph E. Holmes, March Field, to Fort Sill, Okla., for duty with 1st Balloon Company.

2nd Lieut. William C. Sams, Jr., Kelly Field to Dodd Field, Texas.

Following-named officers, upon completion of temporary duty at Air Corps Training Center, Duncan Field, Texas, to proceed about July 1st to March Field for duty: 2nd Lieuts. Julius T. Flock, Walter W. Gross, Reginald Heber and Robert D. Johnston, Fort Crockett; Neil B. Harding and Fay R. Upthegrove, Selfridge Field, Mich.; George W. McGregor, Maxwell Field, Ala.; Robert E.L. Pirtle and Ronald R. Walker, Marshall Field, Fort Riley, Kansas.

Promotions: 1st Lieut. Auby C. Strickland to Captain, rank from April 16, 1930.

2nd Lieut. Howard E. Engler to 1st Lieut., rank from May 10, 1930.

Transferred from Air Corps: 2nd Lt. Rogers A. Gardner to the Cavalry at Fort Myer, Va.

1st Lieut. Leslie F. Young to Field Artillery, Fort Bragg, N.C.

Detailed to the Air Corps: 2nd Lt. Richard D. Wentworth, Field Artillery, to Primary Flying School, Brooks Field, Texas, July 1st, for training.

Relieved from detail to Air Corps: 2nd Lieut. John S. Walker to 18th Field Artillery, Fort Sill, Oklahoma.

2nd Lieut. Charles C.W. Allen to 1st Cavalry Division, Fort Clark, Texas.

2nd Lieut. Logan Clarke to 6th Infantry, Jefferson Barracks, Mo.

2nd Lieut. Arthur K. Noble to Infantry 2nd Division, Fort Sam Houston, Texas.

2nd Lieut. Marshall Stubbs to 17th Infantry, Fort Crook, Neb.

2nd Lieut. John W. Hammond to 6th Infantry, Jefferson Barracks, Mo.

2nd Lieut. David F. Brown to 1st Field Artillery, Fort Sill, Okla.

2nd Lieut. John S. Walker to the 18th Field Artillery, Fort Sill, Okla.

Resignations: 1st Lieut. Charles Reed Evans, 2nd Lieuts. Edward Lapsley Anderson and Charles Frederick Sugg.

Reserve Officers ordered to extended active duty: July 2 to Dec. 31, 1930 --

2nd Lt. Wm. G. Catron, Lebanon, Tenn., to Fort Crockett, Texas; 2nd Lt. Carl Brewer Fry, Coronado, Calif., to Rockwell Field, Calif.; 2nd Lieut. Allen Chapman, Oakland, Calif., to Crissy Field, Calif.; 2nd Lt. Everett L. Edmondson, Chicago, Ill., to Fort Sam Houston, Texas; 2nd Lt. William D. Herring, Waco, Tex. to Fort Sam Houston, Texas; 2nd Lt. Andrew J. Lanier, Dallas, Texas, to Fort Crockett, Texas; 2nd Lt. Nelson D. Jenkins, Oakland, Calif., to Crissy Field, Calif.; 2nd Lt. Joseph L. Thomson, San Antonio, Texas, to Fort Sam Houston, Tex.; 2nd Lt. Murl Estes, Logan, Mo., to Selfridge Field, Mich.; 2nd Lts. Myron E. Lackey, San Francisco, and Byron S. Cooper, Minot, N.D., to Crissy Field, Calif.; October 14, 1930, to April 12, 1931-- 2nd Lt. Norman L. Barr, Boyle, Miss., to France Field, Panama Canal Zone; June 8, 1930 to June 7, 1931-- 2nd Lt. August G. Rehlmeier, Alameda, Calif., to Crissy Field; June 29 to December 27, 1930 - 2nd Lt. William James McCracken, New York City, to Langley Field, Va.; August 21 to February 19, 1931 -- 2nd Lt. James N. Peyton, Elizabeth, N.J., to Langley Field, Va.; June 1, 1930 to May 31, 1931 -- 2nd Lt. Walter DeWitt Cannon, Jr., Honolulu, T.H., to Schofield Barracks, Honolulu, T.H.

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LIEUT. MATHENY PRESENTED WITH CHENEY AWARD ✓

On Monday morning, May 26th, at 10:30 a.m., the Hon. F. Trubee Davison, Assistant Secretary of War for Aeronautics, presented the Cheney Award to 2nd Lieut. William A. Matheny, Air Corps, for an act of valor and self sacrifice performed at Managua, Nicaragua, on August 30, 1929. The ceremony took place at Bolling Field, D.C., in the presence of the officers and enlisted men at that station and the donors of the Award, Mrs. Mary L.C. Scofield, of Peterboro, N.H., and Mrs. Ruth Cheney Streeter, of Morristown, N.J., the mother and sister, respectively, of the late 1st Lieut. William H. Cheney, killed in an air collision at Foggia, Italy, during the war, in whose memory the Award was established.

Lieut. Matheny is the third member of the Air Corps to receive the Cheney Award, his valorous conduct in rushing to the assistance of Lieut. Dwight J. Canfield, who was unable to move following the crash of their plane, which immediately burst into flames, being considered by a Board of Officers, convened for the purpose of recommending persons eligible to receive this Award, to be most outstanding and meritorious. The Board stated that the heroism displayed by this officer, in disregarding his own safety and running to the assistance of Lieut. Canfield, with certain knowledge of catching fire, reflects great credit upon himself and measures up to the traditions of the military service.

After leaving Managua, one of the motors of the Bombing plane caught fire. Lieut. Matheny, pilot, immediately turned back, with his right motor at full throttle. This extra burden on the motor overtaxed it to such an extent that it froze, and being at too low an altitude to permit of parachutes being used, the pilot made the best landing he could in the jungle. Lying beside the burning plane, conscious but unable to move, with his clothing on fire, Lieut. Canfield was rescued by Lieut. Matheny. The latter's clothing, saturated with gasoline, also caught fire, but he managed to drag Lieut. Canfield into the open at the cost of severe and painful burns about his body.

NOTES FROM AIR CORPS FIELDS

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Primary Flying School, March Field, Riverside, Calif., May 21st

Capt. John B. Patrick was assigned to the command of the 53d School Squadron; 1st Lieut. Leon E. Sharon, former Personnel Adjutant, was assigned as Post Adjutant, and 1st Lieut. Warren A. Maxwell as Commanding Officer, Headquarters 13th School Group.

A very delightful farewell dance was given at the Officers' Club on May 16th for the officers departing from the Field for duty elsewhere. Dancing was enjoyed until 1:00 A.M., and light refreshments were served during the evening. Many dinner parties were held prior to the dance.

Tech.Sgt. Donald E. Sweeney, 70th Service Squadron, was promoted to Mr.Sgt. recently, and Staff Sgt. Stanford J. Lee, 47th School Squadron, to Tech.Sgt.

The baseball team of the 54th School Squadron journeyed to Santa Maria, Cal. on May 17th and played the Hancock Foundation College of Aeronautics. The game lasted ten innings, Hancock winning by the score of 8 to 7.

Major M.F. Harmon, 1st Lieuts. Barney Giles, A.Y. Pitts and 2nd Lt. C.W. Davies flew to Ft. Seward, Cal., where they participated in a large cattle round-up.

120th Observation Sq., Colorado National Guard:

Routine drills and instruction went on during the past month in the Squadron with two outstanding features. Capt. Mayer, of Ft. Sam Houston, inspected the organization on March 31st. On the nights of April 15th and 16th, night flying was inaugurated.

One Douglas, the Squadron's O2-K, was fitted with night flying equipment, including navigation lights, landing lights and parachute flares. With Lieut. Beau acting as instructor, transition work was given to the officers of the squadron. The ground crew operated a beacon mounted on a truck, turning the beam into the wind, giving those in the air both the direction of the wind and a spot for landing.

Pistol practice began on April 27th continuing through May until the entire personnel has fired the course.

Training in spotting Artillery fire has gone on steadily each Sunday. In order to afford training to as many officers as possible three ships have been flown over the puff targets in formation, with the lead ship operating radio and the other two pin-pointing the bursts and writing down the messages they would have sent.

Night classes in radio were held four times each week to make certain that every officer is qualified in radio before the next annual encampment in June.

The schedule for the annual encampment is an ambitious one. Training will include gunnery, bombing, cooperation with the Artillery units of the Colorado National Guard, photographic missions, night flying and three days' maneuvers.

Lieut. Eddie Brooks, who left Colorado last year, returned to the squadron. Aubrey Kief was promoted from a second to a first lieutenant.

115th Observation Squadron, Griffith Park, Los Angeles, Cal.

Final reports on the record pistol firing of the enlisted strength of the 115th Obs. Squadron are being awaited with much interest. This work was just finished after a course of thorough training in nomenclature, aiming and firing by the Armament Officer and his assistants, Lieuts. Larsen and Maxey. It is hoped that the records this year will show a very great improvement over previous ones. The officers will shortly start their range work.

The Squadron welcomes a new officer to the fold - 2nd Lieut. Leonard E. Thomas, from 1st Lieut., Air-Res. Lieut. Thomas boasts of the unusual history of being a 3-timer 2nd Lieutenant, including service in the Marine Corps Aviation during the war, the Air Corps Reserve and the Calif. National Guard.

The Adjutant General, Brigadier-General R.E. Mittelstaedt, recently dropped in on us, via air from Sacramento, piloted by Lieut. Carroll. They reported that the northern part of the State had been made safe for Democracy by the A.C. Provisional Wing operating at Mather Field, and that the Wing planned a demonstration for Los Angeles on the 26th, basing at Boeing's United Airport at Burbank. General Mittelstaedt, after spending two days at the National Convention of the Reserve Officers Association at Los Angeles, returned to Sacramento by air.

It is reliably reported that our outfit came through satisfactorily in the

recent State inspection by Major-General Barrows and Staff. This is highly encouraging to the personnel and will undoubtedly result in even higher esprit and efficiency for the coming year. We, who necessarily must put our limited time and effort on the more technical side of our Aviation duties, find it difficult to keep up on the other military phases, such as infantry drill, tent pitching, etc.

On May 11th, the 40th Division Aviation, Cal. Nat'l Guard, underwent the Annual Federal Inspection. All enlisted personnel was on duty with the exception of 6 men who were out of the city. The inspecting officer was Lieut. James B. Carroll, A.C., D.O.L., who appeared to understand his responsibility thoroughly and retained the respect of the outfit by the competent manner in which he conducted the inspection.

The roll call formation proceeded in the usual manner, followed by the inspection formation. Each of the 3 flights was then turned over to an officer of the Squadron who had not previously handled troops before an inspecting officer. These flights put on drill formations for 5 minutes, then were turned over to 3 other officers for a similar period.

In the meantime the officers inspected the planes which were drawn up in military formation in the line, cleaned, oiled and serviced by the staff of mechanics who stood by their charges.

A number of photos were taken by the Photo Section, including several of an O-2 with bomb racks and suspended bombs.

The officers were then given tests in radio reception and a short written examination in various subjects covering the Air Corps, Observation and the Division.

The various sections, including Operations, Photo, Communications, Armament, Supply, Medical, etc., were then looked over and the Aerial Missions took off. These missions consisted of reports dropped from the air to the Divisional H.Q. at Griffith Park Airport, on the situations and needs of various front line P.C.'s on a simulated trench line over Mulholland Hwy.-Western Ave.-Cahuonga Pass. Also reports on another front near San Fernando, with special reference to the Los Angeles City water reservoir and supply near there.

Upon completion of these missions, lunch was served and the afternoon taken up with Squadron duties, reports of sections, Officers' meeting and aerial work.

Chanute Field, Rantoul, Ill., May 22d:

Lieut. George W. Goddard, is recovering from an operation for appendicitis and expects to return to duty following the three weeks' sick leave granted him.

Lieut. Russell Scott, pilot, and Tech.Sgt. Gilbert, photographer, recently flew a mosaic of the City of Chicago. This mosaic which is being laid by the Department of Photography, will be exhibited at the Army Relief Show to be held at Soldiers' Field, Chicago, Ill., June 21st to 29th.

At a recent meeting of the Chanute Field Pistol Club, Major L.G. Heffernan was unanimously elected Honorary President.

San Antonio Air Depot, Duncan Field, Texas, May 26th:

The Depot had the pleasure of a visit from Capts. H.M. McClelland, E.E. Adler and Lieut. Guy Kirksey of the Office of the Chief of the Air Corps, en route in three O-1's from the Air Corps Maneuvers on the West Coast to Bolling Field. They stopped over May 2d to 5th for miscellaneous repairs to their planes.

Lieut. Harvey R. Ogden, Air-Res., formerly aide to Brigadier-General F.P. Lahm, Commander of the Air Corps Training Center, who resigned from the Air Corps Regular Army on January 3d last, to become connected with the Curtiss-Wright Corp., Long Island, N.Y., was a welcome visitor at this Depot, renewing old acquaintances, for several days beginning May 7th, while in this vicinity on business.

Capt. Warner B. Gates, Lieuts. C.E. Branshaw and A.S. Albro, with Mr. R.A. Boehnlein, mechanic, of this Depot, flew cross-country to Eagle Pass, Texas, and return, on May 7th.

1st Lieut. John F. Whitely, of Fort Crockett, Texas, spent several hours visiting at this Depot on May 8th, while on a leave of absence.

Lieut. Lewis S. Webster of this Depot, just completed an extensive cross-country, ferrying a PT-3A from this Depot to the Rockwell Air Depot, Rockwell Field, Calif.. On his return he ferried a PW-9D from the latter Depot to Kelly Field.

Lieut. A.S. Albro of this Depot, availed himself of a ten days' leave of absence, visiting Eagle Pass, Texas.

On May 22d a group of Student Officers and Flying Cadets of the Air Corps Primary Flying School, Brooks Field, in charge of Lieut. C.J. Crane, made a tour of inspection through the Depot in connection with their course of instruction. Mrs. Wm B. Wright, wife of Capt. Wm.B. Wright, Jr., recently Adjutant of Kelly Field, and now on duty with the Organized Reserves at Kansas City, was a guest of the family of Capt. Warner B. Gates at this Depot during the past week, and departed on May 26th to join her husband, motoring through by way of Pensacola, Fla.

Lieuts. Carl B. Fry and William Green, Jr., Air Corps Reserve, of Rockwell Field, Calif., arrived at this Depot by rail on May 23d and left on May 24th, ferrying two PT-3 airplanes back to their home station.

The Engineering Department of the Depot overhauled and repaired the following airplanes and engines during the month of April:

Airplanes: Overhaul - 6 A-3, 1 LB-5, 1 C-1-C, 2 DH-4M-2, 2 DH-4M-2P, 9 DH-4M-2T, 1 O2-K, 1 P-1, 2 P1-A, 1 P1-F, 2 PT-3, 3 PT-3A, 1 SPT-5, Total, 32. Miscellaneous Repair - 1 A-3A, 1 C-7, 2 DH-4M-2T, 1 O2, 2 O2-C, 1 O2-D, 2 O2-H, 1 O2-M3, 1 PW-9A, 1 PT-3A; Total, 13. Assembly Job - 6 PT-3A.

Engines: Major Overhaul - 13 Curtiss D-12, 25 Wright J-5; total, 38. Minor Overhaul - 60 Liberty, 1 Curtiss D-12, 2 Wright J-5: Total, 63.

38th Division Aviation, Indiana National Guard, Indianapolis, Ind., May 19th:

With the coming of the gentle breezes of Spring, the Pilots and Observers of the Squadron developed a "yen" to go places and do things and cross-country flying became very popular. Almost every Sunday a training mission is dispatched on a cross-country flight.

Lieuts. P.A. Zartman and D.D. Stowell, left Stout Field for Ft. Sill, Okla., where they spent five days studying Artillery Adjustment methods by airplane and participated in the Artillery Maneuvers held there.

The "Gods" have smiled and five of our 2nd Lieutenants are now sporting new silver bars. Officers recently promoted to 1st Lieutenant are 2nd Lieuts. P.A. Zartman, H.H. Maxwell, Norman Metzger, Wilbur Morgan and D.D. Stowell.

The 113th Photo Section under the command of Lieut. Maxwell, just completed a mosaic of Camp Henry Knox, Ky. This map was presented to the 38th Division for use in tactical problems.

Luke Field, T.H., May 10th:

Lieut. John A. Laird who was on duty as an observer during the Air Corps maneuvers in California, returned on the "Cambrai".

By scoring a total of 94 points, Luke Field, as predicted, won the 1930 Honolulu Sector Track and Field Meet held at the Kanehameha Field on April 26th. The Flyers took 7 of the 16 first places, 13 second, 6 third and 3 fourth.

The 65th Service Squadron won all the games they were scheduled to play during the Squadron Baseball Series, giving them first place in the league standing. The 4th followed closely behind, losing only two games. The 23d, Staff and 72d followed in order mentioned. From these teams the men will be chosen for the Post Team. Prospects are very good this year for putting a winning squad out for the Sector Navy Season which began May 14th.

Mitchel Field, Long Island, N.Y., May 12th:

The gunnery practice for the Fifth Squadron came to a successful close the first of May, despite the fact that all the pioneering work of pitching camp had to be completed before work could begin, and that nasty weather aided materially to this progress.

The Squadron left here with the buoy-shooting charges and after it was there a while and had peppered at a few targets we felt completely justified in denying any charges of sinking buoys, because to sink a buoy you've got to hit it, and if the great blank spaces on the targets were any criteria of previous prowess we are unquestionably exonerated.

During the greater part of last week the Island was cluttered with Squadron upon Squadron of Navy ships doing their best to give Gotham a thrill and to lend a little color to the New York Air Show. Last Friday being Army-Navy Day in conjunction with the Show, we were called on for a formation. An order called for forty ships, but since only eighteen answered roll call we had to content ourselves with two nine-ship formations. Being an eye witness from the ground, I can safely say that while quantity wasn't present, the quality was

was all that one could ask for.

The New York Sun recorded the flight as follows:

"The third spectacle of the day occurred when fifteen planes from the Army's crack squadrons zipped across the blue, dipped and zoomed their wings, and fled on..."

Rockwell Field, Coronado, Calif., May 6th:

General Edward L. King, G.S.C., Assistant Chief of Staff, G-3, Washington, D.C., spent two days at Rockwell Field, recently as guest of the Commanding Officer, Major Sneed. During his stay, he visited Fort Rosecrans and inspected all the activities at Rockwell Field. Gen. King was flown to Long Beach by Major Sneed and from Long Beach to Monterey by Lieut. Hary from March Field.

Major-General John L. Hines, Corps Area Commander, Ninth Corps Area, accompanied by General Van Deman, retired, and Colonel Singleton, paid a visit to Rockwell Field, April 9th.

General James E. Fechet, The Chief of the Air Corps, in a "Fleester" plane, accompanied by Capt. Baker, visited Rockwell Field, again on April 23d, remaining here until April 25th.

Rockwell Field, Coronado, Calif., May 29th:

Major A.L. Sneed, Commanding Officer of Rockwell Field, attended a dinner at the San Diego Athletic Club, May 24th, in celebration of Empire Day by the British Consulate of this city. Major Sneed responded to the toast, "The United States Army Air Forces", which was very well received.

Major Henry P. Carter, M.C., Corps Area Inspector, made the annual Sanitary Inspection of Rockwell Field, on May 9th and 10th.

Capt. George E. Hartman, Q.M.C., arrived at Rockwell Field, May 28th, for purpose of making mechanical inspection of Government owned motor vehicles.

Capt. William E. Lynd, Inspection Division, Office of the Chief of the Air Corps, accompanied by Mr. Sgt. C.E. Peterson, arrived at Rockwell Air Depot, May 22d, for purpose of making inspection of the Visual Inspection system installed at this post.

Col. and Mrs. Harry Graham were recent visitors at Rockwell Field. Col. Graham was former commanding officer of the Rockwell Air Depot.

Lieuts. Jack Greer and E.M. Robbins of the Rockwell Air Depot left via train Saturday, May 31st, for the San Antonio Depot, for purpose of ferrying two PT-3 A airplanes to this depot.

The long months of hard practice in squash has not been in vain, it was recently discovered, when the Rockwell Field Squash Team journeyed to San Francisco to play the Olympia Club and the University Club. From the standpoint of total score, the result was not flattering. The game is somewhat new to the Rockwell Field officers and they were pitted against experts with years experience. But the big feature of the trip was the discovery that Lieut. J.E. Mallory and Lieut. I.A. Woodring rank among the best players on the Pacific Coast. Both won their matches from high rankers in the Squash world.

Selfridge Field, Mt. Clemens, Mich.:

After a great deal of rain and cold in April, the First Pursuit Group is now enjoying sunshine and light winds. Men are practicing baseball and everybody is getting in as much flying time as they possibly can, especially the pilots of the 15th Observation Squadron who, after many months of herding around the old O2's, are flying the new Thomas Morse O-19's which are being received from day to day.

All of the new type P-12-B airplanes which are now at this station have been assigned to the 94th Squadron, and the P-1's have been distributed between the 17th and 27th Squadrons.

Major Brower, who reported to this station May 5th, and who assumes command of the 1st Pursuit Group upon the departure of Major Royce for his new duties in the Office of the Chief of Staff in Washington, led the flight of the First Pursuit Group to Aberdeen, Md., for participation in the Joint Anti-aircraft Artillery-Air Corps Demonstrations and Exercises held there during the period May 12th to 17th, inclusive.

Athletic activities of the Group for the past month, except for indoor

baseball practice, were confined to the Post Bowling Tournament which was won by the 15th Observation Squadron with a percentage of 875, having won 14 and lost 2 games.

Third Attack Group, Ft. Crockett, Texas, May 1st:

2nd Lieut. and Mrs. John A. Samford are receiving congratulations on the birth of a son, John A., Jr., who was born at the base hospital, Ft. Sam Houston, on April 18th.

2nd Lieut. G.E. Gimmler, recently assigned for duty with the Group, was assigned to the 8th Attack Squadron.

2nd Lieut. and Mrs. Ford L. Fair arrived here by motor on April 23d. The Lieutenant was recently ordered to duty at this station and he was assigned to the 60th Service Squadron.

In the Inter-Squadron Baseball League at Ft. Crockett, the 90th Attack Squadron and 60th Service Squadron are tied for first place, each winning the three games they have played thus far. The 8th and 13th Attack Squadrons are tied for the cellar position, each having lost the three games they have played. The league temporarily suspended play during the absence of the troops on maneuvers.