

SOUTHERN

# AVIATOR

*(Formerly The Aviator)*



E. LEE PATTERSON

JULY, 1929

PRICE 25c



# Southern Aviator

VOLUME 2

Temple, Texas, July 1929

NUMBER 6

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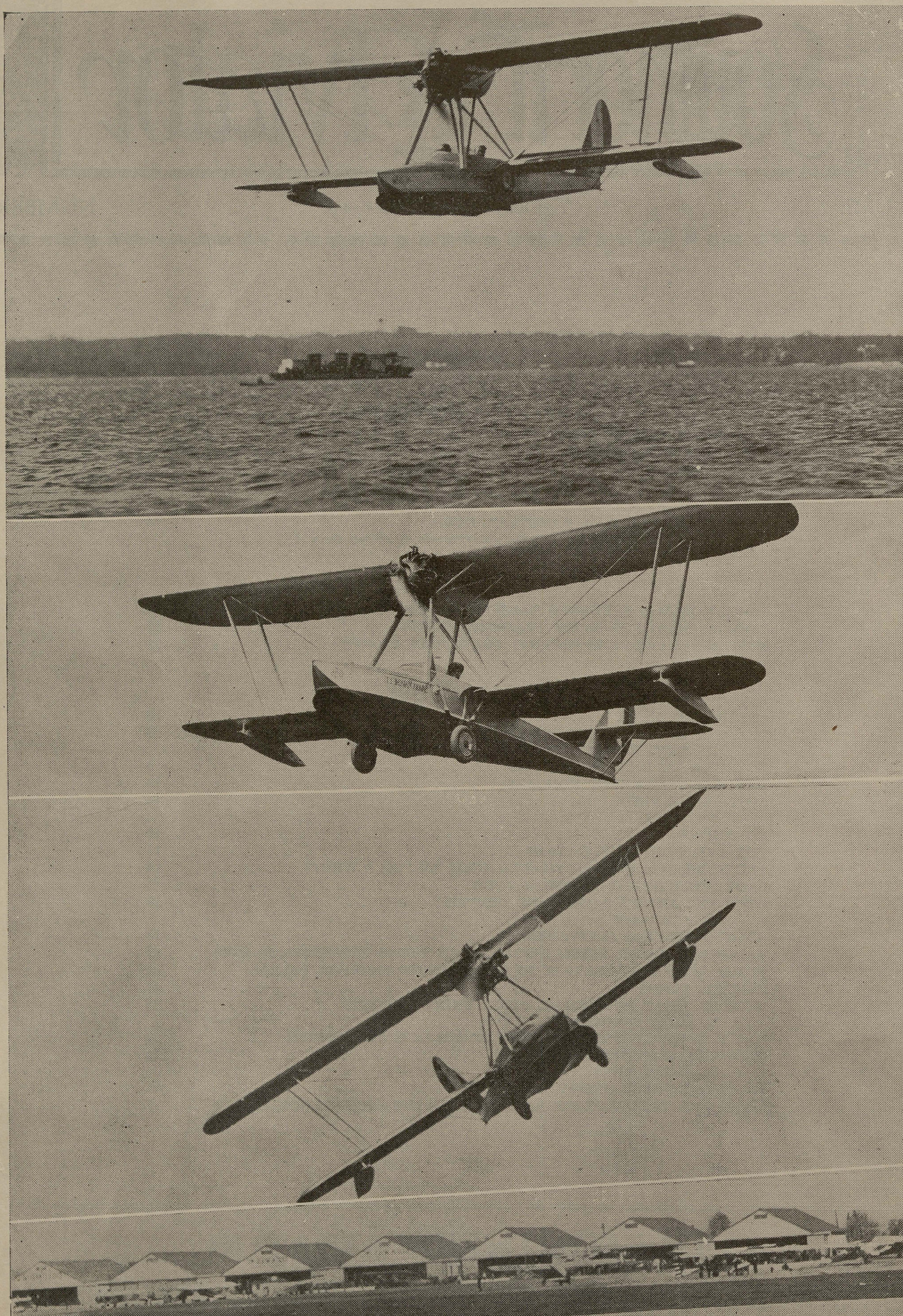
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## THE SOUTHERN AVIATOR

(FORMERLY THE AVIATOR)

Published monthly by The Aviator Publishing Company, 110-112 West Avenue A, Temple, Texas. J. Lee Werst, Business Manager. Subscriptions \$2.50 the year, single copies 25c; Canada, \$3.00; Foreign, \$3.50. Manuscripts are invited and will be paid for at regular rates. Unused manuscripts will be returned if accompanied by stamped and addressed envelopes. Entered as second class matter May 2, 1928, at the post office at Temple, Texas, under the act of March 3, 1879. Copyright 1928 by The Aviator Publishing Company. Republication of matter contained herein may be made only with proper credit.



Three views of the popular American Savoia Marchetti, Type S56 Baby Amphibian.  
Note boat and landing wheels, and position of the motor.

# BRAINSTORMS and REMORSE

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*A Short Short Story*

Complete on This Page

By ELDON WILLIAMS

ON a recent trip to Dallas I was fortunate enough to run into my old friend, Richard Dobie, veteran mail pilot of the Southern Division of the N. A. T.

Dick Dobie is a product of a West Texas cow ranch, a wiry little bunch of nerves, tempered by the compassion and sympathy of a bedside nurse and the heart of a little child. He is easily the most likeable (and I like them all) of the bunch of good fellows making up the personnel of the old N. A. T. flying crew.

During the course of our conversation I remarked on the fact that he had gained considerably in weight and was looking fine.

"Yes," said Dick, "I am taking better care of myself—have quit letting things worry me, and have, to a certain gratifying extent, conquered my high temper and tendency to brainstorms over things that used to worry me."

And then he told me the following story—which is not a story at all, but an actual happening which should never have happened:

Speaking of brainstorms, he said, I have a good friend in Kansas City—the most likeable, the most sympathetic and child-hearted man I have ever known. But his weakness is brainstorms. He will blow up on the slightest provocation and do and say things that should not have been done or said, and then he will put in hours and days, sometimes, in a state of utter contriteness and abjection trying to atone for the harsh words or physical acts of his which, committed in a moment of uncontrollable temper, have caused useless suffering to others and much more to himself.

A few evenings ago this friend called me, late at night, and asked permission to come over and talk to me. A few moments later he came into my room, the most vivid picture of abject misery and dejection that I have ever seen. He does not drink. With his high-strung nature he couldn't afford to. He smoked several cigarets in nervous silence, and then he began:

"You know my accursed weakness, Dick—always pulling some wild-headed stunt for which I am sorry a moment later. Well, I pulled one today that I can never clear my conscience of—no matter what I may do in the way of atonement for the rest of my life I will carry regrets for my rash act of this day to my grave."

I did not interrupt, and presently he continued:

"Miss—— and I went up to St. Jo this morning to the celebration of the opening of their new airport. You know I am rather soft on that girl—

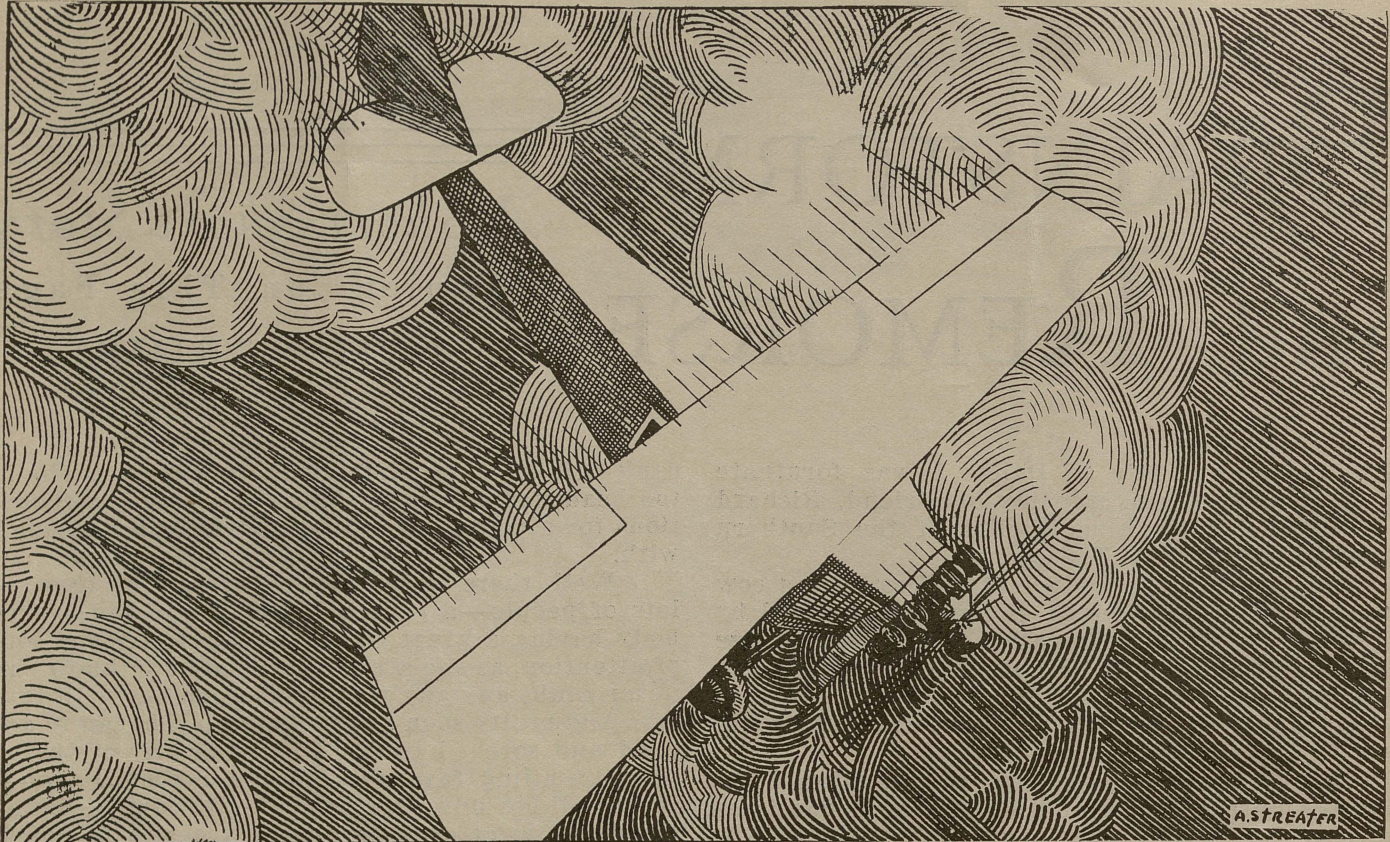
can't help it—though at times I realize that she is too beautiful and too popular and, yes, too flirtatious for a man of my temperament to run around with.

"Well, there was a pretty big jam up there—lots of people—a general holiday air, and everybody having a great time. The girl received lots of attention, as she always does, and you know she never snubs any guy who looks upon her with favor. And pretty soon as this kept up, I began to get good and sore. I couldn't call the girl down for people smiling favorably at her, no more than I could call her down for returning the smile, but as the thing went on I developed a desire to punch some of these smirking shieks in the nose, and from then on I carried a chip on my shoulder, as it were.

"Finally we got away from the main crowd, and as we strolled along on the springy turf on the new field, we came up to a nicely dressed young fellow standing alone, leaning on a cane. He was the most striking looking man I have seen in many a day, and while he showed no particular, or brazen interest in my girl, he nevertheless looked straight at her out of the most wonderful, large blue eyes I have ever seen. We passed on and stopped under a shade, and pretty soon this fellow came strolling up to us and paused, with those limpid blue eyes fixed squarely upon the girl. So intense was the gaze that even she, immune as she is to such things, faltered and blushed under the bold stare.

"It was the limit for me, and I walked up and, putting all the strength of a crazed maniac behind the punch, I hit him squarely in the nose with a blow that sent him to the ground with a thud. He said 'Oh,' as he dropped limply to the grass. He had no resentment in his expression, as he half rose, while the blood gushed from his nose and drenched his immaculate shirt and tie. And then two little children, a boy and girl, about seven or eight years old, rushed up and said, as they helped him to rise: 'Oh, brother, we let you go alone for a minute, and something dreadful has happened. What was it?' To which the poor devil replied: 'I don't know. Someone hit me. I must have done something wrong, but I don't know what it was. I am sorry.'

"And all the time the suspicion which I had conceived when I saw this fellow struggling to get up after I had knocked him down, with his big blue eyes still staring through the blood, dawned into a horrible realization. The poor fellow was totally blind."



But hour after hour passed without a sight of the earth or anything else except thick gray fog.

## Further EXPLOITS of DAREDEVIL DENNIE

By

SYD and ELDON WILLIAMS

DENNIE was happy. His soul was singing, and he walked as if on air as he hurried from his park bench to the hotel where the one girl in all the world was waiting for him.

She trembled at his approach, but when she beheld his radiant and happy features, she smiled happily and said: "I must be a sight. Two nights without sleep is not calculated to improve a girl's appearance. But you are looking fresh and fine."

"Sleep?" inquired Dennie. "You told me you did not sleep night before last. But—but, do you mean to tell me you did not sleep last night?"

"I did not even go to bed," replied the girl. "I wanted to go out and try to find you, but was afraid I would be arrested if I started wandering the streets, and besides I had no idea where to look for you."

And this confession brought Dennie to a real-

(While each installment of the Daredevil Dennie series is a complete narrative within itself, the same characters appear throughout. And for the purpose only of introducing these characters to readers who have not kept up with the series thus far, the brief summary on opposite page is given.)

ization of the heartlessness and cruelty of his conduct toward the frail little mite of a girl, and his face instantly lost the radiance it had shown as he greeted her a moment before. And seeing the hard lines return to his face, the girl, not knowing the cause, paled and trembled.

"Don't worry any more—everything is all right," said Dennie. "Let's go and eat seven dollars worth of ham and eggs and coffee and I'll tell you all about it. I am to blame for everything, and it will take me the rest of my life to make up for the two nights' sleep and all the misery I have caused you."

And after a hearty breakfast, the first food either had eaten for exactly 24 hours, they took a long stroll down the beautiful beach and Dennie told her of his suspicions and how they had been allayed, and afterwards they laughed about the little mix-up and the manner in which both had

### Summary of Preceding Narratives.

Daredevil Dennie (ex-Lieutenant Denison of the U. S. air forces in France,) is a likeable little soldier of fortune—ex-racing jockey, a devout believer in, and follower of the Goddess Luck—a man with a peculiar but honorable code of ethics, particularly with reference to women and to honesty. Once in France, during a lull in the fighting, his tall, mountaineer greese monk sergeant, whom Dennie liked better than any man he knew, showed him a photograph of a little blue-eyed mountain girl—his sister—and Dennie experienced a peculiar sensation around the heart that was new to him. A year later, after Dennie had returned to the States and was engaged in barnstorming over the country, as so many of the returned pilots did, he became lost in the fog over the Kentucky mountains and made a rough, blind landing on a mountain-side when his gas ran out. He was temporarily knocked out, and when he came to his senses he was being mischievously smiled at by a little blue-eyed vision and Dennie experienced the same peculiar sensation about his heart which he had felt when shown the photograph by his sergeant in France. He wasn't sure it was the same girl—in fact, he wasn't sure it was a girl at all, because he believed for a moment that he had been bumped off completely and was seeing visions in another world. But he was soon brought around by the girl's jibes at his rough landing, and telling him her father and brother would shoot him for a "revenuer" as soon as they saw him. And then the father and brother came up, the latter proving to be the overseas pal of the stunned and bewildered little pilot. A happy reunion took place, during which some rare old mountain dew was consumed and a mutual love affair sprang up between the itinerant flier and the blue-eyed mountain girl. And following another year of barnstorming up and down the country, Dennie landed one afternoon at the Louisville, Ky., airport, with five dollars in his pocket and no definite plans. He had broken a propeller in negotiating the muddy field landing. That night, at a moderately priced hotel where one of the field mechanics took him, he again bumped into his little blue-eyed mountain girl, who was working her way through finishing school by serving as a waitress. The girl learned of Dennie's plight, and tried to help him in a small way, but his code of ethics forbade him accepting such help from a woman. He had ordered a new propeller shipped C. O. D., and before its arrival the last of his limited funds were gone. Leaving the hotel after supper one night, he was followed to the railway station by the girl, who saw him stretch himself on an empty express truck beside another truck on which reposed his crated new propeller, marked C. O. D. \$250.00. The girl felt sorry for her little pilot lover, and as she returned to her room her thoughts were busy with plans for his aid. In front of the Palace theatre she picked up something that glistened under the arc light, and which a closer inspection in her room revealed to be a magnificent bar pin, set with five large diamonds. At daybreak the girl returned to the railway station where Dennie was just arousing from an all night sleep

on the truck. She carried a small bag and was dressed for travel. She feigned surprise at seeing Dennie, and told him she was hastening to Galveston where her mother was critically ill, but that there seemed to be no train south for many hours. Then she appeared to notice the new propeller for the first time, and suggested that Dennie take her to Galveston in his ship. And when he assured her that he would be glad to except for the fact that there was \$250 more due on the prop that he possessed, she produced the diamond pin and told him to run up to an early-opening pawn shop and get the money—all he could—on the jewel, and hurry back while she arranged for transportation to the field. Half awake and dazed by the surprise, Dennie complied, securing \$475.00 from the crafty Jew. And while the two drank a hasty cup of coffee prior to taking a taxi for the field with the prop, Dennie bought an early morning paper which he stuffed into his pocket without even glancing at the headlines. Hours later, as the ship purred smoothly on her way south, with the girl comfortable tucked away in the cozy compartment up front, Dennie got out his morning paper and glanced over the front page. Streaming headlines told of a disgraceful party in Louisville the night before, which had been raided by the police and a number of arrests made. The party was given at a questionable roadhouse, where much liquor had been consumed, and where a number of girls had danced nude before a party of wealthy clubmen, who were later induced to join in the dance, also stripped of practically all wearing apparel. And later the discovery was made that the nude dance was a means of rifling the men's clothing of all money, jewelry and other valuables, by companions of the dancing girls. As the article was devoured by Dennie, a suspicion arose in his mind, which later turned into absolute conviction. He felt sure that the girl in his passenger compartment had participated in that disgraceful party, and that the diamond pin he had pawned was a part of the loot. And when they landed for gas the pilot, in a terrific rage of jealousy and outraged honor, confronted the girl with these accusations. Being thus confronted she confessed that she had no mother and that she was only trying to help him. And she told how she found the diamond in front of the theatre and remained up all night formulating the plan which had worked out all right so far. But Dennie did not believe her story, and after taking her to a hotel in Galveston he paced the beach all night trying to adjust his mind and attitude in the matter, but without light or relief. And then, just at daylight, while sitting moodily on a park bench, his eyes happened to fall on a little notice in the lost-and-found column of the paper, which cleared everything up. It was a notice advertising the loss, by a lady, of the bar pin set with five diamonds, presumably in front of the Palace theatre the night before, and offering a reward of \$500.00 for its return.

Now go on with the story.

been made temporary victims of a coincidence.

They mailed the pawn ticket back to the lady, and with their "reward" they were able to start up a flying business which prospered from the very start. Hazel, dressed in natty flying togs, including shiny boots and semi-helmet and Sam Brown "harness," made a wonderful manager for the passenger hopping game, and business prospered, and there followed many happy days for the little blue-eyed mountain girl and Daredevil Dennie, her constant and faithful lover, who was ever mindful of the debt he owed her for wrongs which he took a pleasure in trying to right. Always tender and solicitous, he stood ready to grant her every wish and humor her every whim.

But their relations remained that of pals, business partners and innocent boy-and-girl lovers. And sometimes Dennie wondered and fretted impatiently about this phase of their existence, once he had casually referred to a marital union, but she had laughingly replied that she preferred being a business partner and pal to that of a married woman—that she had rather be a lover than a bride. So the matter of their relations remained

as it had always been, and they continued their happy, care-free and strictly innocent way.

But Dennie's impatience over the matter increased. A brief caress and sweet little kiss when they parted for their respective rooms was all right at first, and while these innocent caresses and kisses never palled or grew less thrilling, "a man naturally expects something more of the companion who has agreed to share his life with him," mused Dennie during a restless night when sleep refused to end his broodings.

And in her lonely room Hazel hugged her pillow and declared to herself, "I love him—I love him—but why don't he be different? At first I liked it—his being so gentle and kind and solicitous, but—well, I was born and reared in the hills, where men were more than mere men—they were kings—and while they were chivalrous and loving, they had enough of the cave-man nature to make them interesting."

And of course matters could not go on like this forever—something just naturally had to happen—and it did.

"Pack up the old (continued on page 29)

## "DEAR OLD HANK"

Being the Life and Letters of An Inmate of Duncan Field

Dear Old Hank:

Well, the rubber cow from over the Rine and Susie, the baboon, made a precautionary landing in Frogland. And the three Frenchmen who started for Paris landed safely in Spain with a 180-lb. stowaway they didn't know was sandbaggin' in the fuselage. Oh well, we still got Capone on the western front to give us a thrill.



Shylock

And "Codfish" come back from Chicago—the city of whoopee and boom boom—. One of the thrills he got was the meeting of a cute chicken.—and one of the things he found out in the windy city about chickens—it costs more to buy a dinner for a chicken than it does to buy a chicken dinner. She was one of them transient blondes, Hank, you

know, cute eyes, cute nose, cute mouth, and from the way she ate, a-cute indigestion. I told him he must of been in a flat spin to feed them babies, cause they could pile more chow on a fork than a wop can get on a shovel—no jokin'.

I see where some of the bathin' beaches and summer resorts are chargin' fifteen cents for a hot dog sandwich. I remember when I was a shaver we used to get a hot dog as fat as a traffic cop's wrist on a bun for a nickel. And in the days before ex-bartenders become traffic cops I could get rosta biff or a yard of tripe with a five cent mug of beer. You know, Hank, that's why I never go to a circus any more—the sawdust makes me thirsty—no foolin'.

Ever since they put the bee on gamblin' a flock of wise-acres is makin' plenty of jack in Juarez on a new kind of game called "Liverpool". I think an ex-Kansas City butcher invented it.

Hank, I hear that all painters will go out on strike for nine dollars per day. You know, it's a good thing Chuck Meloney's hens don't know how much masons get for layin' bricks. No jokin'.

Happy Irwin was sittin' beside a young flapper the other evening on the park bench tryin' to make her talk, and Happy says—"Why, you ought to remember me, sister, we played together when we was kids." "Maybe so," she says with a yawn, "but I don't feel like playin' now." —Just like a California bungalow—modern, but no heat, eh, Hank.

I'm thinkin' about gettin' me a dog for the house. I've been readin' the papers and I guess

I will get one of them "black jass hounds."—no foolin'.

Our sky pilot was tellin' us about charity and to give until it hurts. But the thing that touched me the most, Hank, was the six year old daughter of Sam Philip who walked slowly down the aisle and laid an egg on the alter. Can you beat that?

I went into one of them chain stores the other day, Hank, and the way some of them women buy yeast, men folks must be gettin' some of the best bread they ever drank—no foolin'.

I went horseback ridin' again, Hank, and I couldn't sit down for a week. Had to have an X-ray made. Will send you one when they are finished. Which reminds me of a picture taken when a baby in a bathtub. My sis writes me that she lost it—and they want me to have another one taken—no foolin'.

Hank, the latest Scotch outrage deals with a Scot and a theatrical man who went together one night to see New York—and how! The theatrical man paid for everything, and then dinner was suggested—and what a meal it was! When the checks were presented, they both tried to outmumble each other to pay for the dinner. Whereupon the Scot says, "Give me the checks, waiter, I'll pay the bill." And Sandy dug up some \$37.50 for the meal. The following morning across the morning paper was a heading in bold letters "Scotchman Murders Ventriloquist"—no jokin'.

Hank, were you ever caught in one of them busses on the way back to the post at night? Brother, your New York subway is a pleasure ride compared to takin' the last bus back to camp. One night the bus was so crowded that I was holdin' up the suspenders of one bird to keep another trooper's pants from fallin' down—no foolin'.

Our medico has his trials and tribulations, too, Hank. A bird calls up during inspection hour and says: "Captain, I'm bothered with pimples. Do you think plastic surgery would help my face?" if not, what would you suggest?" And the Captain says to this maverick: "Did you ever try blasting?"

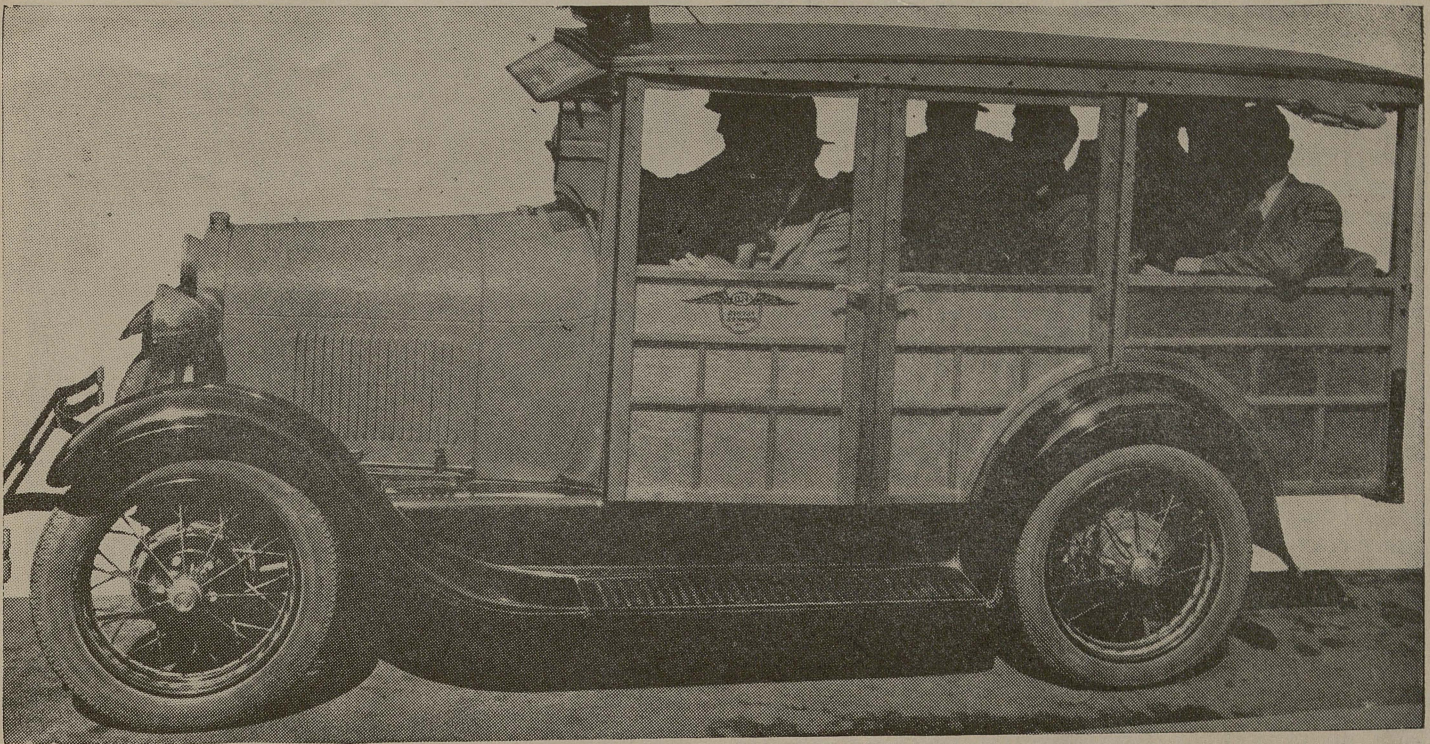
Doc Pearson says he's going to be as cold as a pawn broker's heart, Hank. He sent a bill to a maverick for services rendered in 1919, and asked him to please mail a check for same. And two days later Doc received an answer to wit. "I'm a business man, not a historian."

Speakin' of celebrities, Hank, I was listenin' over the radio the other evening while some bird was givin' the state of Massachusetts the glad mitt. He said: "The state of Massachusetts has produced the best mayors, governors, and presidents." —And insurance agents—he forgot that.

Well, Hank, I gotta quit now cause I'm getting as hungry as a sparrow at a Scotch picnic—no foolin'.

As ever,

SHYLOCK.



ALL ABOARD FOR THE AIRPORT

Regular transportation service has been arranged between the Michigan Union at the University of Michigan, and the training field of the Flo School of Flying at Ann Arbor, due to the interest of Michigan students in aviation.

## Many College Students Take Up Flying

The new development of aviation that has aroused to such high pitch the interest of bankers, business men, editors and leaders in public life has by no means neglected the college student, who has been captured by the enthusiasm for the 1929 mode of travel quite as thoroughly as his elders.

An example of the invasion of the colleges by aeronautics may be found at the University of Michigan, where the demand for transportation from the campus to the airport has been so general that a regular bus line has been established. Officers of the Flo School of Flying, which conducts a training course in aviation at Ann Arbor, report the enrollment of a number of students to become pilots, and in addition an overwhelming interest in aviation throughout a substantial portion of the student body.

Perhaps new attention has been directed to aviation in some of the universities because of the banning of automobile driving by students. The rule is enforced strictly at Michigan, and this is responsible at least for the use of one of the Ford station wagons for communication between the Michigan Union and the land field. Students who

obtain especial permission to drive automobiles must display a university license on their car, and chance for infraction of the rule, even for a coveted air ride, is slight.

A more important reason for the new student interest in flying is the opportunity being offered by aviation for a substantial business career. Alert for new openings, the young men of the college are turning their attention toward development of the transportation systems of the sky, just as their great grandfathers looked to the uncharted possibilities of the railroads. Michigan has been keenly appreciative of the requirements of the next generation and has included in the University curriculum a course of training in aeronautical engineering. Lessons in flying are offered by the independent flying school in order that the student in aeronautical engineering may obtain also the practical side of flying, and leave the university not only equipped with an engineering education that will fit him for service in the broader fields of aviation, but also a trained pilot.

Anticipation that aviation was about to make rapid strides at the colleges caused the Flo Flying

Services, Inc., which has conducted a school of flying in Detroit, to establish a similar school at Ann Arbor, where the Services now operate the Ann Arbor Municipal Airport. The school was founded in Detroit in the belief that an increasingly large number of substantial business and professional men would like to fly their own airplanes for business or sport, and also that many intelligent young men were prepared to make flying their profession and desired opportunity for competent instruction. The school has been successful with both classes of students.

Leonard S. Flo, President of the Flo Flying Services, Inc., and chief instructor in the flying school, is a pilot with experience gained by more than 2,000 official flying hours. He was commissioned lieutenant in the Army Air Corps with the rating of Army Airplane Pilot in September, 1924, after completing the training courses prescribed by the Army Air Corps at the Primary Flying School, Brooks Field, Texas, and the Advanced Flying School, Kelly Field, Texas. He was attached to the First Pursuit Group, at Selfridge Field, Mich., and upon leaving the service in 1926 he joined the Florida Airways Corporation, which held the U. S. Mail contract between Atlanta, Ga., and Miami, Fla. During the year he flew the mails on regular daily schedule. Mr. Flo had the unusually important assignment of taking \$2,000,000 in cash from the banks of Jacksonville into the district stricken by the 1926 tornado.

Resigning from the Florida Airways Corporation in 1927, Mr. Flo became chief pilot of the Wise Birds Club of Detroit, where he remained until the forming of the Flo Flying Services, Inc. The Wise Birds Club is an organization of ten Detroit business men who make use of the airplane for business and pleasure. It is one of the evidences of the strides that have been made with aviation in the Detroit area.

### T. A. T. PILOT CLYDE SPRACHER.

(By HAZEL RICHARDSON)

Entering aviation during the war, Clyde Spracher has followed the fascinating business of flying through the colorful and romantic days of barnstorming into the era of established commercial aviation. He has had practically all the thrills and varied adventures that the industry affords.

One of his experiences that he got a "kick" out of was flying payrolls in Mexico. He knows all about the business of loading heavy sacks of gold into a plane and then flying over mountain peaks with no landing place in sight while the bullets of some would-be hi-jackers whizzed by—of circling low over the mining camps and dropping the gold at a signal into sheets stretched below. Danger of being held up was so great that a landing could not be risked.

Spracher was flying payrolls when the De La Huerta Revolution broke out. Besides that episode, he has had a checkered career. He was in the army during the war and was transferred to the Air Service overseas, though he did not learn to fly there. On returning to the States, he bought a ship in partnership and learned to fly it.

Two summers since he learned to fly, Spracher spent flying in exhibition stunts and circuses in the Rockies—a situation that can furnish a few



Pilot Clyde Spracher

thrills all its own, he declares. Night flying over mountains and valley lands offer a brand of adventure guaranteed to satisfy.

Spracher did several years of barnstorming—splendid, colorful days that he recalls with just a shade of regret that they are no more. Glad to see the advance of aviation, he yet looks back at the departed glamor of its earlier days.

After several years of barnstorming, Spracher decided that he didn't know anything about flying after all. So he applied for reinstatement as a cadet and took training in the army.

He went up to Boston after he got out of the army again to visit his first flying companion and stayed until he was dead broke. He "hoboed" back to Texas, borrowed an old Jenny and recuperated his financial estate. Then he bought several ships and located at McAllen. He later went with the Houston Air Transport in Houston, and was the first pilot to be licensed in that city.

During his stay with that company he exhibited skill in landing a plane that brought him recognition all over this section of the country. One day he was flying over a huge crowd assembled to view horse races when one wheel dropped off his landing gear. He circled down to the ground and in landing maneuvered the ship so that it rolled almost to a stop on the one wheel. The ship received practically no damage from the mishap.

Later he went with the Stinson Manufacturing Company. He delivered six ships to Mexico without a crack-up, a feat that has not been accomplished since. Spracher explains his success by the mere fact that he took time to train the Mexican pilots in handling the ships before he made delivery.

He flew the first air mail out of Mexico. Spracher has been with the Texas Air Transport, Inc. about eight months flying the air mail.

# No Runs, No Hits, No Errors

By THE HIRED HAND

I see by the papers where they are advertising in Mexico for generals—pay, \$30.00 per month, and funeral expenses.

If you don't believe this is a suspicious world, go into a crowded grocery and ask for a cake of yeast. —And the way some of them birds buy yeast, men folks must be gettin' some of the best bread they ever drank—no foolin'.

Sgt. Crone, who is familiar with Who's Who and Why, says that Harry Lauder has changed his offer of \$100,000 for the first man who swims the Atlantic Ocean—it must be done under water. I had a hunch there was a catch in it somewhere.

Looking around for local color the other day I got plenty,—and how. McCoy had a black eye, and he told me he got it kissing a bride after the ceremony. "Well, Mac," says I, "Isn't that the usual custom?" "Sure, but this was three years after the ceremony." And we both luffed, no foolin'.

"The worst scrap that I've ever seen," says Jimmie Sherman, "was a Hebrew and a Chinaman holding up a Scotchman." I'll say that was some battle.

"Yes, sir, wedding bells are breaking up that old gang of mine," says Captain Mac. Bless me, if out of a clear sky don't come the rumor that Lieut. Jimmie Burwell is about to bump his head on the altar rail. That makes five bachelors who have occupied the front room of Captain McDaniel's quarters and have taken upon themselves the holy bonds of matrimony. If you are a bachelor and hankerin' for wedded bliss, move your pajamas and foot locker into the front room of Captain Mac's quarters—results guaranteed.

The latest Scotch outrage deals with a Scot and a theatrical man who went together one night to see New York and how! The theatrical man paid for everything, and then dinner was suggested. And what a meal it was! When the checks were presented, they both tried to outfumble each other to pay for the dinner. Whereupon the Scot says, "Give me the checks, waiter, I'll pay that bill." And Sandy dug up some \$37.50 for the meal.

The following morning across the morning paper was a heading in bold letters: "Scotchman Murders Ventriloquist." No foolin'.

Had everything fixed to pay Pat Hayes a visit by sandbaggin' to Galveston, but it was called off by the elements and Jarboe. Pat told me the last time I saw him that everyone who visits Galveston will always find a lot of social prestige. I couldn't find a drop. However, later in the month we made the Gulf station unbeknownst to Jarboe or San Antonio. The preferred brunettes and the chemical blondes were there for the beauty show, doing their stuff. You know, I've been harpin' on the scarcity of the bathing suits they wear at these shows. Well, I want to apologize,—I saw one with a helmet on which was covering her ears.

Believe it or not, there is a new flying machine on the air. A friend of mine with the following brainstorm informs me:

"Now prepare yourself for a shock! I have filed a patent on an airplane which is absolutely fundamental. You know that a sphere is the best possible form for a baseball and that no other shape is right but I know that a certain exact mathematical form holds good for an airplane and that it admits of no deviation without sacrificing flight or structural qualities. Furthermore, this airplane looks like nothing you ever saw before and the models fly like nobody's business.

"As a fighter this machine would go faster than anything in the air and yet have a factor of safety enabling it to make a full speed power drive without squashing if pulled out too quickly. This airplane will not spin—it doesn't know how.

"As a commercial machine the advantage of this type will be still more marked. It will permit a far better fore and aft distribution of load with three times as much cabin space—for a given wing span.

"This will probably sound like a hop dream to you but I assure you that it is all to true and easily demonstrated. I will be glad to show you or anybody else, models and drawings of this new baby and lay down the laws which govern its design. If my dope is wrong, then dice should be round, golf balls square and fish should swim sideways."

# Daniel Guggenheim Honored

*American Philanthropist Who Has Given Millions in Interest of Aviation, Is Recipient of Medal*

**A**T a luncheon at the Hotel Madison recently, Daniel Guggenheim was presented with The Spirit of St. Louis Aeronautical Medal by the American Society of Mechanical Engineers. The Medal is awarded "for meritorious service in the advancement of aeronautics," and Mr. Guggenheim is the first recipient. An endowment created by the citizens of St. Louis has been donated to the Society and permits the establishment of the award on a permanent basis.

The committee to establish and award the medal is under the chairmanship of P. De C. Ball and in addition consists of the following members: Orville Wright, Colonel Charles A. Lindbergh, Admiral Cone, Dr. W. F. Durand, and Dr. Elmer A. Sperry.

In addition to Mr. Guggenheim the guests invited to the luncheon were:

The Chilean Ambassador, Mr. Archibald Black, Chan. E. E. Brown, Admiral H. I. Cone, Colonel Edward A. Deeds, Dr. Arthur M. Green, Mr. Harry F. Guggenheim, Prof. Alexander Klemin, Captain Emory S. Land, Colonel Charles A. Lindbergh, Mr. James H. McGraw, Mr. J. W. Miller, Mr. Calvin Rice, Dr. Elmer A. Sperry, Dr. S. W. Stratton, Mr. Orville Wright, Mr. Roy Wright.

## Biographical.

As head of the firm of Guggenheim Brothers, Daniel Guggenheim developed an organization which ranks as the foremost producer of metals in the world. For nearly 20 years he was president or chairman of the board of directors of the American Smelting & Refining Company, in addition to holding a directorship in a large number of copper companies and banks.

After 1919 Mr. Guggenheim withdrew from most of his business connections and thereafter engaged in benevolent undertakings of his own inception. His interest in aeronautics has had extensive manifestations, and notable among these activities is the gift of \$2,500,000 in January, 1926, for the formation of The Daniel Guggenheim Fund for the Promotion of Aeronautics. Mr. Guggenheim also contributed \$500,000 in June, 1925, to establish a school of aeronautics at New York University; he made a personal contribution of \$25,000 in 1927 for an air expedition to Newfoundland to search for the lost French aviators, Nungesser and Coli; and in December last year he contributed \$500,000 to the Chilean Government for the establishment of a school of aeronautics in Chile, not only for training in flying, but to provide a scientific education leading to the degree of aeronautical engineer. This gift was accepted on behalf of the Chilean people by His Excellency, Carlos Ibanez del Campo, President of the Republic of Chile.

The Spirit of St. Louis medal, thus awarded

for the first time, is 2½ inches in diameter and of solid gold coin. On one side it contains the emblem of the American Society of Mechanical Engineers, with the name of the recipient and the wording "For meritorious service in the advancement of aeronautics." On the reverse side there is an engraving of Icarus, selected as the figure to typify the Spirit of Flight. Under the Greek lettering of the name "Icarus," the year of the flight of Colonel Charles A. Lindbergh to Paris is given.

Subsequent presentations of the medal will be made every few years to those who show an equally unselfish and effective devotion to the cause of aviation.

Speaking over the National Broadcasting Company's coast-to-coast net the evening of June 22, under the auspices of the National Safety Council, Harry F. Guggenheim, president of the Daniel Guggenheim Fund, brought out many points of importance to the further rapid progress of aviation.

"The United States is just on the threshold of an enormous expansion in passenger flying service," said the speaker.

"To ascertain with what security the American people may depend upon the future operations of these airways routes, the Daniel Guggenheim Fund for the Promotion of Aeronautics has just compiled the actual record to date of passenger flying over regularly organized routes already operating in this country.

"Nine companies have operated multiple-engine planes. Up to date these planes have covered over 2,200,000 miles, carrying 44,650 passengers. In this period there has been only one accident resulting in death or injury in all these flights, and that was due to the wholly abnormal instance of a pilot in another plane actually stunting into a passenger plane in utter disregard of flying regulations—an accident the duplication of which is almost inconceivable.

"The recent accident that took place in England, causing much public notice and sympathy, occurred in an airplane which was forced down over the channel necessitating a landing on the sea in a land plane unequipped for this purpose. In addition, this was a type of plane which, although equipped with two engines, was unable to fly with its load, with one engine disabled. This is an exception from the modern equipment almost exclusively used by Imperial Airways of England. Two of what I consider the present day seven cardinal principles of safe passenger air transport which will be mentioned later, were not observed, namely, (1) an airplane was used incapable of flying on the disability of one engine, and (2) there were inadequate landing facilities. I think it is fair to assume that in this particular case, if either one of these two principles had not been violated, there would have been no injury to the personnel of the plane."

# Just Plane News

With the Air Corps Training Center

By O'LEVY

The Army's next step in utilizing the refueling system developed on the Question Mark will be in the direction of greater cross country distance rather than sustained time in the air. This announcement comes from Major General James E. Fechet, chief of the Air Corps, in commenting on the record flight of Reg Robbins and Jim Kelly, civilian fliers, at Fort Worth, Texas.

"The Army seeks no records," Gen. Fechet said: "The Question Mark pioneered the refueling idea for endurance flights and when we had established that it could be done we were through. Our next efforts along refueling lines will be the refueling of planes on long flights, seeking distance rather than sustained time in the air."

During the last three classes that have received training at the Air Corps Advanced Flying School, there have been 286 students enrolled, of which 231 were trained as cadets, only three students failing to complete their training. The present class started with 105 students.

Out of 1500 applicants, 184 flying cadets will commence an eight months' course of flying at Brooks Field, Texas, and March Field, California, primary schools of the Army Air Corps, it was announced. In addition, the course of training will be taken by 40 army officers detailed from other branches of the service and who will ultimately become members of the Air Corps. Of the total of 224, Brooks Field will accommodate 111 and March Field 113. The fact that 1500 applicants took examinations for cadet appointment indicates the tremendous interest being taken in this branch of the service, Air Corps officials point out.

The recent arrival and departure of the Assistant Secretary of War, the Honorable Trubee Davison, and his party started the ball arollin' toward the early construction of Randolph Field, and it won't be long now when activity around Schertz, Texas, will resemble a gold rush in the longhorn state.

A program of reconditioning Dodd Field, Fort Sam Houston, calling for an expenditure of \$5,000 will get under way within the near future. The field was inspected by F. Trubee Davison, Assistant Secretary of War for Aeronautics, in company with Brig. General Frank P. Lahm, commanding the Air Corps Training Center, and Major E. A. Lohman, commanding the airdrome.

A course in aerial navigation over water for veteran Air Corps pilots will begin at Kelly Field next October with Lieut. West-

side T. Larson, Kelly Field officer, as instructor. The course will place special emphasis on the study of sextants, the instrument used to locate position by the sun and stars.

Lieut. Larson will attend a special course at Wright Field, Dayton, Ohio, commencing July 1 under instruction of Lieut. A. J. Hagenberger, co-pilot with Lieut. Lester J. Maitland during their flight in 1927 from San Francisco to Honolulu, as preparation for teaching the airmen at Kelly Field.

Larson will bring back from Wright Field analysis of records of a flight made by Lieut. Hagenberger from Brownsville to Boston in company with two Brooks Field officers, Lieuts. E. C. Lynch and E. C. Langmead.

J. A. Gilliam, Brooks Field, has originated a rather novel idea regarding parachutes, that of catapulting passengers from a plane out of control in such a manner that they would be certain to clear the falling ship and that their parachutes would be opened automatically. His plan calls for a specially constructed floor of a plane so that in an emergency the pilot could, in two seconds, by a lever control cause all of his passengers to drop with the floor of the plane. The parachutes would operate automatically by light cords attached to the plane.

Captain Earl H. DeFord, A. C., has been ordered to report to the Commanding General, A. C. T. C., upon completion of his present course of instruction at Langley Field, Va. Captain DeFord will be remembered as former Squadron Commander of the 41st School Squadron, Kelly Field. Needless to say, we are mighty glad to see him come back, and how.

First Lieut. D. J. Canfield, A. C., comes back to us again, having completed a tour of foreign service at Panama. Welcome back to the Training Center.

There is no difference between night and day to Brooks Field pilots so far as visibility is concerned since the installation of the new flood lighting equipment which was operated for the first time Thursday night. The new flood light is the Army 8-6 style and will illuminate a 180 degree circle of the field, or the entire landing area. The flood light that was formerly in use cast off a beam of only 90 degrees. The new light is capable of supplying a beam of bright light 1,200 feet at seven degrees in width. The great light is housed in a special all metal fire-proof building and has been erected about the center of the field, and measures seven feet square. The light cost \$2,500. Special glass lenses of the lighthouse

type as used by the Lighthouse Division, Bureau of Navigation, are being used.

Aircraft Flying time for Kelly, Brooks, and March Fields for the month of March was as follows: Brooks Field, 2414 hours; Kelly Field, 2544 hours and 47 minutes; March Field, 3201 hours and 30 minutes, or a total of 8157 hours and 17 minutes.

Captain Louis R. Knight, ground school instructor in the Primary Flying School at Brooks Field, left for Kansas City to take up his duties as technical advisor and ground instructor for the Art Goebel School of Aviation. Captain Knight departed on a four months' accumulated leave of absence.

Recent heavy rains having retarded the work of completing the new flying field, activity has again been started and more than 300 acres have been leveled and sodded. The railroad to the field has been completed and when actual construction begins on buildings, which will not likely be much before two months, says Captain Parker, constructing quartermaster, there will be no delay or inconvenience in getting materials to the field. Contracts will be let very shortly on the laying of from 1900 to 2000 feet of ten-inch and twelve-inch water pipe for the field.

## AIR MAIL INCREASES.

Fort Worth.—More air mail poundage was carried during the month of May than has ever been carried in one month before by the Texas Air Transport, Inc. The total amounted to more than 12,000 pounds.

The Texas Air Transport, Inc., operates C. A. H. 21 and 22, air mail routes from Dallas and Fort Worth to Houston and Galveston, and from Dallas and Fort Worth to San Antonio and Brownsville.

Pilots on the air mail are: Clyde Spracher, Geo. Glass, "Stormy" Mangham, L. S. Andrews, and W. J. Robbins.

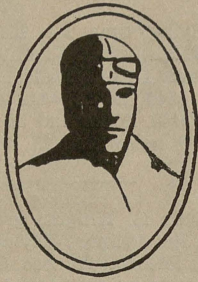
## MANY WANT TO FLY.

Fort Worth.—The universality of interest in aviation is demonstrated in the dozens of letters from foreign countries received weekly by the T. A. T. Flying School, subsidiary of the Southern Air Transport, with offices here.

From China, from Peru, from Holland, from Costa Rica come the inquiries, "How can I learn to fly?" Most of these foreign applicants have explained that they want to come to America to get their training, then return to their homeland to enter aviation for the government or commercially.

Approximately 300 letters have been received from Canada within a few weeks time. Other countries represented in recent inquiries are: China, Mexico, Haiti, Peru, Hawaii, France, Holland, Republic of Panama, Nova Scotia, Alaska, Canal Zone, and Costa Rica. Letters come, too, from every portion of the United States, among them inquiries from Bowery and from Park Avenue in New York.

During the month of May 2,815 inquiries were answered. An average of 200 letters regarding the flying school are received daily. Inquiries come, flying school officials say, from boys, girls, men and women of all countries, of all tongues, ranging in age from 16 to 50 years.



## The SOUTHERN AVIATOR

July, 1929

AN AIRMINDED PRESS.

That the Press is becoming daily more air-minded was brought out forcibly on the occasion of the breaking of the sustained flight endurance record recently at Fort Worth by Pilots Robbins and Kelly. Of the hundreds of columns printed editorially by the press of the nation concerning that event, the following from the Temple Telegram is selected as characteristic:

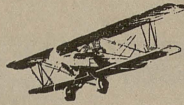
### Help For Commercial Aviation.

The wonderful performance of R. L. Robbins and James Kelly of Fort Worth in setting a new record in endurance flying has contributed valuable assistance toward getting the American public into the air, according to the Tulsa Tribune, which says that these daring fliers are entitled to something more than kind words for the remarkable and historic achievement.

"Air passenger lists are growing almost daily," adds the Tribune. "This fact is attested to by the inauguration of new passenger lines, based upon the success of pioneer transport companies, in all parts of the country. There is in Tulsa abundant evidence of the public's growing air-mindedness. Hurried business men cannot withstand the appeal of a two-third's reduction in time distance offered by air travel once they learn air travel is safe. Thousands in Oklahoma have learned.

"But there is no denying that there are still many, to whom time is valuable, who feel that the danger of air travel is too great for the saving. They have not watched the developments that have made for safety. They still think of flying as they thought of it fifteen years ago. They need to be brought up to date in their views.

"The marvelous record of endurance set by men and machine at Fort Worth is the kind of thing to give confidence to the fearful. The flight was sensational enough to awaken the earth-bound to the strides that have been made in aviation, and the factors in its success so obvious that they will be convinced that safe planes and motors are being made today. Increasing numbers of American travelers will, with licensed pilots on planes capable of withstanding any test as rigid as the Fort Worth was subjected to, follow the cowboy and the mechanic into the air."



## THE NEW Southern Aviator

**W**ITH THIS ISSUE, The Aviator comes out under a slightly altered name and ownership, and a greatly altered business and editorial policy.

The name, "Southern Aviator," means just that—it is the only secular aviation publication south of the Mason Dixon line, and east of the Pacific Slope.

Quite a large territory, if you will look on the map.

But the size or area of the territory is not half the story.

In Texas alone—the home of The Southern Aviator, and the territory which we cover intensely—is the greatest actual and potential flying field in the world.

With her wide areas of open plains, her immense distances, her ideal terrain, which affords landing fields everywhere; her year-round flying weather, her large number of Flying Schools, both government and private—the great State of Texas—a veritable empire in scope—is almost literally, one big flying field. Actually more students are learning to fly in Texas than in any other three or more states in the Union.

The United States Government was first responsible for this condition. But with our Commercial Flying Schools now in Dallas, Fort Worth, Amarillo, Houston, Galveston, El Paso, Beaumont, Waco, Corsicana, Temple, San Angelo, and many other Texas cities—all under government regulations—Texas today presents the greatest potential field for manufacturers of aircraft of any State in the Nation.

Add to the above the fact that the State of Texas is producing more wealth now than any other State in the Nation—her oil barons, her cattle barons, her cotton barons, her lignite barons, her sheep and mohair barons—these are the progressive men who are buying commercial airplanes today. And when you remember that these lines are just now coming into their own—that hundreds of new-made millionaires are being turned out in Texas every day—then you, the manufacturers of aircraft and accessories, should come to a realization that Texas is a ripe and promising field for your activities.

From here out the "Southern Aviator" will cover this immense field like a blanket. A correspondent and circulation representation will be maintained in every flying field and airport in the State of Texas, first, and in the entire South, finally.

The Southern Aviator already has more readers in Texas than all the other flying publications combined. Within the next few months we will be able to extend this statement to cover the entire South.

# The Aviation Corporation

## Is Nation's Most Extensive Flying Enterprise

**O**PERATING through subsidiaries and sub-subsidiaries, the Aviation Corporation controls a vast system of air transportation extending from the Atlantic seaboard as far west as El Paso and Omaha and manufacturing interests that place it in a dominant position in American Aviation.

Organized to fill an urgent need in the aviation industry for a coordination of activities of various independent enterprises, the company has assumed control of aviation companies, one by one, until it controls six large corporations, operating numerous subsidiaries. Operations of these companies extend from Montreal, Boston and New York in the East, as far South as the Mexican border and as far West as El Paso, Omaha, and Minneapolis. Manufacturing and other operations substantiate the Corporation's strategic position in the rapidly expanding industry.

One of the latest acquisitions of the Corporation and one that extends its system by 5,862 miles of daily scheduled operations is that of the Southern Air Transport, Inc. Other companies controlled by the corporation are the Universal Aviation Corporation, the Colonial Airways Corporation, the Fairchild Aviation Corporation, the Embry-Riddle Aviation Corporation, all of which control and operate subsidiary companies.

Acquisition of the Southern Air Transport, Inc., which was announced on May 10, added to the Corporation system the most important company in the South, operating an air transport system reaching from Atlanta to the Rio Grande. Through its subsidiaries the Southern Air Transport, operates air mail and passenger service, pilot training schools, and aeromotive service over the whole South.

The Texas Air Transport, Inc., subsidiary of the Southern Air Transport, operates the air mail routes from Dallas via Fort Worth, Waco and Houston to Galveston and from Dallas via Fort Worth, Waco, Austin, and San Antonio to Brownsville.

The Gulf Air Lines, Inc., also a S. A. T. subsidiary, through its wholly owned subsidiary, St. Tammany Gulf Coast Airways, Inc., operates air mail routes from Atlanta through Birmingham and Mobile to New Orleans; from New Orleans through Beaumont to Houston; and from Houston to Brownsville, where connection is made with the Aviation Corporation of the America's line into Mexico City.

The T. A. T. Flying Service, Inc., S. A. T. subsidiary, operates four passenger lines and is contemplating the inauguration of five others to serve the whole state of Texas. Lines now in operation are: Dallas to El Paso via Fort Worth, Abilene, Big Spring and Midland; Fort Worth to San Antonio via Waco and Austin; Fort Worth to Houston

and Galveston via Waco; San Antonio to Brownsville via Corpus Christi.

The Flying Service also makes cross-country taxi trips to any point in America and acts as distributor and sales agent for aircraft.

The T. A. T. Flying School, Inc., operates a total of six flying schools, training more than 150 students for pilots. Schools are maintained at Houston, Dallas, Fort Worth, San Antonio, Atlanta, and New Orleans.

The Southern Aeromotive Service, Inc., subsidiary of S. A. T., is the authorized agent for sales and service for Wright motors and has the exclusive agency for a number of accessories. Operating parts depots and repair stations at strategic points all over the transport system, the Southern Aeromotive Service operates the most complete aircraft maintenance service in the Southwest.

The Dixie Motor Coach Corporation, also a part of the Southern system, operates without competition 870 miles of motor coach lines in the states of Texas and Oklahoma, serving 116 communities, including several of the largest Texas cities.

The Universal Aviation Corporation, also recently acquired by the Aviation Corporation operates as subsidiaries Robertson Aircraft Corporation, Continental Air Lines, Inc., Braniff Air Lines, Inc., and Northern Air Lines, Inc. These companies operate the air mail services between St. Louis and Chicago, St. Louis and Omaha via Kansas City, and Cleveland and Louisville via Columbus and Cincinnati. It also provides passenger and express transport services between Chicago and St. Louis, and Chicago and Cleveland, and passenger service between Tulsa and Oklahoma City, Tulsa and Seminole, Oklahoma City and Wichita Falls, Wichita Falls and San Angelo, and Wichita Falls, Fort Worth and Dallas.

The subsidiaries own the passenger terminals hangars and repair shops, and distribute airplanes and accessories. Schools are operated or about to be operated in Kansas City, St. Louis, Minneapolis, Oklahoma City, Louisville, Rochester, and Marion, Illinois.

The Colonial Airways Corporation operates lines covering a total of 967 miles, embracing mail and passenger services between New York and Boston, New York and Montreal and Albany and Cleveland via Schenectady, Utica, Syracuse, Rochester and Buffalo. Two trips are made in each direction every day, planes leaving both Boston and New York early in the morning and late in the afternoon.

New fourteen passenger tri-motored planes of high power and cruising speed are used on the lines. These companies also own valuable airport privileges and franchises at a number of strategically located points along their routes.

The Fairchild Aviation Corporation controls and operates a group of (concluded on page 15)

## They Hung Up A Record That'll Hold 'Em for Awhile



Jim Kelly



Reg Robbins

Banquets and bouquets, official titles and plaudits have not changed these young Texas fliers. To their friends and to themselves and each other, they are still "Jim" Kelly and "Reg" Robbins. But their endurance record, hung up at Fort Worth recently of 172 hours, 32 minutes and 1 second, is calculated to stand for a time.

### FLY WITH FAMOUS AVIATORS ON YOUR RADIO

The Aeronautical Chamber of Commerce, co-operating with the National Broadcasting Company, today announced plans for an extensive series of informative radio talks which will bring famous fliers, government aviation officials, and recognized leaders of the aircraft industry to the microphone each week for a nation-wide hook-up.

The radio series, which will be known as "Roads of the Sky" when it goes on the air over the NBC hook-up, is planned to take millions of radio listeners, most of whom have not yet flown, on air journeys over the transcontinental air mail route, to the scenic wonderlands of America, through storm and fog by the aid of aviation radio, around the world to view new aeronautical developments, over the Pan-American trail which Lindbergh blazed, and into the upper atmospheres explored by but a few fliers.

The programs are planned to give the American public a comprehensive picture of American aviation in its present stage of

development, a picture that has been changing so rapidly that only an expert would be qualified to keep abreast of the current news.

The series will be opened at 7 o'clock Tuesday, July 2, by Secretary of Commerce Robert P. Lamont, who as President Hoover's successor to the commerce post is in charge of the government's program to aid civil aviation. The series will be continued each Tuesday night over the NBC hook-up between 7 and 7:30 o'clock (Eastern Daylight Time).

It will be Secretary Lamont's first radio address since he was called into President Hoover's cabinet, and he is expected to outline government plans for stimulating air commerce. He will be introduced by Frederick B. Rentschler, president of the Aeronautical Chamber of Commerce and one of the outstanding figures of the aircraft industry.

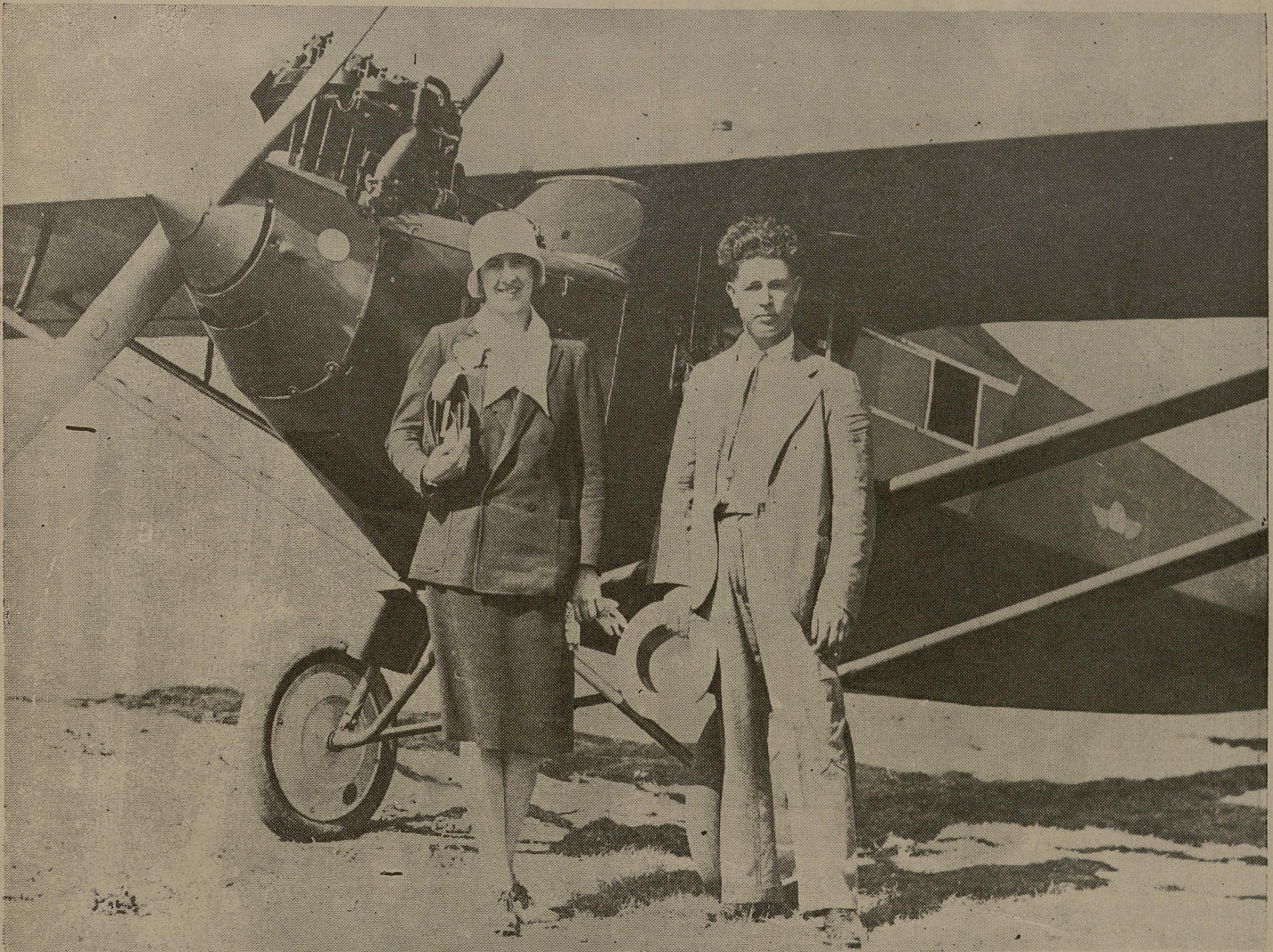
Among the speakers of national prominence who will be brought to the microphone by the "Roads of the Sky" series are: Captain Frank Hawks, holder of the non-stop transcontinental air record; Herbert Hoover,

Jr., son of the President, who is an aviation radio expert; W. Irving Glover, assistant Postmaster General in charge of air mail; Wesley Smith, famous air mail pilot; E. Hamilton Lee, senior pilot of the transcontinental air mail; Lieutenant Apollo Soucek, holder of the world altitude record for seaplanes; Erik Nelson, famous round-the-world flier; F. Trubee Davison, Assistant Secretary of War for Aeronautics; William P. MacCracken, Assistant Secretary of Commerce for Aeronautics; David F. Ingalls, Assistant Secretary of the Navy for Aeronautics.

### HUMBLE COMPANY GETS GOVERNMENT GAS CONTRACT

On July 1, just as this issue of the Southern Aviator goes to press, word comes from Washington to the effect that the War Department has just awarded to the Humble Oil & Refining Co. for furnishing all aviation gasoline for all government flying fields at San Antonio, Galveston, Fort Sill and El Paso. Specifications call for Humble Flash-like Aviation gasoline and Ethyl Aviation gasoline.

## Lady Mary Heath on Texas Tour



Lady Mary Heath, the internationally famous British Aviatrix, recently visited Texas in the interest of the aviation engine which she represents. The above photograph, which was made in Dallas, shows Lady Heath and President George W. Williams, of the Texas Aero Corporation, standing in front of the Temple Monoplane "Sportman" Model, one of the latest products of the Texas Aero Corporation, Mr. Williams being its designer. After flying this model Lady Heath declared it to be the best performing ship of its class now on the market.

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## The Aviation Corporation

(continued from page 13)

subsidiary companies, including Fairchild Airplanes Manufacturing Corporation, Fairchild Engine Corporation, Fairchild Aerial Camera Corporation, Fairchild Aerial Surveys, Inc., Fairchild Aviation, Limited, and Faircam Realty Corporation. These companies are engaged in the manufacture of planes, aerial cameras, seaplane pontoons, and engines.

A Canadian subsidiary for the manufacture of Fairchild Aircraft in Canada is now being formed. Fairchild planes have been used extensively in that country and it is expected that the Canadian branch will soon become one of the leading subsidiaries.

The Embry-Riddle Aviation Corporation operates air mail service between Cincinnati, Indianapolis and Chicago and conducts a flying school and other activities at Lunken Airport, Cincinnati. With the acquisition of the new capital provided by the merger with the Aviation Corporation, this company plans extensive operations, particularly in the conducting of schools.

All these companies are coordinated through the holding company, and the interchange of traffic, arrangement of schedules and other details is facilitated through the association. The Colonial lines, with their important Eastern terminals, connect with the Universal system at Cleveland. The Embry-Riddle route touches Universal lines

at Chicago and Cincinnati. The northern lines are connected to the far-flung system of the Southern Air Transport, Inc., by the Interstate Air Lines, the acquisition of which was announced last Sunday. The Interstate lines touch Universal and Embry-Riddle lines at Chicago and run through Evansville, Nashville, Chattanooga into Atlanta. The line to the South also connects with Universal Airways at St. Louis.

This huge organization is controlled by a board of directors which includes some of the foremost figures of American finance and aviation. The corporation is headed by Graham H. Grosevenor, president, and A. P. Barrett, president of the Southern Air Transport, Inc., vice-president.

### A TINY AVIATRIX AFTER SOME LARGE RECORDS.

### JOHN EATON, PIONEER PILOT WITH 3,300 HOURS TO HIS CREDIT.



World Wide Photos

Los Angeles, Calif.—Miss Vera Dawn Walker is the tiniest aviatrix in the world but she has big aspirations. Weighing but 98 pounds and standing only 4 feet 11 inches in height, Miss Walker, who lives in Los Angeles, has to take pillows and cushions with her in order to allow her feet to reach the rudders-control, but in spite of diminutive proportions she is planning to try for the women's duration flight record, stunt record, altitude record and any other marks she can shoot at. Miss Walker is 24 years old and is one of the seven women in the United States to hold a limited commercial license.

Photo shows Miss Walker taking pillows with her to reinforce herself in the cockpit of the plane because of her small size.



U. &amp; U. Photo

All Boeing pilots are required to note in writing unusual experiences or interesting incidents of their air careers. One of them, John Eaton, a pioneer pilot with 3,300 hours to his credit, answered "None." A guy like that rates his picture in the paper. Here it is.

#### STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912.

Of The Aviator published monthly at Temple, Texas, for April, 1929. State of Texas, County of Bell, ss. Before me, a notary public in and for the State and county aforesaid, personally appeared E. K. Williams, who having been duly sworn according to law, deposes and says that he is the Publisher of the Aviator and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443, Postal Laws and Regulations, printed on the reverse of this form, to wit: 1. That the names and addresses of the publisher, editor, managing editor, and business managers are: Publisher, E. K. Williams, Temple, Texas; Business Manager, J. Lee Werst, Temple, Texas. 2. That the owners are: (Give names and addresses of individual owners, or, if a corporation, give its name and the names and addresses of stockholders owning or holding 1 per cent or more of the total amount of stock.) J. Lee Werst, Temple, Texas; E. K. Williams, Temple, Texas. 3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state). None. 4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholders or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him. 5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the six months preceding the date shown above is 5,500. (This information is required from daily publications only.) E. K. Williams, Publisher. Sworn to and subscribed before me this 28th day of June, 1929. (Seal) Harold R. Baker. (My commission expires June 1, 1931.)

# Urgent Need For More Training Planes

*Figures Show That While 18,000 Pilots Are in Training This Year,  
Production of Training Ships is Far Under That Figure*

AMERICA is becoming air-minded with such rapidity, and the army of pilots is increasing at such a pace that the aviation industry is far behind in the demand for training, planes, Col. Benjamin F. Castle, president of the Great Lakes Aircraft Corporation of Cleveland declared in an address in Shamokin, Pa., on June 1.

Within the next few years, Col. Castle visioned a great network of airports linking all parts of the country with the air mail serving virtually every city and town of any size, and passenger service not far behind.

Col. Castle spoke at ceremonies in honor of Capt. Holden C. Richardson, U. S. N., retired, who was born in Shamokin and is now attached to Great Lakes Aircraft in an advisory capacity. Capt. Richardson left the navy air service early this year, after a record of distinguished service, which included the memorable trans-atlantic flight of 1919. The huge seaplane he was piloting was forced into the ocean some 200 miles from the Azores and he taxied the ship the entire distance to a safe landing at Ponta Delgado.

Shortly after the war, a few million dollars would have purchased the entire aviation industry in the United States, Col. Castle said. The growth of the industry since that time may be seen from the fact that last year the public invested \$154,000,000 in the common stocks of domestic airplane companies, he said.

In 1919 there were practically no active pilots outside of the government combat air forces and a few barnstorming fliers, Col. Castle said. On Jan. 1 of this year there were 4,887 pilots licensed by the department of commerce while 9,717 student pilot permits were issued, he declared.

"This is a fair indication of the way the ranks are being filled," the Colonel said, "but the department's estimate of 1929, based on current fig-

ures, is even more interesting, as they estimate 8,000 active pilots by the end of the year and 18,000 student pilots preparing for licenses. It is reasonable to suppose that at least half of these students will qualify by next year, adding 9,000 more pilots to the active list or a total of 17,000.

"Furthermore, it is a safe generalization to say that all young people of today are air-minded and all want to fly. And while young America is what it is, the country will not lack pilots."

The availability of training planes is one of the most serious problems of the aviation industry, Col. Castle pointed out, stating that good pilots must be had to pilot transport planes, and consequently there must be plenty of training ships.

"A recent investigation of the 25 leading companies in the industry," he said, "reveals an average current production of two planes per day per company. This indicates a 1929 production of 15,000 planes but as many of the companies have only recently reached anything like their present capacities, 10,000 seems a more conservative estimate. These companies by the way, produce 98 per cent of the country's aircraft at the present time. Only about 10 per cent of their product is suitable for training.

"Obviously with 18,000 students in training during 1929 there is need for several thousands of ships of this type immediately."

"With better airplanes and more of them," he said, "more pilots and better facilities for training them, aviation will soon be ready to enter its next phase—that of practical work-a-day usefulness to the rank and file of America. With a multiplicity of landing fields, along with certain simplifications of flying technique, and greater aircraft safeguards, our citizens will not be any more content to travel on land than they are now to take a slow moving horse-drawn vehicle as opposed to a motor car."

# With the Air Corps Training Center

By H. H. LEVY

## DUNCAN FIELD, TEXAS.

Training of finished pilots by the Training Center as laid down at Kelly has been put on a high plane of perfection under the able direction of our Commanding General and his assistants. Back in 1925 students were not makin' the grade and as a result were eliminated before serious results occurred. At the present rate that the schools are working, it is estimated that more than 300 students will have graduated by the end of the calendar year, 1929.

Since 1925, reports show that about 96 students were graduated the first year, 78 the second year, 71 the third year, and then came the turning point, 135 having made the grade. This gain is attributed to the change in the curriculum of the schools, the increased efficiency of flying instructors (thanks to the Flying Instructors' School) and the raising of the educational standards necessary to take the course.

Plans for Randolph Field are progressing very favorably. Bids covering the housing programs will be advertised for in the near future, and include: officers' quarters, \$1,320,000; non-commissioned officers' quarters, \$540,000; enlisted men's barracks, \$1,432,80; hangars, \$440,000; aero repair shop, \$81,000; warehouses, \$45,000; fire station, \$75,000; and guard house, \$30,000.

Colonel Art Goebel, a visitor at Duncan Field, had a long and interesting talk with General F. P. Lahm in connection with the establishment of a flying school that is to begin operation at Kansas City and San Francisco in the near future.

Another airport has joined forces with the steadily increasing number since Corsicana came into the fold. This city is one of the oldest and most famous of America's oil cities. "Houdini" of the air gave a wonderful demonstration by being chained, put into a straight jacket and locked in the cabin of an airplane at the point of take-off. The plane circled the field once, landed, and Houdini stepped out, free from the chains and straight jacket. Planes from Kelley, Brooks, and Dodd Field, were present.

It was kinda good for sore eyes to see Lieut. C. C. Chapman of the 3rd Infantry Brigade stop in and say hello. I hadn't seen him since the famous Morning Glories broke up in 1921. Yes, sir, if Sour Lake, Goose Creek, Texas, Camp Logan, Camp Pike, and Camp Dix could talk of them days like Col. D. J. Baker talked to us, they sure would be pleasant moments to recollect. No foolin'.

Major L. H. Brerton, Commanding Officer of Post Field, Fort Sill, Oklahoma, was a visitor at the Training Center recently with Lieut. C. W. Cousland of the same station. Major Brerton will be remembered as former commandant of the Tenth School Group, Kelly Field, Texas, before the school was consolidated with the Post Headquarters. Lieut. Cousland was graduated from the A. C. A. F. S. in 1925. Major Brerton and Lieut. Cousland have many friends in the

Training Center and it is hoped we will have the pleasure of seeing them again in the near future.

Congressman Melvin J. Maas of Minnesota, upon his return from the Mexican border where he observed activities of American planes, departed by plane for Washington. He is returning for the special session of Congress which convened the 15th of this month. Major FitzGerald, commandant of Brooks Field, piloted the Congressman to the border and return, and Major Oldfield, assistant commandant of Brooks Field, piloted the Congressman to Washington. It is expected that Congressman Maas will return to the Training Center in about a month to continue his observations at Kelly Field.

"I wonder why they don't lay off the Scotch," says Sandy to "Sex Appeal." "You know, if the papers don't stop springin' them crude jokes about the Scotch I'm going to stop borrowing your paper every night."—no foolin'.

Speakin' of wise cracks, I was sittin' next to a mike at the mess table and he sounds off by sayin' "Sgt., here's a piece of rubber tire in my hash." And our slum Sgt. comes back with, "I wouldn't doubt it a bit. The motor is replacing the horse everywhere."

Sgt. Trengrove, former indoor pilot of headquarters, was a visitor at the Training Center recently. He is on furlough from Honolulu. He says that if there's anything in a man, travel by boat will bring it out. His wife verifies his statement. He used the port hole for a lavalier all the way over. No jokin'.

The command of the A. C. T. C. departed from their O. D. woollens and have put on their cotton and khaki uniforms for the summer months. Summer sure is here all right—I saw a Scotchman throw his Xmas tree out of the window—no foolin'.

"I hear they are going to import sparrows to kill worms. Don't you think sparrows are worse than worms?" says Miss Payne. "I don't know. I never had sparrows." said Miss Lanham. Gee, that had all the earmarks of a wisecrack, wot?

Twelve Air Corps officers have been assigned by War Department orders to report to the Commandant of the Air Corps Engineering School, Wright Field, Dayton, Ohio, for assignment to duty as students, viz: Captain Theo. E. Tillinghast, 1st. Lts. Albert C. Foulk, Albert F. Hegenberger, Charles D. McAllister, Dudley W. Watkins, William N. Amis, and Eugene L. Eubank of Wright Field; 1st Lts. Orval R. Cook and Arthur W. Vanaman of Brooks Field, Texas; 1st Lt. Alden R. Crawford, Selfridge Field; 1st Lt. Harlan T. McCormick, March Field; and 1st Lt. Paul H. Kemmer, Mitchell Field.

Lieut. Col. James A. Mars, commanding officer of San Antonio Air Depot, Duncan Field, has been relieved from his present assignment and detailed for duty with the

Air Corps in the Panama Canal Zone. He is to sail from New York City for Panama, July 11. Col. Mars was stationed in San Antonio in 1916 when the Sixteenth Cavalry was organized and he was then transferred to the Mexican border where he saw service for a period of two years.

During the World War, Col. Mars established the Air Corps Depot at Dayton, Ohio, and immediately following the signing of the armistice was detailed to Washington, D. C., where he served one year in the office of the assistant secretary of war, three years in the office of the Chief of Air Corps, and one year studying in the Army War College.

Lieutenants Givens, Ashley, and Fisher, as pilots, and Captains Peters, Hobbs, and Cowan, in three PT-3's, left March Field, California, for Santa Maria, California, to spend the week-end as guests of Mr. Hancock, financier and sportsman, and Dr. Cinch. Mr. Hancock is the man who financed the "Southern Cross" on its flight to Australia. He has recently endowed an aeronautical college at Santa Maria.

Word has been received that First Lieut. Norman D. Brophy, A. C., at present adjutant of the San Antonio Air Depot, Duncan Field, Texas, has been relieved from further assignment at the Air Depot and transferred to Langley Field, Virginia.

Lieut. John F. Whiteley, commanding officer of the 41st School Squadron at Kelly Field, has been relieved and ordered to Fort Crockett for service with the Third Attack Group. Lieut. Whiteley has been stationed at Kelly Field for two years.

We have lined up for the next class at Brooks and March Fields, "Big Hoof" Hay from Muskogee, Bunker Hill from Kelly and Slim Dourant from March Field. They have all put in for training in grade. Well, there are only two ways to grow wings—read the Bible and lead a good life, or learn to pick 'em up and put 'em down.

Twelve Air Corps officers exceeded the 525 hour mark in flying time during the calendar year 1928 according to figures recently compiled in the office of the chief of the Air Corps. To first Lieutenant J. R. Glascock, stationed at March Field, Riverside, California, belongs the distinction of attaining the greatest amount of flying time in 1928, his total being 776 hours, which is but 3 hours and 20 minutes short of the record mark established in 1926 by Lieut. H. M. Fey, Air Corps. The following is a list of Air Corps officers who have spent considerable time in the air during the past year:

Second Lieut. J. G. Eppright, Kelly Field, 689 hours, 35 minutes; Second Lieut. J. W. Andrew, Kelly Field, 681 hours, 40 minutes; Second Lieut. R. D. Reeve, Brooks Field, 672 hours, 35 minutes; Second Lieut. E. E. Partridge, Kelly Field, 665 hours, 35 minutes; First Lieut. H. E. Engler, Brooks Field, 616 hours, 10 minutes; Second Lieut. C. W. Davies, March Field, 595 hours, 28 minutes; Second Lieut. A. L. Harvey, Brooks Field, 561 hours, 44 minutes; Second Lieut. L. H.

Rodieck, Brooks Field, 559 hours, 50 minutes; Captain Ira C. Eaker, Bolling Field, 556 hours, 49 minutes; Second Lieut. C. W. Cousland, Post Field, 555 hours, 38 minutes.

#### KELLY FIELD, TEXAS.

Lieut. Olds Moon, piloting an LB-7, one of the new Keystone Panther bombers en route from the Pennsylvania factory to Rockwell Field, left Kelly Field and made his way to Alpine where he spent the night. The ship was damaged when a gust of wind blew it against a hangar door breaking the main spar of the lower right wing. It was held up for repairs at Kelly Field.

First Lieut. Dale V. Gaffney is now Commandant of the Cadet Detachment, vice 1st. Lieut. Arthur Thomas, now secretary of the school.

First Lieut. Edwin Sullivan has fully recuperated from the severe shake-up he experienced in a recent automobile accident. Lieut. Sullivan is commanding officer of the 48th Squadron since Lieut. S. T. Smith was relieved.

First Lieut. Stanton T. Smith was appointed Provost Marshal vice, Captain Arthur E. Eastbrook, relieved. Lieut. Smith was well liked by the personnel of the 48th Squadron and the members regretted having to lose him, as he has always taken active part in all athletics.

First Lieut. John F. Whiteley, under orders from the Chief of Air Corps, proceeded by rail to Wright Field for the purpose of attending a joint meeting of the Procurement Plan Board and Technical Committee.

Captain Arthur E. Eastbrook is now in command of the 42nd School Squadron, having relieved Lieut. Healy.

2nd Lieut. Lloyd E. Hunting was recently appointed a first lieutenant. Lieut. Hunting is also performing new duties as assistant E. and R. officer and assistant athletic officer.

Lieut. Stanton T. Smith is now Police Officer, so watch your step. He drives a speedy Marmon—a warning to the wise is sufficient.

2nd Lieut. Demas T. Craw, recently transferred from Selfridge Field, is performing the duties of Assistant Commandant of Cadets and Assistant Athletic Officer, student training, besides his activities with the polo team.

Three U-C fighting planes purchased in U. S. by the Mexican Government for use against the Rebel forces passed through here on their way to Laredo where they will depart for the battle front. Piloting these planes were: Col. Camuel Rojas, Military Attache to the Mexican embassy at Washington, D. C.; John Wanger, the New York representative of the Curtiss Flying Service, and C. E. McMillin, American representative of the Stinson Aircraft Company in the City of Mexico. The planes were equipped with Browning machine guns and bomb racks.

Sergeant Robert A. Coulter has been appointed Staff Sergeant. Bob is very deserving of the promotion and the personnel gang as well as the Squadron, wish to congratulate him. Bob put out the cigars, but we uns believe the other half made him do it, but you can never tell what a Staff will do.

First Sergeant John L. Davis of the 68th

Service Squadron, Kelly Field, Texas, (Air Corps) is transferred to the 48th School Squadron, Air Corps. He will be on special duty as Truckmaster with the Post Quartermaster.

Staff Sergeant George E. Harrison, 48th School Squadron, Air Corps, is transferred to the 68th Service Squadron, Air Corps. His duties will be 1st Sergeant of that squadron.

Corporal Arthur L. Craw from the 48th School Squadron, Kelly Field, has left for Schenectady, New York, for the purpose of receiving special instruction on airport lighting for a period of one month, upon completion of which he will return to Kelly Field. Craw will be with the General Electric Company while at Schenectady.

Corporal Guy B. Slentz has a diploma from the voice culture school Signal Office. He has a cultivated voice now.

Sgt. Robt. G. Weinel was, on his own request, reduced to the grade of private. Uncle Sam will remember you in his will, Bob, but the dickens of it is some one else gets the grapes so you didn't help him a bit.

Camp Normoyle bowed in defeat when we met them in a snappy game of baseball on their home diamond. The score was 10 to 3, and what I mean, the 48th's boys played mighty fine ball and the pep that the gang showed was very good to see. When we start in the League, we want the Squadron to turn out 100% and help to keep the pep in the boys who are trying their best to make ours one of the leading teams for the Field. It's a poor sport who will not turn out for his own team. Show that old spirit next month and show the boys you are with them.

#### BROOKS FIELD, TEXAS.

It is believed that Private John M. Thompson is contemplating entering the movies, as he has been detailed on S. D. with the Signal Office as operator. Hollywood demands good voices now that the Movietone, talkies, etc., are in vogue.

Private George S. Harris, Jr., is now a certified clerk in the Aero Supply. A greater state of efficiency is expected.

Pvt. Harry H. Gorden was rated Air Mechanic 2nd class, and the boys are all very glad to see Harry get the rating as he is very deserving. Harry has been one of our best athletes, having played a nice game of basketball and a good game of football the past season. When do you get untied, Gorden? Remember the little girl in Rantoul?

Pvt. Eugene W. Garrett was honorably appointed Air Mechanic 1st class, and believe it or not, the girls sure are battling for that marriage certificate. Gene is a wise boy—sell only to the highest bidder, Garrett.

Pvts. Irwin H. Blumthal and Robert E. Crane are now the proud possessors of a Union Card (Plumbers). They were relieved from S. D., with the Quartermaster.

First Lieut. John R. Morgan has been detailed as Asst. Director of Flying Instruction.

First Lieut. Warren R. Carter, Air Corps, has been granted a two months' academic leave of absence with permission to apply for regular leave at its expiration. Lieut.

Carter will be affiliated with the Roosevelt Flying Services, Inc., in the establishment of a flying school at Roosevelt Field, New York, along the same lines employed by the Air Corps Flying Schools.

First Lieut. Harvey H. Holland, Air Corps, instructor in Navigation, Meteorology, and Maps, in the Department of Ground Instruction has been granted a two months' academic leave of absence for the purpose of visiting his home at Axton, Va. Lieut. Holland expects to leave June 10.

Private Ralph W. Springstein, red-haired Beau Brummel of the 11th, made his adieu to his squadron commander in particular and the Air Corps in general and left for California. However, we know "Red" intends to stop at a certain little town in West Texas where he was recently extracted from a box car while on furlough.

First Lieut. Lewis A. Dayton, Air Corps, recently assigned to the Post, has been assigned to the 11th School Group Headquarters. Lieut. Dayton will assume the duties of Post Adjutant, relieving First Lieutenant Max F. Schneider, who has been adjutant since the transfer of First Lieut. Dayton D. Watson.

Master Sergeant Erwin H. Nichols, 11th, who has gained much publicity recently through his invention of a new type parachute, and who is father of the idea of dropping machine guns and crew via the parachute, is spending a month's leave at his home in San Antonio.

Second Lieut. Alva L. Harvey, A. C., has been assigned as Athletic Officer for the Post. In view of the fact that Lieut. Harvey is an excellent ball player, he is probably the best officer on the Post to hold that position, particularly at this time of the year.

Technical Sergeant Olin C. Himes, 52nd School Squadron, and chief clerk at the Air Corps Supply, is spending a 24-day leave of absence in San Antonio. At the expiration of his leave, Sgt. and Mrs. Himes will leave for San Francisco, sailing on the next transport for duty in Hawaii.

St. Sgt. Ambruster has arrived from Honolulu. He replaces St. Sgt. Mauro, who recently departed for that station.

De Ford finally got off for Panama. Although he wanted to get away, it took nine men and a boy to get him on the train that night.

Pvt. N. Wood lost three fingers while working on the wood-saw and is now in the Post hospital. Pvt. Wood recently reenlisted in Richmond, Va. He was a former member of the 11th Bomb. Group, at Langley Field, Va.

Panama troops are still coming in. Seven have been assigned already and 27 more are expected; seven new tents are being erected to accommodate the overflow.

Land still maintains that he fell off the back end of a new Ford. That's my story and I'm gonna stick to it, says Irvin A. (even though he does look like he had about four rounds with Dempsey.)

Snyder says: "If you don't believe I'm leavin' just count the days I'm gone."

The Lieutenant who asked Ray Welbourne what kind of a bird it was that

didn't fly certainly got an earful—according to Ray.

Jimmie, our First Sergeant, has returned to the fold.

Corporal Russell Eldridge who is charged with the correct preparation of the officer vouchers in the headquarters has been promoted to the grade of Sergeant, which means the officers will have a harder time than ever explaining why they should receive their monthly check.

Private Charles L. Sweeney, 11th, who has spent most of his army career in the infantry as a non-commissioned officer, has been promoted to the grade of Corporal.

First Lieutenant Clifford C. Nutt of Brooks Field was presented with the Distinguished Flying Cross at Retreat formation before the entire command. Lieut. Nutt received the award for his participation in the flight from New York to Nome, Alaska, in 1920.

First Lieutenant Arthur W. Vanaman has been relieved from assignment and duty with the 62nd Service Squadron and assigned to the 11th School Group, Headquarters.

Second Lieut. Glenn L. Davasher, Air Corps, left by air for Denver for the purpose of visiting Mrs. Davasher who was recently admitted to the Fitzsimmons General Hospital for treatment.

A cross country training flight composed of Lieut. Rodieck with Major Freene, M. C., as passenger, Lieut. Randall with Sgt. Ritter as passenger, and Lieut. Flannery with Sgt. Canedy as passenger, flew to Port O'Connor, Texas, returning the following day.

Sgt. G. F. Neuhauser has returned from a six-day furlough spent in San Antonio. For several months Sgt. Neuhauser has been connected with the German Counsels Office in San Antonio, in addition to taking a course in law in his spare time.

Six Medical Corps officers of the regular army, National Guard and Reserve Corps have been granted diplomas as flight surgeons following the completion of their course in the School of Aviation Medicine, Brooks Field. One of these, Lieut. Robert Haley, M. R. C., is a practicing physician in San Antonio. Others who received diplomas Thursday, when graduation exercises were held were: Captains Nolie Mumey, Colorado National Guard; Guy Griggs, M. C., Edward C. Donohue, M. C. R.; L. E. J. Brown, M. C., and Major F. B. Dwire, M. C. The latter student officer was called away on account of illness in his family and was not present when the exercises were held. The diplomas were presented by Major General Merritt W. Ireland, surgeon general of the Army, who was at Fort Sam Houston on an inspection trip at the time.

The new ambulance, which was assigned to Brooks Field for test, has proven beyond

a shadow of doubt, a complete success. Private H. H. Holden of the 51st School Squadron is the proud manipulator of the new contraption.

Staff Sgt. C. G. Blake of the Finance Department has been transferred from Brooks Field to Fort Eustis, Va., for duty.

2nd Lieut. S. A. Gilkey has been relieved from assignment and duty with the 51st Squadron and assigned to the 62nd Service Squadron.

#### MARCH FIELD, RIVERSIDE, CALIF.

It's Captain John B. Patrick now. The popular commanding officer of the Headquarters Squadron at March Field has been receiving the congratulations of his fellow officers on his promotion.

First Lieut. Frederick V. H. Kimble's classy March Field Flying Cadets turned out for their first practice of the nightball season at the Post. They utilized their basketball floor in one of the hangars for the workout. The cadets, despite their greenness to the sport are expected to make a strong showing in the American League schedule as practically every one of them has had some sports experience in his college career. In addition, they are required to stay in the fittest of conditions at all times.

March Field's championship basketball team left March Field for Crissy Field to take part in the Ninth Corps Area basketball tournament to be held at the Presidio of San Francisco. The trip was uneventful except for the fact that Lieut. Fred V. H. Kimble, who piloted the Fokker C-2 loaded with the team and its trainers, ran into thick weather in the vicinity of San Francisco. Some of the players had never been in the air before, so naturally the trip was quite a sensation for them. The team was accompanied by Lieut. D. N. Allison.

The official opening of the baseball season occurred when the 53rd School Squadron trimmed the 70th Service Squadron in a very uninteresting game, to the tune of 11 to 1.

There are five teams entered in the Post League. The 47th, 53rd, 54th, 70th, and Headquarters Squadrons. The 54th, last year's champions, and the 53rd look to be rivals again, when the final tabulations are to be made. Several players of varying ability have reported to this station recently, and some new faces have already been seen on some of the teams.

Second Lieut. Harold F. Brown, Air Corps, is detailed on duty with the Flying Department in addition to his other duties. Sergeant Thomas J. Gilbreath, 70th Service Squadron, Air Corps, is appointed Staff Sergeant.

Second Lieut. Robert S. Ashley, Air Corps, is relieved from assignment to the 54th School Squadron, Air Corps, and from special duty with the Flying Department and is assigned to the 70th Service Squadron. He is also detailed on duty with the Flying Department in addition to his other duties.

Second Lieut. Harold F. Brown is re-

lieved from assignment to the 53rd School Squadron, Air Corps, and from special duty with the Flying Department and is assigned to the 70th Service Squadron.

#### WINBURN FIELD, SAN ANTONIO, TEXAS

Edgar Tobin Aerials Surveys have just purchased a new DH and have another on the road; both are equipped with photographic apparatus.

The Southern Airways have just acquired an additional hangar to care for their increased activities. Our friend, "Bill Long" of Southern Airways fame, is now in Dallas and is planning the production of a new training plane.

Under the able supervision of Mr. Wayne Parks, San Antonio's Municipal Airport is rapidly becoming known throughout the country as the South's leading airport.

A new steel hangar is nearing completion and will, when finished give the Mission Airplane Services the largest and most modern hangar in this section of the country.

Runways for wet weather flying; beacons and electric markers for night flying; trucks for servicing ships; hangar space for visiting ships and even a spare bedroom in the manager's home is available in case of emergency.

Paul Vance, the branch manager, believes that T. A. T. has a glorious future and that the gradual increase in business will justify the opening of more lines out of San Antonio. J. Youngblood, a Brooks Field product, has joined T. A. T. and is now working opposite the "Veteran" Phelps.

T. A. T., the boys who operate the mail and passenger planes out of San Antonio to all points north and south, have just received a new 6 plane, J6 Travel Air for use on the Brownsville-Corpus Christi run.

The Mission Airplane Services maintains a complete service as well as distributors for the famous Ryan monoplane. Mr. Van Weaver and Wm. Steinhardt, operators, also maintain ships for cross country flights.

"Bob" Thomas, the office manager, says that Lewis, Long, and Williams are still referred to as the best shop crew on the Division.

#### IN NATIONAL TOUR.

The Great Lakes Aircraft Corporation of Cleveland has sent in entry No. 1 for the 1929 National Air Tour, which will be held Oct. 5 to Oct. 21, Col. Benjamin F. Castle, president, announces. This ship, a new type soon to be announced, has been assigned No. 1 by the National Air Tour Committee, and will be the corporation's leading ship in the reliability tour.

Charles W. Meyers, chief test pilot of the corporation, will fly the ship. Other corporation ships will accompany the leading plane, including the Trainer and the 4A-1 amphibion, Col. Castle stated.

The tour will cover approximately 3,900 miles.

# New Regulations Affecting Transport Pilots

**D**RASTIC new requirements for air transport pilots, permitting operation of only the specific type of plane in which they have qualified, will be put into effect by the Air Regulations Division of the Commerce Department September 1st.

Present air transport pilots' licenses, issued for a period of six months, permit the operation of any commercial passenger or freight plane, regardless of type, speed, power, or size. The Commerce Department Aircraft Accident Board has determined that more than 50 per cent of all airplane accidents in this country are directly due to personnel, and 29 per cent are due to the single item of poor technique.

Edward P. Howard, chief of the Air Regulations Division, explains that steps have already been taken by his department, under the powers granted by the recent Bingham Bill, to make official ratings of Aeronautics Schools throughout the country with a view to raising the general standard of instruction, and that this move is expected to make an appreciable cut in student accidents.

He pointed out, however, that although the gross number of air crashes is increasing, the proportional safety co-efficient also is increasing. While the number of accidents in 1928 increased

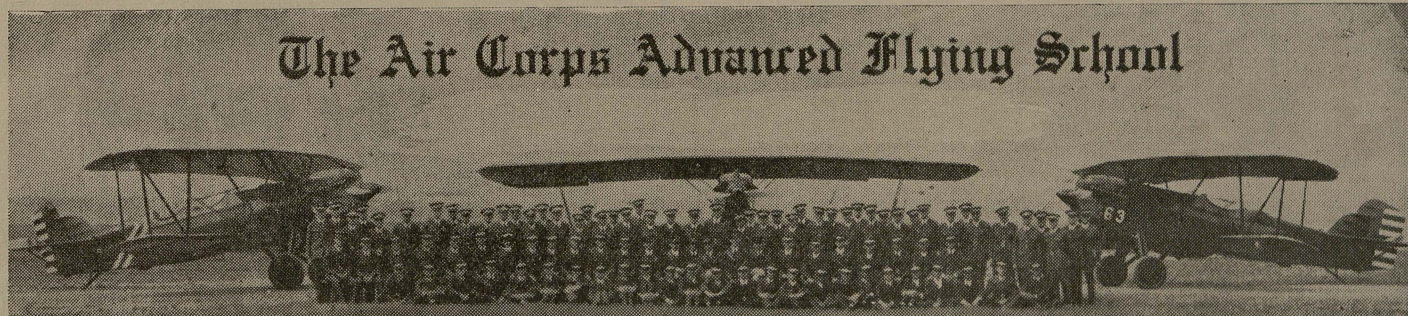
100 per cent, the amount of flying increased 1000 per cent. Accident from structural failure have been virtually wiped out, he said, through research activities of the Aeronautics Branch in cooperation with the manufacturers.

Under the new transport pilot regulations, types of planes will be divided into three weight classes—those under 3,500 pounds, those between 3,500 and 7,000 pounds, and those over 7,000 pounds; into two classifications of power—those with one motor, and those with two or more motors; into two categories of fuselage style—open and closed; and into two general types of duty—land planes and water planes.

The license of an air transport pilot will name the specific type of plane which he is allowed to operate in each of these particulars. Thus he may fly, commercially, a land plane of less than 3,500 pounds, single motored, closed fuselage. In order to fly any plane outside of those specifications, he must meet the same qualifications of flying time and operation in this additional type as were required in the first license.

The requirements will apply to all renewals and new licenses granted after September 1. Licenses issued prior to that date will continue in effect under the present regulations for their full duration of six months.

## The Air Corps Advanced Flying School



Graduation exercises and an Aerial Review were held on June 22, 1929, for students of the Advanced Flying School at Kelly Field, Texas. Brigadier General Lahm gave a very interesting address, followed by Brigadier General F. S. Cocheu, who also made an address. The graduating class consisted of six officers from branches other than the Air Corps, one non-commissioned officer, and ninety-six cadets. Graduates received certificates of graduation, together with their wings qualifying them as airplane pilots. Cadets received commissions as second lieutenants in the Air Corps Reserve.

# HOUSTON FLYING ACTIVITIES

The air-mindedness of Houston, home of two aviation committees, two airports and scores of aviation enthusiasts, was given another stimulus when this city observed Air Mail Day on May 29. The program was sponsored by the Exchange Club in conjunction with the Aviation Committee of the Chamber of Commerce and the Texas Air Transport, Inc. Plans for the day included radio programs, talks before assemblies of school children, poster contests for children, and the distribution of thousands of air-mail schedules.

The day was set as Air Mail Day by the mayor of the city. On that day practically all the business firms sent letters by air mail, greatly augmenting the usual poundage. Postmaster Roy Nichols distributed 60,000 schedules to Houston citizens and business firms, and groups of Exchange Club members conferred with interested individuals on aviation.

School children over the whole city competed in a poster contest for wards given by the Texas Air Transport, Inc. The best posters were displayed for public inspection and the winning one reproduced in newspapers and on bill boards. The Aviators Band, composed of licensed fliers, broadcast over the radio and talks on air mail and aviation in general were given.

This program is the latest activity of the aviation groups of Houston to promote air-mindedness

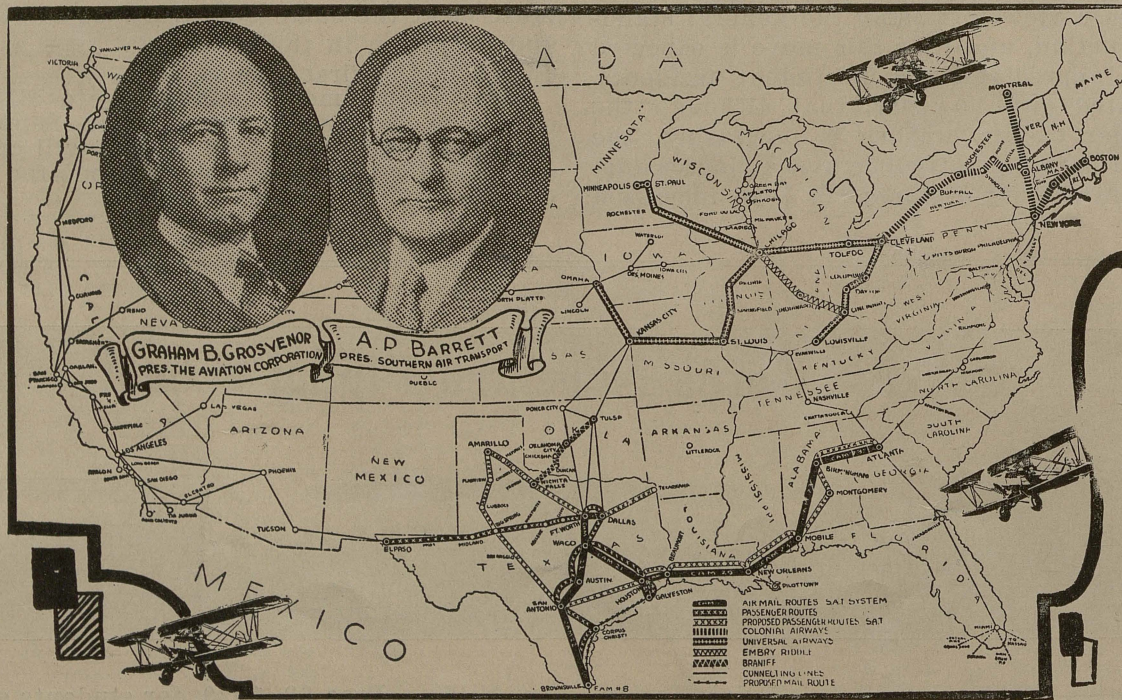
in this city. The Exchange Club has a special committee, headed by Willard Glaze, which sponsors aviation activities in that city.

Arrangements for the instruction of T. A. T. students at Houston in the ground school soon to be established by the Y. M. C. A. of that city were announced recently by Ike Sewell, public relations director of the T. A. T. Flying Schools. Sewell is now stationed at Houston as contact man for the organization there.

According to Sewell, the theory of aviation will be given by the Y. M. C. A., while actual flying instruction will be given students desiring to become pilots by the Texas Air Transport. It is expected that the class will open with 20 to 30 students, including student pilots, mechanics and others interested solely in the theory of aviation.

The school will be in charge of A. N. Turner, who is director of the educational department of the Y. M. C. A. The school will also be under the supervision of a group of business men of Houston.

Instructors from the weather department will begin the first course with lectures of meteorology. Experts in other phases of aviation will give instruction as the students progress. T. A. T. pilots and mechanics will probably assist in the school, lecturing on navigation, aerodynamics and associated subjects.



Map showing operating and proposed lines of the Aviation Corporation which recently acquired the Southern Air Transport system of Fort Worth. Announcement has been made of the acquisition of the Interstate Air Lines, operating from Chicago and St. Louis to Evansville, Nashville, Chattanooga and Atlanta. Insets show Graham B. Grosvenor, president of the Aviation Corporation, and A. P. Barrett, president of the Southern Air Transport, and vice-president of the Aviation Corporation.

# Radio Equipment Being Installed in Texas Passenger Planes

(From Southern Air Tales)

Radio equipment is being installed in the Fokkers, and beginning Sunday the pilots will talk to the various stations en route on the Dallas-El Paso line! Harry Waters, former director of Station KTAT, is installing the equipment. There will be an operator at each ground station.

The system will permit the pilots not only to talk to the ground stations, but to each other, Waters says. Furthermore, the Morse dots and dashes can be sent as well as the voice, although that sounds more like the cart before the horse, since the voice was the later achievement.

"T. A. T. will be the first air transport company in the world to use voice from ship to ship, ground to ship and ship to ground," Waters said.

Although the system will be put in use on the

Fokkers first, it will be put in all over the system immediately. The low wave length, which is below the 100 meter band, and the 250 watt station will carry the radio impulses over the entire system, from Atlanta to El Paso, Water said.

Not only will it permit the pilots to talk to each other, receive orders and weather reports from the ground, and pick up the government's radio, but since the radio will carry so far it will permit officials on the ground to figure out by the geometry of triangles the exact position of a plane.

In this way, it is explained, fog will be conquered for good.

The sending apparatus in each ship will be operated by a wind propelled generator—a little propeller on the side of the ship—stepped up by a transformer, whatever that may mean.

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Radio routs weather. Showing the "remote control" radio-beacon and weather-report receiving set in the tail of an N. A. T. ship. A portion of the vertical antenna mast may be seen over the man's head.



# Texas Aero Corporation to Build \$100,000 Plant in Dallas

(The following news item concerning Texas' only airplane factory, appeared in a recent issue of the Dallas News)

## TEMPLE PLANT TO LOVE FIELD

### Construction on \$100,000 Unit to Begin in Thirty Days.

First among airplane factories to be established in the Southwest and the first to be established in Dallas, the plant of the Texas Aero Corporation of Temple will be moved to Dallas and construction on the \$100,000 first unit will begin in thirty days, Roy Sanderford, general manager, announced in Dallas Thursday.

The company some time ago revealed its intention of moving to Dallas, but arrangements for the transfer of its interests were only completed Thursday. These included the purchase of a four-acre tract of ground for a factory site on the eastern side of Love Field, lying immediately north of the Taylor residence, and facing on Lemmon avenue.

George W. Williams, president of the company, is one of the pioneer airplane builders in the United States, having constructed his first plane in

1910. The factory at Temple was established in 1927. Mr. Sanderford is secretary and manager of the corporation. He will open the factory's downtown Dallas office Monday at 609 Republic Bank Building, with J. Pratt Irby of Dallas in charge of sales of securities.

Mr. Sanderford will continue to reside in Temple for the next six months, flying the 160 miles to Dallas each way daily, until the plant has been fully established.

As announced by Mr. Sanderford, the starting schedule of the factory when it begins production here will include four Cirrus-motored, open-touring and sport-style planes; four closed training-style and sports ships, with Cirrus motors; three Wright Whirlwind motored mail plane style or three-place open convertible-style planes suitable for use in cotton dusting; and one Wasp-motored cargo or eight-place convertible ship. The price range of these models will vary from \$2,975 to \$17,000. The two-place, open sports-training ship, in the \$2,975 class, will be featured.

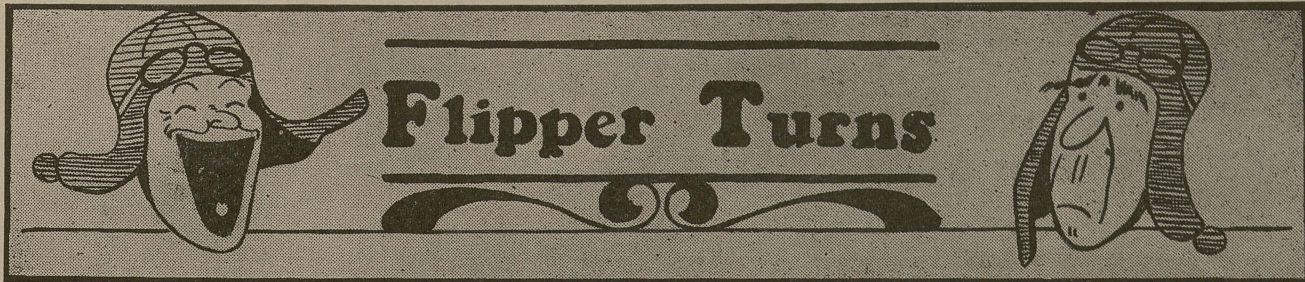
The company will continue production at Temple until the Dallas factory is ready to begin production.

## *New Primary Model Produced by Texas Concern*



The following item, concerning a new training plane just placed in production by the Texas Aero Corporation, is reproduced from the July 1 issue of the Temple Daily Telegram.

The new open cockpit model Sportsman, built by the Texas Aero corporation was given its initial test yesterday afternoon at Woodlawn field by George W. Williams, who designed the plane and who has test flown every model developed by the company. Quite a few people gathered at the field to watch the initial flight of the new ship and all agreed that it was really a beautiful ship. After the flight Mr. Williams stated that the new model like most of the other models had exceeded its predicted performance and that he was more than pleased with the new job which was designed for sport and training purposes. "I believe it is going to be our most popular model," Mr. Williams stated.



By SYD WILLIAMS

**She Thought It Meant Blankets.**

My office girl and I had arranged to take supper at one of the big hotels. "Wonder what the cover charge will be," I said, counting up my change.

"Why," giggled my office girl, "I thought we were only going to eat."

Lindy crossed the ocean blue,  
Washington crossed the Delaware—  
The flapper crossed her shapely legs,  
But they all got there.

**Our Monthly Song Hit.**

The inebriated soloist will now render a modern version of an old time favorite, entitled:

"I wandered today to the still, Maggie."

I had seen my office girl chasing around the noon hour with a bunch of drug store cowboys, and she was late getting to work.

"You girls are getting worse all the time," I fussed when she finally got to the office. "You will chase around with anybody that wears pants."

"And you men," she flared back, "will chase anybody who don't."

Jimmie Sherman, up at Love Field, says that the old saw about marriage being a lottery is out. "Any man who can't see what he's getting now is blind as a bat," declared Jimmie.

Miss Hazel Richardson, the bright young lady co-editor of "Southern Air Tales," says she knows a girl who is so dumb that she thinks an airplane strut is some kind of a new dance.

**Our Monthly Bughouse Fable.**

Air Mail Pilot, just in off his run, to Mechanic—"Hey, Cedar, I got a flock of fouled plugs—lost a couple of cylinders coming in, and my tac is dead on account of a broken shaft, and I can't keep the oil pressure mor'n half up, but I wouldn't bother about it now. Think she will make another trip or two without an overhaul."

Young Lady Passenger, to Pilot—"What would happen if we ran out of gas up here?"

Hardboiled Pilot—"Why, they'd have to send up a re-fueling ship to gas us up so we could get back down."

Me—Business is sure picking up. Just look at that bunch of mail. The letters are just rolling in.

Office Girl—If they are rolling in, they must be circular letters.

"What's the matter?" I asked my office girl this morning as she came into the office limping and stiff-jointed.

"Gawd," she replied, "I had a date last night with a young chiropractor student."

Around the T. A. T. Flying School headquarters up at Fort Worth they are telling this one on Jerry Marshall:

A couple of months or so ago, when Jerry went to the big airplane show in a northern city, it was the first time he had been out of Texas in a long time. Some good fellows were showing him around the city, and plenty of gin bucks were encountered and dispatched the while. Finally they got back to the hotel where Jerry kept his traveling bag, and as they weaved giddily through the lobby Jerry came face to face with a large full length mirror. He stopped dead still for a moment at he gazed at the glass, and then turning to one of his companions with a satisfied smile he said: "Look, they have a picture of me here."

**Kitty, Kitty, Scat!**

A little blond stenographer from across the hall was visiting my office the other day. "Is my face dirty, or is it my imagination?" she asked. And my sweet-natured Office Girl replied. "Your face isn't dirty. I don't know about your imagination."

Rusty Mechanic, to Druggist—"Gimme two pounds of blue ointment."

Druggist—"Why, man, two pounds of that stuff would kill all the bugs in the world."

Rusty Mechanic—"That's what I want with it. I got 'em all."

His—"Do you like dancing?"

Her—"No. It's simply hugging set to music."

Him—"Well, what is there about that you object to?"

Her—"I don't like music."

Tom Hardin knows all about flying machines, but—

Tom was in my office the other day, and was watching my Office Girl rattle off some letters on the typewriter at very high speed, and he asked me: "Does your typist use the touch system?"

"Well, hey," I replied. "Do you think she bought all those diamonds out of her wages?"

Our colored porter has a girl. Yesterday she was in the office telling our porter that her birthday was tomorrow. "Yeah," replied the porter. "What does you want me to get you fer a present?"

"Why," replied the dusky flapper, "I would like to have some toilet water."

Hush, gal," replied the porter. "You don't want no toilet water. What you want is some perfume. You smells enough like a toilet already."

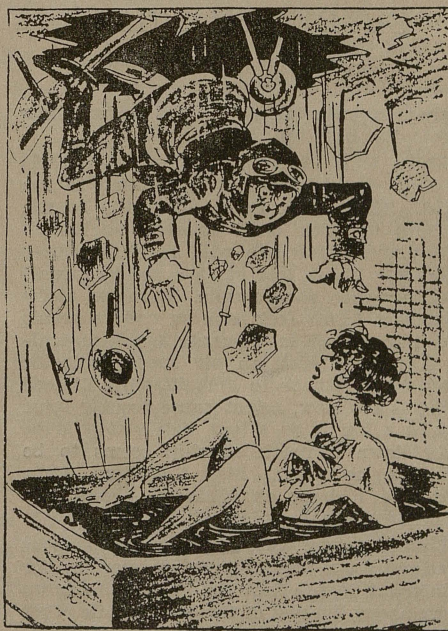
This same colored porter fell down the basement steps the other day, and we sent him to the hospital for an examination. But in a few moments he came limping back. "Did they make the examination?" I asked. "Hah, sah," replied Sam. "They told me they wanted to make a x-ray picture of my bones, an' the only pair I had was loaded, so I snuck out the back doah."

Hazel Richardson says no young man will ever get ahead who makes a practice of getting one the night before.

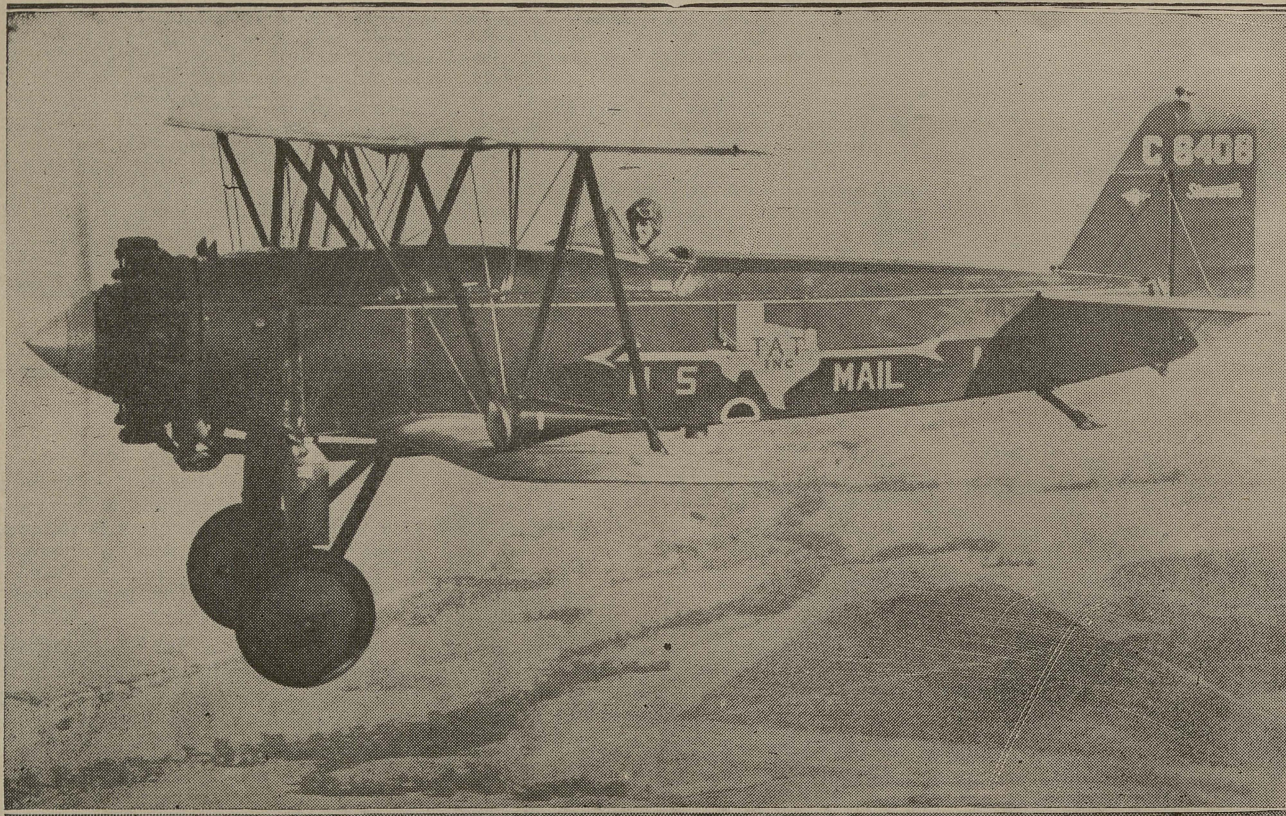
Yours 'till Swede Renstrom forgets how to fly,

*Syd*

**HUBBY CONES HOME**



"Hello, dear—I thought I'd just drop in!"  
—Smokehouse Monthly.



## Wonder What An Airmail Pilot Thinks About?

By

CLYDE SPRACHER

Two hours late and just out of Brownsville! Oh well, what's the difference.

We got the mail and that means more night mileage. Pretty stiff tail wind, ought to be stronger the higher you go, so let's let her climb a bit. Looks at compass and glances at coast line about twenty miles away. Compass says 340 which is about right but ship seems to be heading too far east so kicks her over another notch.

Checks over instruments, oil pressure O K, temperature O K, air speed too slow, and tachometer setting pretty at sixteen twenty.

Motor sure is running sweet, just singing a little song and this is how it goes:

"You be good to me, and I'll be good to you,  
You be good to me and I'll be good to you."

Over and over again it whines and drones its soothing monologue.

Takes a look far off to the left, about time for Lyford or Raymondville to show up over there. Don't see either of them, so takes another look at compass on the right, decides everything is as should be and waits a few more minutes. Watches shadows of clouds on ground awhile to see which way they are moving and notes with satisfaction that they are stepping right along in the same direction so pulls her up a little

higher in order to stay right under them where the best tail wind seems to be.

There it is, Raymondville! Just a little too close, so kicks her back a notch to the right. That ought to be about the course. Decides to stick until Ricardo or Kingsville shows up which will be about thirty minutes. Takes feet off the rudder pedals and flies with stick awhile. Compass starts oscillating. Puts feet back on rudder pedals and checks over instruments again, mentally decides to kick on air speed indicator when he gets back to Fort Worth. Blamed thing is too slow, might cause trouble some day in a fog or on a bad night. Sets stabilizer down a notch as ship seems to be climbing too much. Flies that way awhile and sets it back as altimeter shows him to be dropping a little.

Shoves goggles up on forehead and sticks head out for a rush of pure air, glorying for a moment in the fact that he is sitting up there above the rest of the world while other mere men down below appear so insignificant. Dust flies up from bottom of cockpit and gets in his eyes. Pulls goggles down

again and makes another decision to raise plenty of Cain about ships not being properly cleaned out at Fort Worth. Gets tired sitting in one position so long, stretches out almost full length, takes both feet off rudder and hangs head on edge of cockpit for awhile. Compass starts oscillating again—darn thing, let'er swing, she'll settle down in a minute; anyway this position feels too good to change.

Kingsville ahead—should be a trifle on the right. Eases over a tiny bit to the left, there, that's about O K. Straight across King Ranch house—sure is a swell looking dump. Next marker should be Alice on the left about five miles. Alice comes along in due course of time, then Alfred, now a fifteen minute stretch to George West. Right on the nose. Three Rivers is in sight ahead, another thirty five minutes to San Antonio. Notices that cloud shadows are not moving at all now so goes down lower as it looks as the wind was changing around.

Sits up straight awhile, lying down posture getting tiresome. Takes a look for Roma hangar at San Antonio, not in sight yet. Oh, well, why worry when you are in between two railroad tracks, either one of which will lead you to San Antonio. Reaches up and switches off first one magnet and then the other, just to make sure they are both working—knows very well they are by the sound of the motor, but

never hurts to play safe. Drains lunkeimer for a moment, might of been a drop of water in that last batch of gas. There's the Roma hangar. It won't be long now.

Looks at watch which says five-thirty. (That means arrive about five fifty-five, so pulls throttle back a little just to be sure and not get there too soon.) This will get him out of San Antonio after six o'clock which will mean night mileage all the way to Waco. Lands at Winburn field, not much time wasted here. Blain has the mail on in a jiffy and we're out at six straight up. Wind is out of the north now. Opens her up to sixteen forty. Won't do to keep Joe waiting too long at Waco, it ruffles his temper. Compass says 35 now. Straight across Fort Sam and then about 15 minutes to New Braunfels. Sees windmill on the ground turning rather rapidly, headwind is growing stronger, gingerly shoves throttle forward a tiny bit more and listens to motor a moment. Poor old girl, sure hate to push you like this but got to get this mail through.

New Braunfels shows up. Smoke from power plant sure is blowing south fast.

About eight or ten minutes to San Marcos now and then twenty-five to Austin. Sun is just dropping over the hills—going to be dusk by the time we get there. Looks like a shower over San Marcos. Can't be very bad though; anyway, haven't time to go around showers now. Here it comes! First a few smacks on the windshield. Sure are big drops, just like bustin' eggs on a window glass the way they hit. Now the deluge. Gee, this is worse than expected! Nothing to do now but sit tight back of that windshield and watch the instruments. Motor sure is groaning, ground is plumb out of sight. Got to keep an eye on altimeter and turn and bank indicator now. Wouldn't do to get bottom side up in this or too close to the ground.

It is slacking up now must be getting on the other side. That's better, Austin ahead—Never did see San Marcos. Right across the capitol and here we are. Only about three minutes here and off on the last lap to Waco. Round Rock shows up on left then Georgetown; fifteen minutes and right between Temple and Belton. Now old girl, twenty more and we get a rest. Nice highway and railroad track leading us straight

in. Getting dark, wonder why that beacon don't show up? There it is! Sure makes you feel good to see it—can't help but smile.

Altimeter says a thousand feet, so lovingly pulls throttle back to sixteen hundred and puts nose of ship in nice long glide for field. Motor seems to appreciate this and again begins to sing: "You be good to me and I'll be good to you." Sure is sweet music. On the ground now and a rush and bustle to get the mail transferred to Joe's ship. Joe has been waiting over an hour and gives the Mexican company a good cussing out for being so late out of Mexico City. Too bad Joe, but look at the heap of mail we got. Coder is having all he can do to cram it in. That's fine! Maybe the company will buy us some Boeings pretty soon, they hold more.

Well, me for the hotel, a bite to eat and a big night's sleep. The longest run is tomorrow and sure have to keep yourself in shape to fly this man's mail. Hope N. A. T. gets in on time tomorrow, tough to set around Waco all day and lose your best piece of mileage. Coder, be sure and check that motor over good, give'er everything she needs.

## N. A. T. COMPLETES *Three Years* OF AIR LINE OPERATIONS

ITS planes flying 6,500 miles every twenty-four hours, National Air Transport, carrier of air mail and express between New York, Cleveland, Chicago, Kansas City, and Dallas, has completed three years of operations.

On May 12, 1926, the first regularly scheduled N. A. T. plane made the first flight over the Chicago-Kansas City-Dallas airway. That was the start of what has expanded into one of the major air transportation systems of the world.

During its first three years of existence, National Air Transport pilots and planes have flown a total of 4,674,343 miles, of which 1,614,445 miles were at night. While piling up this tremendous mileage, N. A. T. planes have carried a total of 2,113,303 pounds of mail and 105,959 pounds of express.

At the close of 1926, N. A. T. operated a fleet of thirteen planes and had eight pilots on the payroll. The daily mileage at that time was 1,990 miles, flown between Chicago and Dallas. This daily mileage has increased to 6,500 miles in three years. The company now owns a fleet of forty modern cargo transport planes and has thirty-five skilled pilots to do the flying, about half of which is at night.

On September 1, 1927, N. A. T. took over the eastern section of the transcontinental airway be-

tween Chicago and New York, when the Post Office Department turned over the last of its air mail lines to private contractors. N. A. T. operates two round trips each twenty-four hours between Chicago and New York, the same between Chicago and Kansas City, and one round trip daily between Chicago and Dallas. A short feeder line is also operated between Ponca City and Tulsa, Okla.

The daily mileage of N. A. T. is exclusive of the extra sections operated to care for the great increase in mail cargoes since the reduction of the air mail rate to five cents for the first ounce and ten cents for each additional ounce. During the last six months, N. A. T. has flown three hundred extra sections to care for the mail loads, mostly over the New York-Chicago line.

Fourteen stations are maintained by N. A. T. between New York and Dallas, each with a field manager and crew in charge. The company has four Division Traffic offices, one each at New York, Chicago, Kansas City, and Dallas. These offices are in charge of Division Traffic Managers.

General offices of the company are at the Chicago Municipal Airport where N. A. T. operations are centered. Here, too, is located the general overhaul and repair shops where scores of skilled workmen keep the N. A. T. planes in the first-class condition so necessary in scheduled air transport operations.



A view of the new \$20,000 Municipal Airport at Corsicana, Texas, showing two of the planes operated at the port. The opening of the port was held April 27 and 28 with thousands attending.

## Corsicana's Municipal Airport

By

ELAINE SMITH

**C**ORSICANA, a town of approximately 20 thousand people, claiming the ownership of the only Municipal Airport in Texas, having a hangar which will accommodate a tri-motored Ford plane, is among the most progressive of cities in the field of aviation. Its entire population shows an enthusiasm in attempting to secure air mail service and also scheduled passenger service that would be a credit to many of our large Texas cities and with practically every organization in the city behind the movement it is contemplated that such service will not be long in entering Corsicana.

On last April 27 and 28 Corsicana staged an airport opening that was the talk of the entire aviation world of the South with thousands attending from all parts of Texas, special stunts by noted aviators, and airplane manufacturers from all parts of the United States demonstrating their products. At this opening they dedicated their new airport with its \$20,000 hangar and equipment and honored their Field Manager, H. J. Nichols, who was perhaps the most instrumental man in the building of the port, since he not only spent all of his time for two years in making such a project possible, but invested thousands of dollars in the institution of training and aviation accommodations. In order to convince Corsicanans that the project was worth while Mr. Nichols sub-leased the airport and erected the \$20,000 hangar from his own funds.

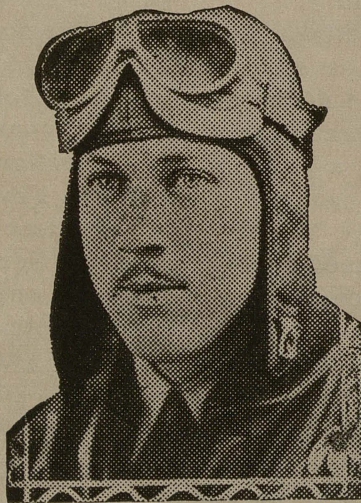
Among the local citizens who are most interested in the growth of the port and foresee its influence on the future of their city are, W. C. Stroube, chairman of the aviation committee and his

assistants, former mayor J. S. Murchison, Lowery Martin, W. H. Hastings, O. M. Boynton, R. J.

Jackson, G. C. Hudson, and Chas. G. Jester. In addition to these individuals the Navarro County Shrine Club, the City Commission, Lions Club, Rotary Club, Civitan Club, Country Club, Retail Merchants, Commissioners' Court, American Legion, Daily Sun, Business and Professional Women's Club and the Chamber of Commerce are to be given credit for the successful development of the Corsicana Airport.

Mr. H. J. Nichols, who has organized the Travel By Air Inc., is operating a training school and has in his enrollment numerous Corsicana citizens who contemplate buying planes when they have secured their license, is recommended as an able pilot of many years experience and an industrious and efficient young field manager. He owns and operates two Travel Airs, one of which is a nine passenger cabin job, the other a two-passenger sport plane, and also two instruction planes.

In an interview with W. C. Stroube, chairman of the aviation committee, Mr. Stroube made the following statement, "Although there are as yet no privately owned planes in our city other than those owned by Mr. Nichols, our people are air-minded and are eager to help develop all possibilities looking toward the growth of our aviation facilities. In the near future we believe that numbers of our citizens will be operating planes of their own and several companies are planning to bring air service into use. There are perhaps few small cities where the business men use (concluded on page 32)



Mr. H. J. NICHOLS

Field Manager of the Corsicana Municipal Airport and Manager of the Travel By Air Inc., who was most instrumental in securing the support of the city in establishing the new and modern airport.

# Further Exploits of Daredevil Dennie

(continued from page 5)

traveling bag while I get together my fishing tackle, gun and ammunition," said Dennie cheerily as they met one late summer morning. I just got an invitation from my old pal, Tom Chilton, over at Corpus Christi, to fly over for a week-end of fishing and white-wing shooting with him. I have ordered the ship serviced for an all-day flight, and we're off as soon as you get ready."

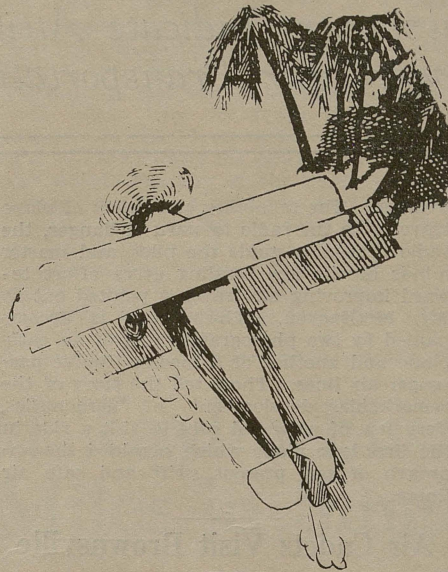
And Hazel was thrilled to the core. They had stuck pretty close to business all summer, and both needed a change of scenery and a real outing. Her pillow, while an attentive listener to all her woes and yearnings, had begun to pall as a regular companion, and the romantic little mountain girl longed for a change—anything—new thrills, adventure, cave-men, maybe—but she longed for something besides a daily routine of commercial flying business, being gently coddled and humored by a mild little brown-eyed, sandy haired lover who, in his humble devotion would grovel at her feet when she longed for a buconeer and cave-man brand of love.

A thick haze from the east had blotted out the sun before they got away, and a low ceiling and gusty, changeable wind made cross-country flying something of a problem. The compass had been acting badly for the past week, but had been neglected, because there was little need for its services in the kind of flying they had been doing all summer. From her big, comfy compartment up front, Hazel watched and felt the maneuvers of the ship, and knew Dennie was testing out the compass and trying to make it function, because it was evident that there was blind flying ahead.

And then the fog closed in and the shoreline and the gulf and everything was blotted out.

Dennie gave up trying to correct the compass, and decided to take a chance on his well-trained sense of direction. His course was practically due west. He had started in that direction, and believed that he could keep it. He knew he had eight hours fuel supply, and he felt confident the fog would lift, or he would fly out of it in due time.

But hour after hour passed without a sight of the earth or anything else except thick gray fog. As a precaution against running into anything, he kept his altitude high, and flew on, because there was nothing else to do. To attempt a landing was suicide—he didn't even know whether he was over land or water. Two, four, six, seven hours were ticked off by the little clock on the instrument board in front of him, and still no sight of land or sea. And then Dennie began to feel uneasy. His fuel gauge showed less than an hour's supply of gas. And to add to his discomfort, the ship



Dennie sized up the island carefully.

had a peculiar feel that he could not analyze. While foggy air is usually still air, the motion of the ship indicated a high gale, and while he felt sure he was still headed west, the feel of the ship indicated that he was flying with the wind, and a high wind at that. And then he began to make some calculations. He had been in the air nearly eight hours. The cruising speed of his ship, in still air, was better than a hundred miles an hour. Supposing he was flying with a fifty mile gale, which the feel of the ship indicated—that would mean a hundred and fifty miles an hour—for eight hours—twelve hundred miles in some direction from Galveston—but in what direction. He called on his memory of the geography of the country. Twelve hundred miles north would put him somewhere up between St. Louis and Chicago. Twelve hundred miles west—the direction he thought he was flying—would put him somewhere in California. And twelve hundred miles south—perish the thought—would mean that he was—God knows where. Probably somewhere near Central America.

And then he burst out of the fog as suddenly as it had closed in on him—and what a view. Water as far as the eye could reach in every direction—immense blue rollers topped with white caps proved to him that his hunch of the fifty mile gale was correct, and the direction of these rollers showed him that he was flying with the gale.

And then Dennie really became alarmed, or as nearly alarmed as a soldier of fortune, a daredevil flier, a war-time air fighter and a confirmed believer in the good offices of the goddess Luck could become.

And it occurred to him that if he ever needed help from the supernatural source that had always served him, he needed it

now. So he sent out over the vast and turbulent expanse of water, his tuneless little supplication—

"Good Lady Luck, she's my steady pal.  
She ain't never turned me down."

And as if in answer to his plea, a bunch of tropical palms came into view dead ahead, and a moment later a beautiful little island spread beneath him.

Dennie sized up the island judiciously from all sides. It appeared to be about ten miles long and a couple of miles wide in the middle. It was covered with tropical foliage, and rose abruptly from the sea on both sides, but on the lea side there was a wide sandy beach. And the smoothness of the water there indicated a possible landing on that side. So he passed over the little island, then banked sharply and headed back into the wind. And if he had been in doubt about the velocity of the gale before, he realized now that his estimate of fifty miles an hour was too low, because his progress after the turn into the wind for a landing on the sandy beach of the lea side of the island was almost imperceptible.

But as he settled the ship behind the high, protecting cliffs the air smoothed out and he made gentle landing on the broad sandy beach, and, with his last quart of gas he taxied the big ship up to the protecting shelter of a great rock cliff.

He climbed stiffly from his cockpit to find Hazel already out, stretching her legs and dancing happily over the white sand.

"Bennie Boy, I like your island fine. How on earth did you ever find it in all that fog?" And coming up to him she gave him a hug that was a little tighter, and a kiss that lingered a little longer than any he had ever been favored with before.

But he felt penitance and apologetic. "I don't know what I have gotten you into," he began, humbly. "The compass went haywire, and I tried to keep my course to the west, but evidently we have been flying south for eight hours, and with this gale on our back, we must be somewhere of the Central American coasts—but I don't know where. But we were out of gas when I saw this island, and I had no choice. I am sorry. I wouldn't have subjected you to this danger and inconvenience for the world."

And as he made this apology, the wild, radiant, romantic look left the face of the happy girl, and with a show of more spirit than Dennie had ever witnessed from her she said:

"Dannie Dennison, you are the worst combination of flat tire and wet blanket that I have ever seen. For four long, lonely, colorless, unromantic months I have been

(concluded on page 31)

# Southern Press Grows Airminded

Clippings from Newspapers Indicate Attitude of Lay Editors  
Toward Air Transportation

## Sign on Building for Flyers

(From Dallas Journal, June 14, 1929)

A guide for visiting flyers, a large sign pointing the way to one of Dallas' airports, will be placed on the Oak Cliff Medical-Dental Building by the Dallas Exchange Club soon, Major Roland A. Laird said Thursday. The sign will be dedicated by the Exchange Club on June 26.

## \$100,000 Airport Bonds Signed

(From Abilene Reporter-News, June 16, 1929)

The 100 bonds of \$1,000 denomination each, recently voted for construction of an AIA airport for this city, were received and signed by city officers, Saturday.

Following the signing and sealing of the bonds, they will be sent to Austin to the comptroller of public accounts for his signature. Then they will go to Caldwell & Company at Nashville, Tenn., purchasers of the issue.

The bonds were printed by the Von Boeckmann-Jones company of Austin.

## How Planes Bring Prosperity

(From Houston Press, June 18, 1929)

The way in which the airplane is going to bring new prosperity to Canada is pointed out by a writer in the June issue of the Review of Reviews.

This writer points out that Canada has virtually unlimited mineral resources, most of them untouched at present, reaching from Labrador around Hudson Bay nearly to Mackenzie River. And the airplane has made it possible to study this area in a way that never could have been done in the old days.

"Aerial exploration not only has removed many of the terrors and hardships of prospecting, but has opened to the seeker after mineral deposits territories far beyond his reach," says the article. "The past year found planes scouring the territories along the coasts of the Hudson and James bays, dropping off a party of prospectors here and there and returning later, at a given date, to bring them back to civilization."

## Airplane Phone Service Coming

(From Bay City Tribune, June 17, 1929)

Suppose you were playing bridge some evening and upon answering your phone found yourself conversing with a friend or relative who was, at the time, traveling at an altitude of many thousands of feet in the air and at a speed of a hundred miles an hour? Impossible as this may sound it has been accomplished successfully, as explained in the Advance Aviation in America by the Hon. William P. McCracken, Jr., assistant secretary of commerce for aeronautics, in the June issue of the Texas Commercial News. The article states that phone service is just one of the miracles of present day

aviation. The reliability and safety of plane travel with the radio to warn of danger, the radio beacon to guide the pilot, and master minds of the age bending every effort toward improving air travel is pointed out by Mr. McCracken. The article is accompanied by two photographs, one of an early plane and another of a modern twelve passenger air liner. These tell the story of the remarkable development of aeronautics. Very few of us would care to risk a ride in the first type plane which heralded the approach of our present swift and safe air liners.

## Air Cadets Visit Brownsville

(From Brownsville Herald, June 17, 1929)

Forty-two visitors from San Antonio, 32 of which were cadet flyers at Brooks field, began taking off at approximately five-minute intervals Sunday shortly after 10 a. m. on the return trip home.

The cadets, who flew to Brownsville Saturday in 38 planes, were guests of the local chamber of commerce here Saturday afternoon and night at a steak barbecue and swimming party at Boca Chica beach.

Capt. C. L. Chennault of Brooks field, who was in charge of the flight, remarked just before his takeoff on the return flight that Brownsville had entertained his pupils royally and thanked the city in behalf of the entire party for favors shown the flyers while here.

The airport Saturday afternoon and Sunday morning had the largest number of planes tied up there since the inauguration of airmail service here March 9 and 10. Included in the assemblage were 33 Boeing and five Douglas planes flown by the cadets and some 10 others, three of which were Ford tri-motors.

## Austin Officials Study Airport

(From Brownsville Herald, June 14, 1929)

Five officials of the city of Austin were in Brownsville today to study the Brownsville municipal airport, after which a landing for the capital of the state will be modeled.

The men were Adam A. Johnson, city manager; Mayor P. W. McFadden, City Councilmen Leo Mueller and E. L. Steck, and W. E. Seaholm, city electrician.

Mr. Johnson stated that Austin shortly is to build its own airport and that plans are now being drawn. He declared that the Brownsville port has been recommended to the Austin city council as the one in this section most nearly approaching the ideal, and for that reason the committee made the journey here.

"We are aware also that yours is an AIA field meeting government specifications," Councilman Mueller said.

"The city of Austin recently bought over 300 acres east of the Austin Air Service field, which we will use as the center of our new port," Mr. Mueller said.

## Speed of Modern Air Travel

(From McAllen Press, June 17, 1929)

A Texas Air Transport passenger plane Saturday proved to a McAllen newspaperman the benefits, refinement and speed of modern air travel. Stranded in San Antonio Saturday after missing a train and with the edition of a Sunday newspaper before him, he sought the offices of the Texas Air Transport as a last resort. Division Traffic Manager Julian Lyles, stationed in San Antonio, assured him that the plane leaving San Antonio at 12:30 p. m., Saturday would reach Brownsville the same afternoon, thereby giving him an opportunity to reach McAllen in ample time to look after his business.

The air passage was exceedingly pleasant, and the carefully planned mosaic which was the earth proved to be a very interesting and instructive sight. The cultivated areas around San Antonio, the sand hills of the desert south of Kingsville, the shores of the Gulf of Mexico, the wide reaches of the vast King ranch, the dry land section near Raymondville, the great flood control project of the Lower Rio Grande Valley and the great citrus-growing and truck producing sections of the valley combined to form a beautiful panorama which was spread before the air traveler, the unusual charm of which is denied those who remain on the ground. Air travel will some day replace many methods of transportation now extant.

## South's First Air Show

(From Eustace Herald, June 13, 1929)

Every known model of aeroplane will be shown at the Southwestern Air Exposition at the 1929 State Fair of Texas. A huge hangar 500x110 feet is now being erected to house the South's first Air Show.

## Young Exline Gets His Wings

(The following item, appearing in a recent issue of a Dallas, Texas, newspaper, is reproduced for the reason that the young flying graduate mentioned is an old pal of the editor of "Flipper Turns," Mr. Syd Williams:)

Marcus P. Exline, Jr., native of Dallas, 23, has won his wings.

Lieutenant Exline was graduated from the Army Advanced Flying school at Kelly Field, San Antonio, on June 22, after four months of intensive training, and has been assigned to the third attack group at Fort Crockett, Galveston, where he will be stationed after July 8.

Young Exline started his air training in Dallas, taking a six months' primary course here, followed by eight months at Brooks Field, San Antonio, immediately preceding the final instruction which brought him his lieutenantcy.

The new army flyer is the son of M. P. Exline, 6014 Preston road, and a brother of A. L. Exline, St. Andrew's place.

## Further Exploits of Daredevil Dennie

(continued from page 29)

praying that you would turn cave-man and kidnap me and carry me away to some desert island and threaten to feed me to the canibals or starve me in a cave or do something aggressive and romantic or he-man-like to me. And just as it all worked out according to my dreams, you stand up there like a mollocoddle and tell me it is all a mistake and apologize. Dennie, I yearn and pray for a real man—a he-man—even a cave-man—but I am beginning to fear that you are a total loss."

As this startling revelation of her real nature broke in upon the bewildered understanding of the devoted Dennie, a broad and happy smile lit up a face that was lined with serious concern but a moment before.

He walked up to the belligerent little bunch of loveliness and threw a strong arm about her waist. "Woman," he said, in a voice that would have done credit to a Captain Kidd at the height of his conquest, "your hair is too short to use as a halter, but there is, as you observe, a cave in yonder cliff. From here out I am king of this island, and chief high mogul of the works. Will you accompany me peaceably to inspect the private quarters of our newly acquired domain, or shall I drag you by the heels?"

And a light that he had never before seen in the blue eyes he had worshiped for months told him where he had been wrong during all the long and lonesome and yearning days and nights of the past. And

laughing like school children, they danced their way up the smooth sandy beach to the crystal embellished retreat in the massive cliff that, though they did not know it then, was to be their home for many a long, though happy day.

(Editor's Note: The next installment of this series dealing with the romantic exploits of Daredevil Dennie, will appear in the August issue of the Southern Aviator. It will describe the life of the two lovers on the deserted island—a kind of colorful, deluxe Robinson Crusoe situation—how all modern necessities except clothing were provided, and how they got along without the latter.)

## Lieutenant Y. H. Taylor Flies Curtiss Hawk 2090 Miles in Single Day

A remarkable demonstration of the reliability of modern airplanes and engines was given on May 22nd when Lieutenant Yantis H. Taylor of the U. S. Army Air Corps flew 2090 miles around the State of Texas in a standard Curtiss Hawk pursuit plane, powered with a Curtiss D-12, 435 h.p. engine, in the impressive flying time of 16 hours and 10 minutes. His actual elapsed time was 16 hours and 45 minutes. Lieutenant Taylor hopped off from Kelly Field, San Antonio, Texas, at 3:50 a. m., and re-

turned to his base at 8:35 p. m., the same day.

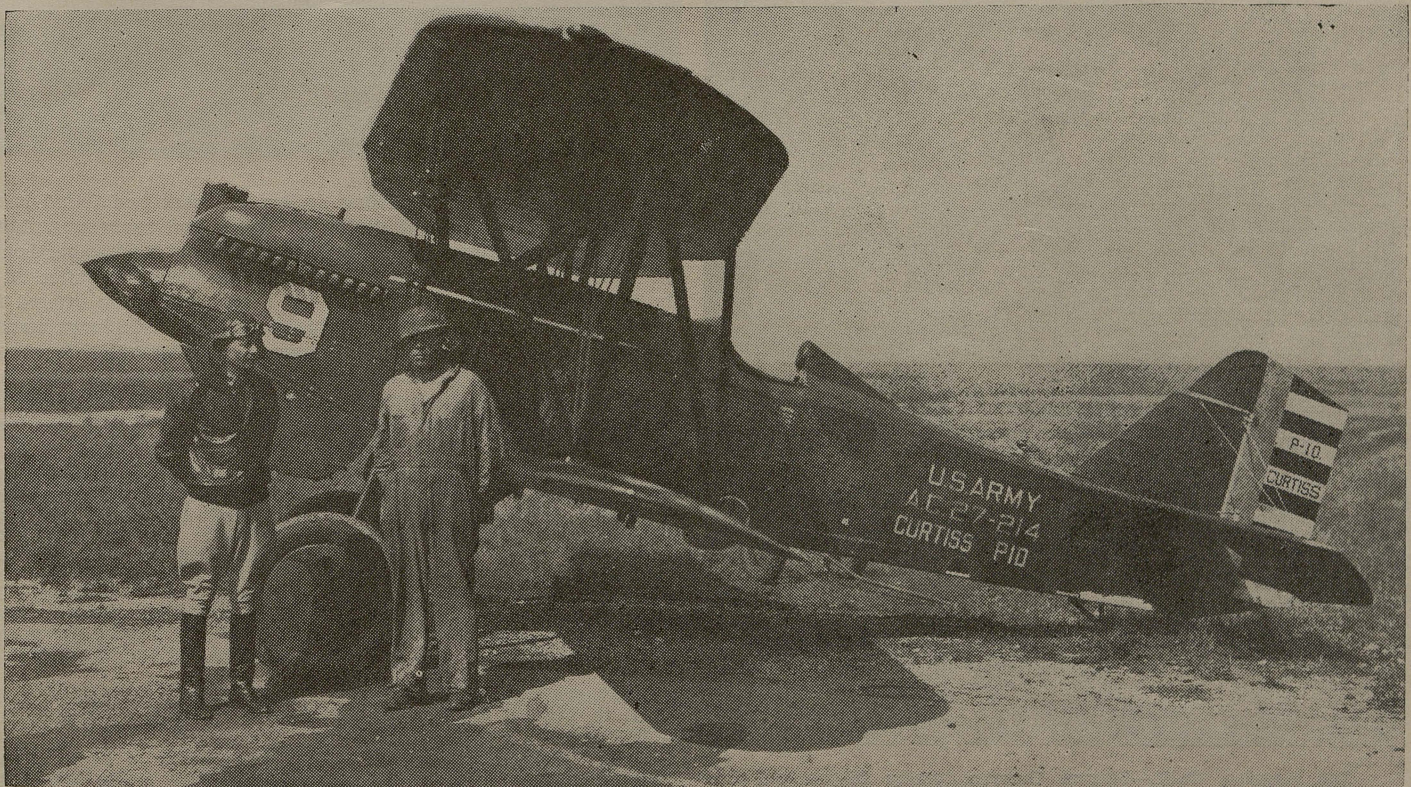
The flight is particularly noteworthy for the fact that, unlike most long-distance flights of recent years no preparations were made for it, beyond the routine inspection of the engine on the preceding afternoon, and the installation of the regular auxiliary tank. The plane used was a standard service type, and full equipment including a machine gun, was carried.

Lieutenant Taylor stopped only four times during the entire trip, landing at Fort Bliss,

Fort Sill, Fort Crockett, and Brownsville for gas and oil.

The total time consumed in these stops was only thirty-five minutes.

On the leg between Kelly Field and Fort Bliss he encountered rain, lightning, and low ceiling, and was forced to fly low through the mountain passes. Between Fort Bliss and Fort Sill he flew 200 miles through rain. Otherwise the weather was fair. Night overtook him after leaving Brownsville, and when he landed at Kelly Field it had been dark for almost an hour. Both pilot and ship were in good condition.



Lieutenant Y. H. (Buck) Taylor, whose recent flying record is described above. The ship in which the record was made, as well as a picture of his mechanic, are also shown.

## Corsicana's Municipal Airport

(continued from page 28)

the air line service more than our local people and practically every week some Corsicanans make cross country trips for mere pleasure jaunts."

Field Manager Nichols was very enthusiastic in his conversation concerning the success of the port since its opening two months ago. "I am very happy over the response Corsicana has given to the call for an airport. Their attitude is very gratifying and we believe that our efforts to secure air mail service and scheduled passenger service are going to be rewarded in the near future. I have noticed that when Corsicana wants a thing she usually gets what she wants. I am very grateful for the co-operation the city has given me."

In the building of several miles of concrete road to reach from the city to the airport and in placing a sizable marker on one of its larger buildings Corsicana shows its support of the modern code of transportation.

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### THE BEST WELCOME OF ALL.



Los Angeles, Calif.—Marvel Crosson, pretty 25-year-old Los Angeles aviatrix, who established a new altitude record for her sex when she ascended to a height of 24,000 feet in a Ryan monoplane, is greeted by her mother upon her return to earth at Los Angeles. Melville B. Rapp, the owner of the plane, is shown at left.

## SCHOOL MARM TURNS AVIATRIX.



Having tried school teaching as her life work and found it a little amiss of the present desire for thrills and excitement, Miss Retha McCulloh, former Temple, Texas, girl, now making her home in Beaumont has made up her mind to abandon the duties of a model school marm and take up the newer occupation offered to ladies—that of flying. Having trained under Lt. C. C. Scott, manager of the Sabine Airways, Inc., Beaumont, Miss McCulloh is among the first women of Texas to receive her private license. She now plans to complete the required fifty hours solo for her limited commercial license and enter the field of aviation for her future vocation.

In answering questions as to what type work she will probably take up, Miss McCulloh stated that she was more interested in the sales and training departments. Miss McCulloh made her first cross country trip a short time ago when she went to Temple by automobile for a visit with her old friends, where she was welcomed by many who were much interested in her last achievement. Friends including her former instructor made the trip to Temple in two Waco planes and returned with Miss McCulloh. Among those who formed the party were Lt. C. C. Scott, L. A. "Bruce" Broussard, Weir Aldridge, Miss Bill Johnson and Miss McCulloh, all of the number being pilots.

Although flying weather was a little off when the party which went to Temple for Miss McCulloh took off from Beaumont the trip was made without difficulty.

Miss McCulloh states that she is very much in favor of the establishment of courses in aeronautics in the public school by way of creating an air-minded and air-wise generation. The public can easily see that the future of aviation is unlimited, the industry just being in its infancy—and with a trained generation twenty-five years from now will bring great changes in that field, she declares.