

*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 1/35)

THE C.O.'S MESSAGE

GENTLEMEN:

There are very few things that I enjoy more than sitting down to this little monthly chat, but as time goes on I find myself gradually approaching the spot where my talk will be no longer necessary. You have taken over the show and you are running it. The pages devoted to flight news and to the other departments have become so interesting that I find myself hard pressed to compete.

That is one of the finest things about the War Birds; the alert intelligence which you have brought to bear on every subject which has been called to your attention. I envy you your enthusiasm, your eagerness and your keenness. I hope that you will all keep the fires, of that enthusiasm fed. No matter what you do with your days—whether you spend them at school or at work—it is good for you to have the release for your energy that a good hobby supplies. It is good for you to share a common interest with other people. An active interest in anything sane and healthy is a tonic for a man's mind. I am proud of the fact that War Birds is providing interest for many thousands of American young men; and I'm proud of the manner in which that interest is being manifested.

If you think that this is going to be a sermon, you are wrong; but you have made me thoughtful. I have been giving a lot of thought to the letters which come in requesting suggestions from H.Q. on the organization of flights, the conduct of meetings, etc. The letters themselves show live interest and there is no doubting the spirit in which they are written. But we at H.Q. do not like to take the position of laying down the law on such matters—for a very good reason.

Organizations are not built. They grow! If we were to Call the staff at Headquarters together and put them to work, I have no doubt at all but that we would have some neat formulas to present to you on the conduct of meetings, neat rules of conduct for War Birds and intelligent suggestions for arousing interest in the various activities of the organization. But if we did that, War Birds would not be the organization that it is today. If we handed you something cut and dried, it would be like all cut and dried things; dead. I'll elaborate just a little bit further.

Some of you are stamp collectors. Wouldn't it spoil your fun if someone handed you a stamp collection that was complete as far as every obtainable stamp was concerned? Sure it would. You'd be thrilled for a little while and then the stamp collection would be locked away. There would be no more reason for interest; it could never grow any more, there would be no more thrills in finding new stamps, no more fun in pasting up. No. You would no longer be a stamp collector; you'd be just a lad with all the stamps—and you'd have to find a new hobby.

I feel like that about War Birds. It would be dead the minute that we set a list of rules and formulas and complete instructions before you. All the fun of finding out would be gone.

TAKE a look at the Flight News this issue. There is a lot of good stuff there, but I want you to read particularly the meeting report of the Mystery Flight at Staten Island, N. Y. Headquarters could have written a wonderful set of rules for conducting meetings and appended a sheet of suggestions — and there wouldn't be in the whole business a shadow of the interest that there is in that report. Our sheet would be just someone's opinion of what you should do, but Lieutenant Milan's report is a fascinating account of what your fellow War Birds are doing.

It is all there for you chaps that have written in—methods of running the meeting, things to do, topics to discuss, activities to plan. It is there and it is crisply reported. I salute Lieutenant Milan and the flight

secretary, Lieutenant Dunn, for a splendid report. I suggest, too, that the manner of presentation may well serve as a model to other flights.

But watch that! If you try to follow any model too closely, it is as bad as having cut and dried rules to follow. Be yourself, do things your own way but when you see some other fellow doing a swell job, don't be too proud to learn from him. Many other War Birds flights are probably doing things fully as well as Mystery Flight and doing different things.

Which brings us back to the point we made before; an organization isn't built, it grows!

Before we leave that report of Lieutenant Milan's, though, note that idea of hanging up a prize every month and paying the prize money out of the treasury. That idea looks like a winner. Note, too, the discussion idea of 94th Pursuit Flight at Arlington, Mass. There are a million things to do and somehow or another, I think we are going to do most of those million things before we're through.

I have another topic but space will not permit me to go into it in detail at the moment. Some of our younger members have written in to us to the effect that parents and older people have poked fun at our fiction on the grounds of impossibility, etc. Well, apart from the fact that many veteran flyers read our magazine and that we have more adult readers than youngsters, the criticism is not quite just.

They say that we have boys doing things in stories that no boy could do. Yet Albert Ball at 19 was the greatest air fighter in the world and there were younger aces than Ball. Our heroes in fiction capture enemy planes and fly them home; such things happened. Men with incapacitating wounds succeed in flying their planes home; it happened hundreds of times. Fictional characters land blazing planes; real characters have done it, too, and have flown with linen ripping off wings. Some of our stalwarts take on terrible odds. Bill Barker fought 60 German planes all by himself and got home safely with several wounds and a ship that would scarcely hang together. I could go on and on. Fiction is seldom as wild as fact in the field of aerial warfare and I may ask one of our regular writers to do us an article that will answer these criticisms.

In the meantime, you're doing a grand job.

Carson W. Mowre, Officer Commanding

WAR BIRDS FLIGHTS

The roll call of War Birds Flights is becoming very impressive. At the present rate of growth it will not be long before there is a flight within visiting distance of every War Bird. Keep up the good work, you organizers. There are surprises in store for flights in good standing and we are planning a special section to be published soon with a flight directory as a feature. If any of you have been delaying in making reports of flights organized, now is the time to get them in. The Charters are ready.

Here are the new flights:

THREE MUSKETEERS FLIGHT, Box 90, Kenora, Ontario, Canada. Second Lieutenant Dennis Stone, C.O. Supporting members; Second Lieutenants Bruce Paterson and Ken Clifton. Insignia, three sabres in a wing shield. Meetings every Saturday.

O'LEARY'S OWN, Herrick, Illinois. First Lieutenant Ray L. Donaldson, C.O. Frank Horn, adjutant; Louis Hinton, squadron clerk. Roll call: Darrel Christopher, Floyd Clark, Howard Hinton, Haldon McDaniels. Insignia, shamrock within a red, white and blue circle. Note—This flight meets on Wednesday and Saturday nights at regular flight club rooms on Main Street. The Saturday meeting is devoted to model building and a bogie of 40 different plane types by January 1, 1935, has been set. The Flight is also building a Tom Thumb airport with flying scale models.

THE FLAMING WITCHES FLIGHT, 341 Metcalfe Avenue, Westmount, Province of Quebec, Canada. Second Lieutenant Richard Joy, C.O. Roll call: Corporals Eric Joy, John Mappin, Barbara Joy, Sheila Mappen. Meetings every Saturday.

BLACK FALCON FLIGHT, 1610 No. Mason Avenue, Chicago, 111. Second Lieutenant James Millar, C.O. Roster: Remi Pattyn, Martin Pattyn. Meetings every Monday night at 7:30 P.M.

W. E. BARRETT FLIGHT, 431 West Hendricks Street, Shelbyville, Ind. First Lieutenant George Hurst, C.O. Roll call: Second Lieutenants James Sullivan, Charles Eades, Harry Sherritt, James Mills, Glen Motiler, Lee Barnes, Harold Caroon and Wallace Ensminger. Note — Although this was the original War Birds flight, first under the wire with the idea, it was carried on the rolls without an official name. All of the members of this flight are pilots. (Note by the C.O. It is requested that this flight secure a new name as “W. E. Barrett and Grin Flight” was reported some months ago.)

YOWLING INDIAN FLIGHT, 79 Napoleon Street, Montreal, Canada. Second Lieutenant Louis Bailey, C.O. Insignia: Yowling Indian. Note—No roster reported on this as flight is in formation. Second Lieutenant Bailey reports that he is holding open house to all comers and that he is trying to organize all Montreal War Birds under the Yowling Indian.

BATTLE ACES FLIGHT, previously listed and reporting increase is at 428 Ninth Avenue, San Francisco, Calif. Second Lieutenant Buster French, C.O. Donald Kahn, adjutant. Roll call: Pat French, Chuck Barnett, Walter Crowley, Bill McBride, Johnnie Cahill, Dalton Weber. Meetings every Saturday night. Insignia: Skeleton riding bomb.

FLIGHT NEWS

LUCKY SEVEN FLIGHT, 1406 Avenue K, Galveston, Texas, reports through Captain Robert L. Meade, Jr., that the flight made a group visit to Galveston Municipal Airport in September and presented the membership cards to the Airport Manager, Mr. Robert Scholes. Besides permitting inspection of facilities. Mr. Scholes consented to give the group FREE ground course instruction.

WINGED KEYSTONE FLIGHT. McKeesport, Pennsylvania, reports through Captain William H. Hoffman that it has accepted Second Lieutenant Walter Reinsmith of Freeland, Pa., as a member by unanimous vote. The Winged Keystones made the acquaintance of Lieutenant Reinsmith through Words A-Wing and, although living in a different community, Reinsmith has been able to cooperate with the Flight in such a manner as to win a citation and a warm letter of praise from the Keystone Commander, Captain Hoffman.

DAWN PATROL FLIGHT, 640 Hawthorne Street, Brooklyn, N. Y., reports the loss of three members; the brothers Modensky and M. Gold. These members moved. Jerome Reisel is the new adjutant. Tex Fishier is C.O. Insignia: Heart shield on wing mounting.

COBRA PATROL FLIGHT, 660 West Peachtree Street, Atlanta, Ga., reports through Second Lieutenant Marvin Maxey that a membership drive is in progress with 25 members as the goal. Good luck, Cobras.

MYSTERY FLIGHT, 66 Decker Avenue, Staten Island, N. Y., reports progress of meetings through First Lieutenant Richard Milan, C.O. Each member of this flight has made at least one model which will fly. These are hanging from the ceiling in the club room. Each month the flight has a contest for endurance models with a dollar prize paid from the treasury. Lieutenant Milan's report of one meeting is reprinted here for the guidance of those who write in and ask how meetings should be conducted and for suggestions as to planned activity. Lieutenant Milan has the floor.

Meeting, Saturday, September 8, 1934, Mystery Flight, Squadron 1, War Birds,
Minutes by Lieutenant Dunn.

The roll call was read by Adjutant Fiore. All members present. Minutes of last meeting read.
Accepted.

C.O. Milan asked for reports from the flight. Lieut. Brown reported that his model for the Puss Moth was finished and ready for test. Lieut. Bugler reported the making of a one cylinder gasoline motor. Lieut. Fiore reported the finding of a half wing of a A airplane in an enclosed vacant lot and his

failure to get permission to salvage. Lieut. Merithew reported that his father would give a prize of one dollar to the flight member building the best flying model. Lieut. Milan reported a mission to Richmond Flying Field and asked for volunteers to accompany him in making a survey. Lieutenants Brown and Merithew volunteered.

Dues were collected.

Lieutenant Milan asked for a vote on whether or not to buy files and record books for the flight. The vote was unanimously in favor. The money was turned over to the treasurer with instructions to purchase the supplies voted.

Meeting was adjourned to permit working time on models and scrapbooks. Lieutenants Milan, Brown and Milan planned their airport mission, the trip to be taken on bicycles.

One hour later, the order was given to clean up. Ten minutes was allowed for policing; then all members lined up while the C.O. accompanied by the adjutant and Lieutenant Bugler made the meeting place inspection. Salute. Adjournment.

W. T. BARRETT FLIGHT, 431 Shelbyville, Ind., reports through the C.O., First Lieutenant George Hurst that the flight had a crackup during the last week in September. Lieutenant Cal Cahoon made a night landing into a fence with a Hiss Eagle-rock. Washed out the wings but no bones broken. This flight also reports a unique job handled by three members during the state air tour. There were 46 planes on the airport and Lieutenants Charles Eades, Glen Mohler and George Hurst had the job of parking them,

NINETY-FOURTH PURSUIT FLIGHT, 30 Belknap Street, Arlington, Mass., reports through Lieutenant Paul Cunha, C.O., that it has been having discussions on the air forces of the world and the position of the United States in the event of war. Opinion in this flight is in favor of the building of dirigibles for national defense and many interesting arguments have been advanced in favor of the air battleships. The flight welcomes reports from other flights on topics found interesting for discussion.

BATTLE ACES FLIGHT, 428 Ninth Avenue, San Francisco, Calif., reports through Second Lieutenant French, C.O., that a new member has been added, Corporal Jimmie Ross. The roll call is now nine. Two mascots have been adopted; rabbits named Fluffy and Flossy.

WHAT HAS YOUR FLIGHT BEEN DOING? SEND IN YOUR REPORTS, COMMANDERS.

NON-COM'S MESS

HELLO, Modocs:

Here we are back at the old stand with our trusty shovel and all ready to ladle it out. You lads have been standing by me and sending in applications and the old Adj. has a song in his heart. Yessir—and it ain't St. Louis Blues.

Great town, St. Louis. Any of you fellows from out that way? I used to pick 'em up and lay 'em down at Lambert Field once upon a time. Yep. And two Dean Brothers aren't the only things they have out there, either. They've got fogs. How they have fogs! Finding St. Louis even when you were right over it used to be a good trick when the smokestacks were going right. Those were the good old days when a young Swede named Lindbergh used to be just a greasy peilot around Lambert with ambitions to be a comedian. But I wouldn't tell an informed gang like this one about Lindbergh.

If I ever get to really talking about St. Louis, I'm going to talk about Colonel John A. Paegelow, commander at Scott Field. Yes, sir. The stories they tell about him will keep you up all night and keep you cheerful while you're losing your sleep.

Hold everything! I've just read the C.O.'s message and it reminds me of a Paegelow story. It sure does. Watch for the connection.

It was back during the war and the good Colonel was in charge of the balloons on the front. He was a tough bird when he commanded something and he got results or else. But he never did learn to speak English without a South Germany roll on his tongue. He was born in Germany and raised there, but he was American in everything except speech.

One dirty night before the St. Mihiel show, the balloons were watching everything—or trying to. It was raw, rainy, windy and utterly napoo; and one poor observer had been aloft for nearly fourteen hours. He was fed up and he called the Colonel on the connecting telephone. The Colonel had been pacing up and down in an old slicker and he wasn't comfortable either.

"Vat iss it?" he barked into the phone. The observer swallowed hard.

"Colonel, it's too dark up here to see a damn thing," he bleated, "and it's raining to beat hell and—"

"Iss dot up there all der troubles vot you got?" The Colonel's voice lifted the receiver from the lad's ear, but that observer Was fed up.

"It's enough," he said. "I want to come down and I'm waiting for orders."

Paegelow wiped the rain off his face with a wet sleeve. "Veil," he roared, "you shut opp and go on mit your voik. It iss pitch dark down here, alzo, und I can't see a damn thing down here either und it iss raining to beat hell down here, too."

That observer stayed upstairs.

Well, after reading the C.O.'s speech, I felt like saying "Me, too." He sez as how he's got enthusiasm and initiative and intelligence in his crowd and he's proud of them. He means, of course, all of the War Birds; but some of the shiny hooters might figure he just means officers. For those muggs, I'm going to say just one thing and say it with a deep bow at the good old Colonel.

"It iss enthusiasm down here mit der non-coms, alzo, und we haffent had to advertise for intelligence, either. Und I'm proud as hell, too."

AND I WOULDN'T KID YOU, MODOCS.

You've been rallying round with suggestions and ideas and the good old head muscles have been doing their stuff. The Non-Com Mess is getting to be a real outfit and by New Year's, the shiny booters will be fighting us for space in this book.

This month I've had to throw all of my citations in the big line up with the officers to save space, so I've only got time to sling remarks on one. It's from good old Corporal James Henning of Hoboken, N. J. (Swell place, Hoboken! That's where we all jumped off across the pond during la guerre—and where we went for beer when we came back and found they'd taken it away from us. Remind me to tell you about Hoboken some time.)

Anyhow, the Corporal has been reading War Birds since 1927 and he sez he could pass an officer's exam easily as his brother did; but he thinks that officers are stuffed shirts and he'd rather sit in the dugout with us common people. That's the old spirit. We don't want any Non-Coms who aren't proud to be that. The Corp. is thinking of organizing a motorcycle squadron—and that's an idea. Old as I am, I'll be demed if I don't go over to Hoboken and kick an Indian with him if he does it.

How about the rest of you Non-Coms? Are you organizing something hairy-chested. Let me know.

Chow call blowing and I've got to pull out. More Non-Coms than officers by 1935—that's the slogan.

Whoop 'er,
The Adj.

SPARE PARTS HANGER

Note: As gentlemen and War Birds we expect you not to misrepresent the merchandise you offer here for sale or trade. The service is free to you, merely send in your ad, hand-printed or typewritten not exceeding thirty words. Also, when writing a War Bird whose address you get from this department, be sure and enclose a stamped and self-addressed envelope for an answer. We expect all War Birds to answer all communications obtained through this department.

BUSTER FRENCH, 428 Ninth Avenue, San Francisco, Calif., will swap magazines, stamps, books and chemistry set for what have you?

MICHAEL STELMAK, 35 Bellevue Street, Hartford, Conn., has German helmet, magazines, plans for Stinson R. and S.E.-5. Wants medals, wings, photos of aces or what have you?

BRUNO DABAL, 134 Shaw Street, Garfield, N. J., has kit for flying model of Spad and Curtis Hell Diver for what have you?

BILL PIERCE, 3936 N.E. Rodney Ave., Portland, Ore, wants plans for Nieuport 27, Curtiss P-I-B, Boeing F4B-3 or 4, also P-12-E or F and Hawker Fury. State size of model and particulars.

GEORGE FICKLING, Giddings, Texas, has Burns Wrestling Course, barbell, books, pistol. Wants guitar, pistols, books, barbell courses.

JULES KLEIN, 206 West 231st Street, Bronx, New York City, N. Y., (c/o Belford) wants a bolt for a German Mauser rifle, 1907 model. Will buy for cash or swap. Has .22 Stevens repeating rifle, tennis racquet, fishing rods.

HARRY ERICKSON, 6238 25th Ave. N.E., Seattle, Wash., will trade pictures and snapshots; particularly of airports.

WORD 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.

GARRICK L. EVANS, 600 West 113th Street, New York City, N. Y., is a veteran reader of War Birds, son of an R.A.F. officer and is taking instruction now for pilot's license. Is anxious to correspond with old time readers of War Birds and members learning to fly.

W. JOHNSON, 140 Belmont Avenue, Worcester, Mass., will be glad to supply information on Albatross and Fokker planes to members requiring any specific information about any of the models put out by these makers during the war. Can also arrange special prices for members on model building material.

HARRY C. EASTON, 56 St. Clair Ave. W., Apt. 5, Toronto, Ont., Canada, is anxious to contact a partner with a seaplane for prospecting the gold areas in Northern Ontario. Has studied mining engineering and has practical field experience.

SAMUEL BECK, JR., 321 D Street, S.E., Washington, D. C., is fifteen years old and would like to hear from War Birds of his own age and from any War Birds of 33 Squadron.

HARRY ERICKSON, JR., 6238 25th Avenue, N.E., Seattle, Wash., is a model builder and amateur photographer. Is anxious to hear from War Birds anywhere. Will trade pictures, particularly of airports.

HELEN HOFFMANN, 1512 Packer Street, McKeesport, Pa., would like to hear from War Birds and Lady Birds everywhere. She is 19 years old, 5 feet 3 inches tall, brunette, hazel eyes. She holds a commission in

the War Birds. Line forms to the right.

CHARLES GAY, 1823 Sixteenth Street N.W., Washington, D. C., is a member of the 19th Squadron located temporarily in Washington. Would like to hear from War Birds in Virginia and District of Columbia.

BUSTER FRENCH, 428 Ninth Avenue, San Francisco, Calif., is 13 years old and would like to hear from War Birds abroad or from those who have traveled.

CITATIONS AND PROMOTIONS

Note—A citation is not a promotion but each citation goes into the service record and counts in the officer's favor when names come up for the promotion lists. The following officers are cited in this month's orders:

SECOND LIEUTENANT BUSTER FRENCH, 20 Squadron, is raised to the rank of First Lieutenant effective Jan. 1, 1935. Lieutenant French has been active in the formation of Battle Aces Flight and has contributed a number of suggestions.

FIRST LIEUTENANT CHESTER OPACKI, 34 Squadron, cited for his excellently prepared reports and suggestions, for several well-executed diagrams accompanying suggestions and for keeping H.Q. informed on developments in his section.

SECOND LIEUTENANT JOSEPH NOVAK, 43 Squadron, for well drawn sketch accompanying a suggestion. Note: This is Lieutenant Novak's third citation.

SECOND LIEUTENANT DONALD HAGGER, 52 Squadron, for several excellent suggestions; that we run a series on combat tactics and that we have an aces' star for members receiving five citations. Comment : Practically every phase of war time flying is discussed at some time or another in our fact articles and combat tactics will be covered, as they have been partially covered heretofore. The Aces Star is a possibility for future adoption.

SECOND LIEUTENANT DEANE R. BRANDON, 20 Squadron, for his well presented suggestion anent War Birds commissions suitable for framing. Comment: This cannot be acted upon at this time, the commission cards serving present needs of the organization admirably.

FIRST LIEUTENANT CHESTER OPACKI, 34 Squadron (second citation in this month's orders for this officer), for some splendid research work on balloon experiences in the* war and for clipped information of unusual nature on foreign aeronautical developments.

FIRST LIEUTENANT DOROTHY L. KOHN, 39 Squadron, for a very interesting report on the first Mississippi commercial seaplane.

SECOND LIEUTENANT WALTER REINSMITH, 43 Squadron, for his fine cooperation with the Winged Keystone Flight. (Citation recommended by Captain William H. Hoffman, C.O., Winged Keystones.)

SECOND LIEUTENANT MARVIN MAXEY, 49 Squadron, for his suggestions regarding a ground course and assignments for War Birds.. Comment: The ground course suggestion is to the point and will be considered seriously by the staff for future action.

FIRST LIEUTENANT BUSTER FRENCH, 20 Squadron (promotion announced in this months orders), for his report and diagrams on the Crissy Field airport.

SECOND LIEUTENANT CLARANCE R. MILLER, 1st Squadron, for several well prepared suggestions on organization and personnel.