

*This is the meeting place of the WAR BIRDS flying club.
Each month news of the organization and members will be discussed.*

THE COCKPIT
(WAR BIRDS 10/34)

THE C.O.'S MESSAGE

GENTLEMEN:

There is much talk about this session, so let's get into it fast.

The summer season has gone by and we've had plenty of time to work the spring fever out of our veins. Fall is the season when we are all buckling down to do our biggest licks of the year. In the rush to do other things, I hope that you do not forget to do things for the organization to which you belong. The War Bird ideal means nothing at all unless it is shaped to some end. I'm going to talk very briefly about that end.

There is no sane man who does not abominate war and everything for which it stands. No man wants war. But there are war clouds gathering all over the world today and it is a very safe bet that your generation will see a war that will be on a par with—if not worse than—the world war. It is our fond hope that America will not be drawn into that war. And it is entirely possible that there may be a big war in which we will not participate.

But remember this: Participants or not, we are going to be vitally interested in that war. And that war is going to be largely decided in the air.

If it should be a case of our becoming involved in some future hostilities, then we are going to see an era of pressure that will make those crazy twelve months after April, 1917, seem tame. We will never again face a set-up where we will have trained armies holding a foe at bay for us during a year of preparation. Our next army—and God forbid that we would have to have another civilian army—will have to get into action in a hurry. And within a month after the call to arms, the demand for trained air personnel is going to be running away ahead of any supply that we have in the country at the present time.

How would you rate the chances of a man who could start one-up on his training with a little knowledge against the poor galoot who has to learn the whole book?

You're right. Everyone will probably be starting from scratch and the ignorant duffer will get no more time than the lad who starts with some savvy. And the lad with the savvy is going to outlive the brother who just has hopes.

That's cold turkey and I'm hoping that it never comes to that. On the other side of the shield, if we never have a war and one breaks someplace else, there will be a wild scamper to learn something about airplanes and combat and aerodynamics and design and what have you. And it will be a late hour to start. The boys who already know—either from model building experience, club exchanges or readings—are going to be the experts who will have to interpret happenings for those who don't.

Which brings us right back where we started from. What are you going to be doing with your time this fall? War Birds is offering reliable information to every young man in America who wants to know what practical military aeronautics is, how airplanes are designed and the ways in which they differ in design, the reasons for various designs and the problems of the men who fly. Through the encouragement of clubs, correspondence groups, model building and other activities, War Birds is bringing eager and interested young men together and promoting the exchange of ideas and the dissemination of knowledge.

Within this organization of ours, there is everything that you need to make you well-informed on aeronautics and prime material for specialized instruction on any particular phase of the subject that

appeals to you. Just having the information available does no good, however—it is the use that you make of it that counts.

I'm going to be almighty disappointed if we don't see unparalleled activity within the next few months; both in increase of War Bird Flights and in the use of War Bird Departments and services.

The growth of the "Flight" idea is a real kick to me anyway. We are running them every issue now and we don't have space to get them all in sometimes. Every one of them is a worthy effort and I hope that no group or no commander will allow a flight once started to fold. It is because I have that faith in those who start War Bird Flights that I have broken a rule of H. Q. and included some flights who are far below the minimum of a really efficient working unit. I have accepted the pledge of those organizers that theirs is but a beginning and that they will continue to reach out for more members and for new activities.

Much as I dislike, too, to single out any one flight for mention I cannot forego calling attention to the unnamed flight of Norman E. Macy at Pasadena, Calif. This is the first colored flight in the organization. Mr. Macy, who is white, has organized the boys who are in his class of aerodynamics and they are now a full fledged War Bird Flight.

While I am at it, too, I am going to mention another flight and I hope what I say will not be taken as criticism. The live group up at Hamilton, Ont., has worked out a corking insignia and have what promises to be an outstanding flight, but I am going to take exception to their choice of a name. They are calling themselves at present, "THE DEVIL'S OWN." Well, the intent is okay, but I don't go for that name. Billions of people of all ages, all creeds and all colors have fought shy of acknowledging anything as belonging to his Satanic Majesty and the aversion is bred into people. Without making any low bows to superstition, I'd like to see that name changed. I would not like to have any honest and sincere people alienated or offended by the name of any War Bird group and I am afraid that some people will be.

That is just a slant and a suggestion. Think it over.

Some of you have written in and asked me if a member of a War Bird Flight can be expelled from the War Birds if he refuses to live up to rules and bylaws, stays away from meetings habitually, etc. Well, it's a big question. Offhand it would seem that a lad who had to be expelled from his local flight would be a bird bet to hold a War Bird commission. Sometimes there is more to it than that. Sometimes little jealousies and quarrels creep up and majorities are not always right. My suggestion would be for the Flight to court-martial him and to send a copy of the charges, the defendant's answer to the charges and the recommendation of the court-martial to H.Q. That ought to handle it.

I hope that you have noticed that one of our Non-Coms—Corporal Mroz—had initiative enough to present his Ward Bird card at two large aircraft companies and that they thought enough of the card to extend privileges. That was nice work and the Corporal won himself a commission in the field for the initiative that he showed.

I imagine that you will read, too, of Lieutenant Johnson's offer to obtain model discounts for members. That is the kind of thing that is going to make this organization vital and keep it vital; the willingness of members to extend a helping hand to other members and to shoulder some of the load of providing services for War Birds instead of laying it all on H.Q. A salute to Lieutenant Johnson!

The insignias continue to pour in and some of the art work produced by our members is remarkable. We are going to reproduce a whole section of member drawings in the next issue. Watch for it.

That offer of Five Dollars for the best photograph of a model plane—either flying or scale model—built by a member is still open. Five dollars every month. Send in your snaps.

I've got a lot more to say, but no space to say it in till next month. So, happy landings to you and don't forget to bear down during the coming months and learn something new each week; the day is coming when you'll be able to use your knowledge.

CARSON W. MOWRE
The C.O.

NON-COM'S MESS

DAWGONE!

By the time the C.O. gets through talkin', there ain't any space and by the time he gets through putting a blue pencil on the stories that I was going to tell you muggs, there ain't a thing to put in the little bit of space that he does let me have.

Frinkstands, I had a swell story about two marines. These two marines had been on leave twenty-four hours overtime, see. And they were scared to go home and scared to stay and one had a lot of francs and the other one didn't have any. Just about then along comes a fair French madamemoiselle and she smiles at these two Johns. Huh. You can see for yourself what a swell bunch of drama there is in that, but. . . . When the C.O. got through with that story, Modocs, there wasn't a blamed thing left except the two marines and the madamemoiselle and the two poor Leathernecks couldn't say a thing to that French jane except "Good afternoon, Miss."

Now, how can an old soldier run a colyum that way. 'S'awful.

But anyway, I got me some nice bragging to do about by Non-Com Mess this trip but first I'm going to take a fall out of a couple of buzzards. One of 'em writes in to the C.O. and says, "Wouldn't it be swell if all the Non-Coms were ack emmas and each Officer had an ack emma for himself?"

Huh. Imagine that. All the shiny leather going to the boy's head. Me, I just snorted when the C.O. shows me the letter and I'm still snorting. We ain't ack-emmaing nobody and if you boys will rally round me like you should, there'll be more Non-Coms than officers.

Another buzzard—he is an officer, too—says that there should be a code and only officers should have the key and that messages should be printed in War Birds that only officers could read.

Can you imagine anybody mean enough to want to annoy us Non-Coms that way? It blows me up.

But we got the last laugh. We are in the citation column nice this month and we got us one commission in the field. Who says that this isn't a jabe outfit?

Jump on, Brother. You don't have to pass an exam to join my mess and we'll treat you right.

Yours
THE ADJUTANT.

CITATIONS AND PROMOTIONS

NOTE—A citation is not a promotion unless promotion is so specified. Each citation, however, is entered on the service record of the officer receiving it and is an aid to promotion.

The following officers are cited (Second Lieutenants unless otherwise specified):

W. JOHNSON, 27 Squadron, for his efforts in behalf of model builder members of War Birds. Lieutenant Johnson reports that he has succeeded in obtaining special prices on completely built to scale models that usually cost \$12.00 to \$25.00; Curtiss A-8, Boeing twin motor bomber, 54 scale and 19" to 30" wing span. They are perfect replicas of the real plane. Only commissioned War Birds can buy on Lieutenant Johnson's discount which brings the models down to the neighborhood of \$5.00. (Correspond with him at 140 Belmont Street, Worcester, Mass. See C.O.'s column for remarks.)

ALBERT HENRY, 1 Squadron, for several suggestions of merit.

DENNIS STONE, 50 Squadron, for sketch submitted.

S. ROGALSKI, 38 Squadron, for his activities in behalf of aviation at McKinley Trade School and for sending in samples of the publications issued there.

STANLEY REID, 50 Squadron, for constructive comments offered.

HANS ZACHMAN, 11 Squadron, for insignia sketches of real merit.

EARL EBERHART, 48 Squadron, for valuable suggestions and general activity and for an excellent airport survey made and reported. (This officer is raised to rank of First Lieutenant.)

BILL PIERCE, 36 Squadron, for several suggestions of merit and an excellent sketch submitted.

JACK McARDLE, 50 Squadron, for suggestions on increasing War Birds circulation and suggestions on the contents of the magazine.

B. WALTER EVANS, 52 Squadron, for excellent insignia sketch.

MELVILLE S. F. BOYNTON, 5 Squadron, for sending along an unusual decoration as a model for official War Bird decoration and for his suggestion that we discontinue running the Cockpit departments back to back, so that, by printing on separate pages, the department can be clipped for the bulletin board.

VICTOR W. MUSICH, 24 Squadron, for a drawing of insignia and for several excellent suggestions.

CHESTER OPACKI, 34 Squadron, for interested comments and intelligent suggestions on recent topics discussed in War Birds. (This officer is raised to rank of First Lieutenant.)

HARRY EDWARDS, 2 Squadron, for several suggestions of merit.

GEORGE DON FERRIS, 23 Squadron, for a well thought out suggestion as to the expanding of our national organization.

GIFFORD BRIGGS, 22 Squadron, for several thoughtful suggestions and for remembering us with clippings of local interest in aviation. ARNOLD NICHOLS, 27 Squadron, for suggestions and for clippings.

JOSEPH M. NOVAK, 43 Squadron, for six well-presented suggestions.

CAL CAHOON, 8 Squadron, for detailed suggestions and for insignia sketch.

THE FOLLOWING NON - COMMISSIONED OFFICERS ARE CITED.

CORPORAL CHESTER MROZ, No. 1 Squadron, for several suggestions of merit and for his enterprise and determination in making contact with the managers of the Curtiss and Consolidated factories to the end that he has succeeded in having his War Bird Card honored at both places.

Corporal Mroz is hereby commissioned a Second Lieutenant, the first War Bird commission won in the field.

CORPORAL GEORGE WOHLRAB, for an excellent suggestion and an insignia drawing.

CORPORAL GEORGE RICHARDS, for an interesting suggestion presented excellently.

REGINALD SAUNDERS, 1 Squadron, for his several thoughtful suggestions.

WAR BIRD FLIGHTS

DAWN PATROL FLIGHT, 640 Hawthorne Street, Brooklyn, N.Y. Seven members. Meetings every Wednesday. 2nd Lieut. Bernard T. Fishier, C.O. Roll call: Judah Modansky, Aaron Modansky, Murray Gold, Henry N. Brill, Jerome Reisel, Philip Schecter. No insignia adopted.

FLYING LIZARDS, 2426 Alco Street, Dallas Tex. Seven members. Meetings every Wednesday. 2nd Lieut. Arch Ross, C.O. Roll call: Jimmie Parrish, Obie Koon, Donald Taylor, Lawrance Anderson, Sandlin Goodman, Bill Baughman. No insignia adopted.

HORNET FLIGHT, 357 Melvin Court, San Leandro, Calif. Meetings every Tuesday. Three members. Second Lieut. Bob Weyand, C.O. Roll call: Lloyd Jensen and Jack Duncan.

BATTLE ACES FLIGHT, 428 Ninth Avenue, San Francisco, Calif. Five members. Meetings Saturday night. Second Lieut. Buster French, C.O. Roll call: Bill McBride, Walter Crowley, Pat French, Donald Kahn.

COBRA FLIGHT, 660 West Peachtree Street, Atlanta, Ga. Five members. Meetings at 3 P. M. Saturdays. Second Lieut. Marvin Maxey, C.O. Roll call: Bill Kemp, Billy Jetaun, Frank Dey, Jimmie Stanaland.

DEVIL'S ACES, 56 Hess Street West, Hamilton, Ontario, Can. A non-com. flight. Meetings every Monday and Friday. Five members. Corporal Michael Andrews, C.O. Roll call: Ed. Popelaski, M. Crisko, Paul Modeski, N. Modeski. Insignia is a cleverly drawn Red Satan exhibiting a hand of Four Aces and Skull-and-Crossbones Joker above sunburst of red, yellow, green and blue flames.

MYSTERY FLIGHT, 66 Decker Avenue, Staten Island, N. Y. Six members. Meetings Saturday. Second Lieut. Richard Milan, C.O. Roll call: Louis Fiore, Joe Bugler, L. Dunne, J. S. Merithew, Bobby Brown. (Note, Second Lieut. Milan has been raised to rank of First Lieut, for excellent suggestions, general activity and for several well drawn insignias submitted.)

LUCKY THIRTEEN FLIGHT, 325 East 41st St., New York City. Two members. Meeting 8 P.M. Friday. Second Lieut. John Sorrels, Jr., C.O.

DEATH ACE FLIGHT, 1319 Presidio St., Fort Worth, Texas. Six members. Second Lieut. Joe Perez, Jr., C.O. Roll Call: Milton Mata, Gene Casteneda, Jesse Aguilar, Joe Alvarado, Dolores Hernandez, Santiago Diaz. Insignia is a very cleverly drawn Winged Ace of Spades with death's head on spade.

FLIGHT UNNAMED, 1025 Kirkwood Avenue, Pasadena, Calif. Seven members. Second Lieut. Norman E. Macy, C.O. Roll call: Harold A. Anderson, Carl Bigby, Sterling M. Irving, Richard Bigby, Frank Robinson, Walter Ellis.

94TH PURSUIT FLIGHT, 30 Belknap Street, Arlington, Mass. Seven members. Meetings Tuesday P. M. Second Lieut. Paul Cunha, C.O. Roll call: Harold Nostrum, Leo Martel, James Wagner, TDavid Sewell, Paul Condon, Jackie Sullivan.

VICTORY FLIGHT, 206 No. Navarro Street, Victoria, Texas. Two members, Billie Richardson, C.O. Larkin B. Smith, Adjutant.

SKULL PATROL, 2112 76th Street, Brooklyn, N. Y. Six members. Second Lieut. Irving Schneider, C.O. Roll call: Milton Siegel, Jack Sunshine, Joseph Adasco, Joseph Ridniki, George Allen, Bernard Silor. Insignia is skull grinning at the Kaiser.

WORDS A-WING

Publication of your name in this department entails an obligation to answer all letters received. Post card

replies are permissible, but WAR BIRDS who fail to obey the rules governing the use of WAR BIRDS facilities and privileges are subject to court-martial and the revocation of commissions.
Please mention Dell Men's Group when answering advertisements

GEORGE DON FERRIS, 902 Washington Street, Traverse City, Mich., wants particularly to hear from members of 23 Squadron.

VICTOR W. MUSICH, Willard, Wisconsin, wants to hear from all War Birds, particularly 24 Squadron. He is 21, six feet two, brown hair and eyes and interested in airplane and airplane model design.

RICHARD SHERMAN ROGERS, 333 Washington Avenue, Wilmette, 111., would like to hear from War Bird readers or officers in Wilmette.

FRANK SULLIVAN, 91 East Lacrosse Avenue, Lansdowne, Pa., wants letters from War Birds anywhere. Is 17 years old.

ALFRED J. SCHETTLER, Company 679, C.C.C., Wellston, Mich., has an international flight booming by mail and wants more members.

BILL PIERCE, 3936 N. E. Rodney Ave., Portland, Ore., would like particularly to hear from Portland War Birds.

GERALD CORKERY, 18251 Pennington Drive, Detroit, Mich., wants to hear from 23 Squadron members.

SPARE PARTS HANGER

DON HUDSON, 405 Scarbro Road, Toronto, Ont., Can., will exchange 30 in. Navy Fighter blue print for another blue print.

H. R. JONES, Limon, Colo., will trade books, magazines, courses, arrowheads for old U.S. coins and bills. Enclose stamp for list.

JIM WOMMACK, 9 Wrightsville Ave., Wilmington, N.C., will swap 6 in. model plans. Has a large collection.

CHESTER MARZ, 23 Amielia Street, Buffalo, N.Y., has a lot of plans to swap.