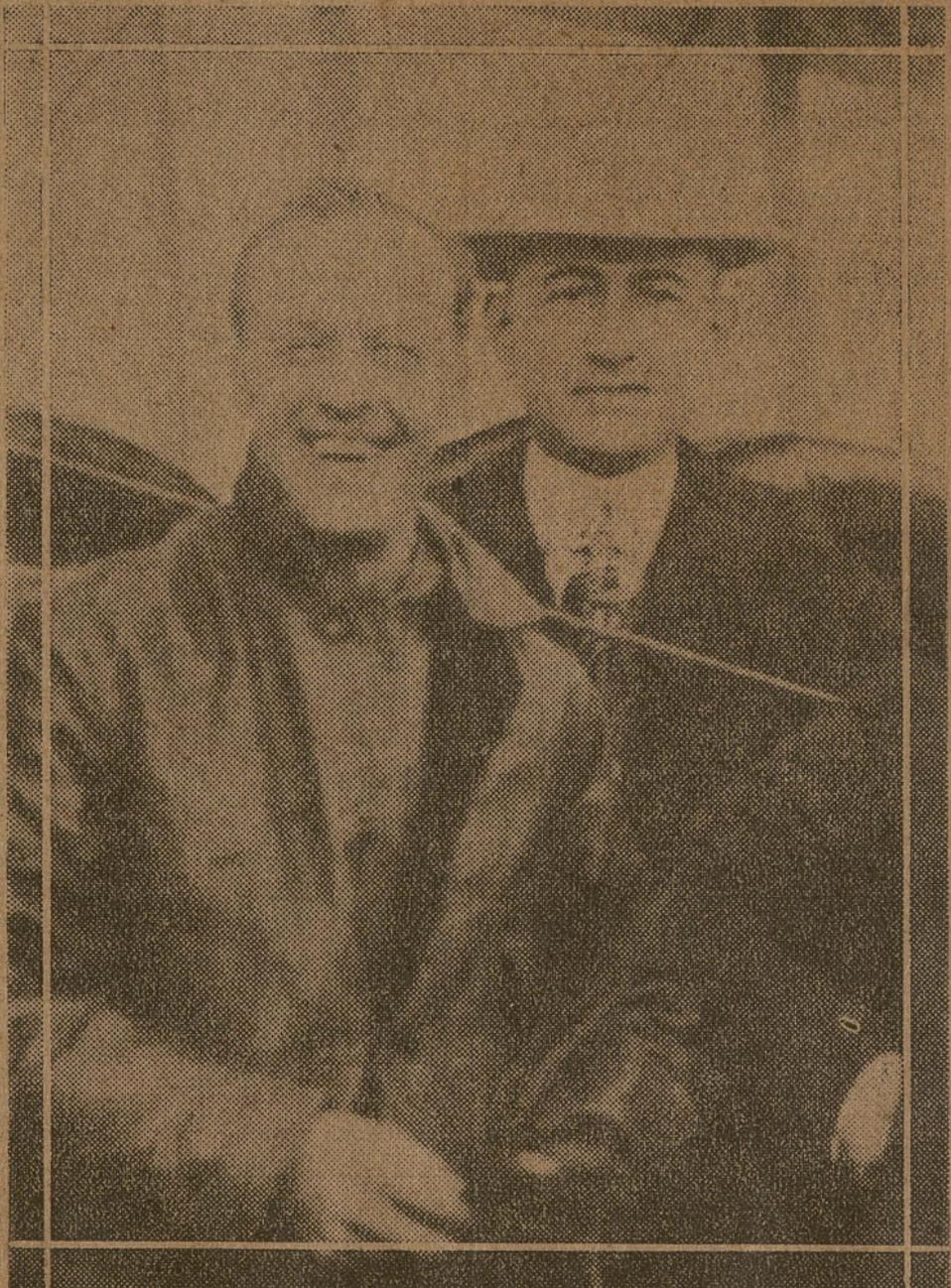


A Welcome of 16 Years Ago



Gen. Benjamin D. Foulois (left), assistant chief of the United States Army Air Corps, was just a captain when this photo was made nearly 16 years ago. Nevertheless, he commanded the air forces of the U. S. Army, con-

sisting of seven planes, and brought the entire air fleet with him on that visit. He is seen standing by his plane with Amon G. Carter soon after landing in a pasture where Ryan Place now stands.

Capt. Foulois When He Was Here in 1915; General Now

It was Capt. Benjamin D. Foulois then—almost 16 years ago—and 50,000 Fort Worthians one Sunday gathered at the airport to view the seven planes he commanded as leader of the United States air fleet.

Now it is General Foulois, assistant chief of the United States Air Corps.

He returned to Fort Worth yesterday for the first time since that weekend in November, 1915, when the tiny squadron was on a cross-country flight from Fort Sill, Okla., to San Antonio.

General Foulois was a dinner guest last night at Shady Oak Farm. On that evening 16 years ago he was a dinner guest also, with five aviator lieutenants who were on the flight. They dined in a private dining room of the Metropolitan Hotel. The room now is the office of Manager Jack Hott of the Chamber of Commerce.

Amon G. Carter acted as toastmaster at the banquet and still has a menu of the occasion, autographed by each of the fliers present. The menu was as follows: "Commandery" cocktail; fried "Foulois" apples; "Milling" County farm sausage; "Aviation" spuds; boiled "Chapman" grits; scrambled "Bowen" yard eggs; hot "Rader" biscuits; sweet "Carberry" pie; Lake Worth coffee.

The lieutenants in the party were J. E. Carberry, F. S. Bowen, T. D. Milling, C. G. Chapman and I. A. Rader.

At the time of the dinner 16 years ago, the World War had been in progress a little more than a year. It was an accepted prediction that the United States would not become involved. However, there was some speculation as to what weight the participation of this country would carry in the conflict.

General Foulois was asked what the United States could do with only seven planes in the event of war.

"The United States," replied General Foulois, "would have to build many planes costing a great deal of money." He estimated the cost at \$100,000,000. Less than two years later, as chief of the air corps, he

drew up the first aviation appropriation bill, calling for an expenditure of \$640,000,000.

One incident connected with his former visit to Fort Worth very deeply impressed the event upon General Foulois' memory. A truck attending the squadron caught fire and exploded in the process of refueling. General Foulois' plane was very near, so near that the flames from the burning truck damaged it slightly.

The landing had been made on a field in the Ryan Addition. It was three blocks from the end of the carline, farther than that from the nearest fire plug. The fire department called to the scene, watched the blaze helplessly.

General Foulois has the distinction of having flown the first plane owned by the United States Army. He learned to fly with aviation's progenitors the Wright brothers, at Fort Myers in 1908. Two years later he flew the Army's first plane. He organized the first air corps in this country with one ship, one officer and eight men. A few weeks ago he commanded the units participating in the Army air maneuvers in the East.

General Foulois became assistant chief of the air corps in 1929 when Gen. James E. Fechet was made chief of the corps.

With Capt. Arthur McDaniel of the Army, General Foulois alighted on the Municipal Airport late yesterday morning from San Antonio on an inspection tour of Army air fields in this country.

He said that when grading work of the Municipal Airport is completed it will be a great field. Certainly an improvement, he asserted, on the field upon which he landed in 1915.

General Foulois is flying a Douglas observation plane bearing the name of his native State, Connecticut. Captain McDaniel is flying an Army training ship.

The Army's oldest airman in point of service, General Foulois reckons his time in the air by years rather than by hours. He averages now from 12 to 150 hours each year, he said.

Captain McDaniel earned distinction in 1927 as a pilot in the flight of an Army unit from San Antonio to South American countries and back to Washington. His service won him a distinguished service cross. His career as an airman began at Carlstrom Field in Florida in 1918. He is a native Texan.

From Fort Worth tomorrow General Foulois and Captain McDaniel will resume their flight to Fort Sill. After a visit there they will inspect several other Army airports in the North and East.

—By Harold Gray

WHAT A MAN!
IF I ONLY HAD
A PAIR O' LEGS
LIKE THAT—
TH' LUCKY