

*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 2/35)

THE C.O.'S MESSAGE

Gentlemen:

You will recall that we made you a promise when the War Birds were first organized. We told you that there would be privileges, discounts, courtesies, etc., that would be yours by reason of your War Bird membership. There's been an interesting development in this regard within the past few months and I want to discuss it with you.

As you have taken into your own hands practically every other feature of the organization, you have taken this matter also. It was our hope that this would be so, and we have been quietly waiting, confident that the organization would see to it that it was recognized.

I have before me as I write a letter from Lieutenant J. Magolon, C.O. of the Hell Cat Flight in Philadelphia. Because it demonstrates so well the value of a War Bird membership and the correct manner of using it, I am going to include part of that letter in this talk. Listen to Lieutenant Magolon:

"On the 27th of October I went to the Navy Yard and took my membership card with me. In one factory, no one was allowed unless he or she had a pass. I showed my card to a guard and he let me in. Boy, oh boy, was I happy! Inside they were making and packing parachutes and covering the wings and fuselages of airplanes. I spent almost an hour watching the workers.

"In the afternoon I asked an officer if I could go inside a hangar which was also private unless you had a pass. I showed my War Bird card. He read it and told me to follow him. In less than a minute we were in the hangar and he gave my card back. He said that I was lucky to belong to such an organization and, to my surprise, asked me if I built airplane models. I said that I did and he explained each type of airplane inside the hangar and what they were used for. They were: Grummen Fighter, Vought, Martin bomber, Boeing and Loening. This inspection took us about an hour. We were looking at airplanes and talking about them all of the time.

"I am happy and proud to belong to a club that is known everywhere and I am happy to have a membership card which gives me the privilege of visiting places where the general public is barred."

WHAT DO YOU THINK OF THAT, WAR BIRDS?

My own personal opinion is that Lieutenant Magolon deserves the highest praise for his initiative in using his card as he did and that the entire organization may well pat itself on the back for the prestige that has been accorded it by outsiders. Some of our members have managed to get inside of the crash lines by use of their cards where big airplanes were wrecked, others have been allowed inside the lines at air meets and have been invited on tours of inspection and into free ground courses. In the world of aviation that card is coming to mean something.

Only one caution occurs to us. When you present your card, always be sure that you present it respectfully and with due appreciation of the rank of the man to whom you present it. Do not impose on anyone or demand anything as your right. Remember that certain courtesies may be extended to you as "privileges" that would never be allowed you as "rights." In other words, conduct yourselves always as officers, gentlemen and worthy representatives of an organization that commands respect.

That's that. Now there is another item in the cache.

A few issues back, we published an offer from Lieutenant Johnson to his fellow War Birds in which he offered special discounts on model material. This month we present to you Lieutenant Ray L. Donaldson, All Trades Printing Service, Herrick, 111. Lieutenant Donaldson is Commander of "O'Leary's Own Flight" and he wants to cooperate with fellow War Birds everywhere. I'll let Lieutenant Donaldson have the floor.

"I will supply officers and non-coms," he says, "with scale models from 1914 to 1934. I am an authorized builder of Comet models and will supply the fully constructed plans suitable for ground school instruction as well as forty per cent discount on all kits and parts. For example: a dollar kit to War Birds will be 60 cents. A ten dollar to twenty-five dollar exhibition flying scale plane minus labor cost of from five dollars to fourteen-fifty. I will also give advice and information as well as details about construction and where to obtain models and supplies. I am particularly interested in forming a mail flight in Illinois, Indiana and Missouri."

There you are. If you are interested in model planes, here's your chance. Drop a line to comrade Donaldson. And, in the name of the organization, I extend thanks to the Lieutenant for his kind offer. It is such cooperative efforts that will build the War Birds to the point where it is unique among the organizations of the world.

I have several other matters to discuss with you, but I will" postpone them till next time. I want you to have time to think about this message.

Faithfully,
Carson W. Mowre,
Officer Commanding.

NON-COM'S MESS

HELLO, Mugs:

And I hope that most of you get sunburned tonsils or the jailbird jitters or the Armenian itch. S'elp me, I do.

What I want to ask is about all these gripes that come in. What do you birds mean by all this stuff to the effect that the Adjutant talks too much and doesn't work hard enough? Humph. You don't know from anything. I've been working like a new ack emma tryin' to tune up an old Clerget (Hm—And how that baby would work. Ah, me). But, I'm not getting my credit. It's mostly the officers who are doing the kicking and they don't have to come to these meetings of ours anyhow. They kick and kick—and you non-coms aren't rallying round the old Adj.

As long as there are more officers than non-coms in this War Bird organization, the shiny hooters are going to swing the weight, and that's going to be tough on your old Adjutant. Before I get through, I'm going to tell you a dirty crack the C.O. made to me about" those letters that came in. Remind me to tell you.

First, however, I've got jobs to do.

The C.O. figures if he gives me a lot to do in this colyum, I won't have time to chew the fat with you birds the way I generally do. So he passes on to me the odds and ends of the mail bag, the stuff that nobody knows what to do about.

There's Edwin Capron, frinkstands, in dear old Boonville, N.Y. Edwin gives us a three cent, stamp, which the C.O. uses to send a letter to his cousin, and asks us to tell him how to start a squadron. Now when the C.O. reads that, he just naturally fined this lad, Edwin, three cents. "If he reads War Birds like he should," barks the C.O., "he wouldn't have to ask that." Well, what do you think? (Note—we just got a penny postcard from the C.O.'s cousin and he says that he wishes you birds would send in queer looking stamps with pictures of scenery on them. He likes that kind better than; those with George Washington on them.)

Then there's a lad named Arthur Mosier who writes in an' makes a nice polite inquiry and some intelligent remarks, but forgets to put his address on his letter. The C.O. says to do something about Arthur and I've been scratching my head for the last ten minutes. The only thing that I can think of to do is to grin wide and

stick out my paw and say "Hello, Arthur."

Then there's Thomas Locastro over in delightful old Brooklyn. Listen to Thomas, will you. He says to send him the pictures of airplanes, the names of them and how fast they go. I guess Thomas means that he just wants pictures of airplanes—any kind. Well, I dunno. I'd like to make Thomas happy but there really are too many airplanes. I'm afraid that he'll just have to do what the rest of you muggs do—clip airplane pictures and save them up. We print a lot of pictures, Thomas, and even the foreign edition that we get out for export to Brooklyn is complete with illustrations. (Oh, oh. That slipped out. Watch the Adj. get socked around now. Look what those tough babies did to Bill Terry for that crack about Brooklyn. Boys, I'm sorry—)

And Robert O'Neill. Ah, me. Robert wants us to call him X-1 and give him secret assignments that he can gumshoe down Baltimore way. Robert craves to be sort of a spy for us and ferret out the dark secrets of aviation in Maryland; like whether they really use Curtis Condors and such for mail or whether they have Russian ships or something disguised. Well, Robert isn't the only one with that idea. Some i of you other boys have ached for intelligence jobs and such—and we haven't got any department to put you in. I guess, maybe, since the C.O. told me to do something about this, I'm going to have to make it personal.

Hereafter, just between us two, I'm going to call Robert "X-1," and if some of you other boys whisper a secret gag to me, I'll go all the way with you and call you Zero 13 or anything you want. How's that for a deal?

Then there's Edward Allen of Buffalo. Edward writes us a right nice letter about flights and wants to get in touch with Buffalo flights and members, but he doesn't put his address on his letter, either. The stamped, self-addressed envelope that he says he enclosed was lost somehow in the shuffle. We couldn't find it when we looked for it, so we don't know where to find Edward. Hello, Edward!

The word counter is ringing a warning and I'm pretty nearly out of space. And me with so many comical jobs still to do. Tut, tut!

Well, I promised to tell you about that crack of the C.O.'s. He looked at me real nasty the other morning and says "Adj., the boys say that you talk too much."

Now you know me. I denied it, of course, arid offered to prove it. He droops his lip a bit nastier, "You know what Wilbur Wright said about that?" he remarks.

I get a bit nasty myself. "Nope," I sez. "I ain't that old. Those boys were flying before I was."

He looks a steel look at me that weighs all of two tons. "Wilbur Wright remarked," he chirps,, "that the parrot is the only bird that can talk and it's the world's worst flier."*

Now I ask you, Modocs, do I have to take that kind of stuff all my life or are you going to back me up?

Drearily,
The Adj.

WAR BIRD FLIGHTS

STILL they cornel The long line of War Bird flights stretches back over a year of the magazine and beyond, and it is an impressive parade. Looking ahead, we are a bit staggered at the possibilities. At the present rate of growth it will be only a short while Until the War Birds is the largest organization of its kind in the world. Beyond that, what?

We don't know—but we've got a purpose and a will and a destiny. You are all rallying around and you are giving us a space problem back here in the news department. And that's all right, too. If you don't think so, read the C.O.'s message this month.

Here are the new flights. Salutes!

WINGED SKULL FLIGHT, 1407 Olive Avenue, Long Beach, Calif. First Lieut. Louis Warner, flight commander; Second Lieut. Lloyd Richardson, Adjutant. Roster: Cadets Gale N. Smith, George W. Simons, Jr., Chester Bassett. Insignia: Glaring Skull with red wings within a black circle. Meeting every Wednesday. All members are Air Cadets

IMPERIAL EAGLES FLIGHT, 2516 Trumbull Ave., Chicago, 111. First Lieut. Jaroslav Chmelicek, C.O. Roster: Second Lieut. Anton Choc, flight artist; Second Lieut. John Sada, adjutant; Second Lieut. Chester Trunec, treasury officer. Privates Thomas Kapusta, Eddie Beran, Theodore Kolin, Henry Houkal, Roy Buresh, Eddie Janata, Arthur Hess. Insignia: Imperial Eagle in triangle with legend "Jagdstaffel 40." Meetings every Monday evening at 7.30.

FLYING PANTHERS, Box 602, Clarksdale, Mississippi. Sergeant C.C. Rush, C.O. Roster: Privates Erwin Mooney (Adj.), Frank Clark, Paul Cotton, Roderick Francis, Melvin Johnson. Insignia: Blue panther with white wings within a red circle.

FLYING FALCONS FLIGHT, 6910 Maple Avenue, Dearborn, Michigan. First Lieut. James Ford, 3rd, C.O. Roster: Second Lieut. Louis Jabour (Adj.), Ford Walker, George Ford, James Ford Jr., Paul Lyshak, Lawrence Esper, Jack and Dale Collins, Mike Edo, Joe Greenwald. Civilians: Irving Camen, Anthony Bloinck, Stanley Kozicki, Edwin Boos, Bill Terns, William Keegon, Jack Terns, Norbert Purcell and Stanley Gauronsky. Meetings every Wednesday.

TWO MOSQUITOES FLIGHT, 10 Scouler Street, Poplar, London, E.14, England. Personnel: Second Lieut. T. O'Callaghan and Second Lieut. R. Wootton. Meetings every Saturday, 6 to 8.30 p.m.

RED KNIGHTS OF THE SKY, 25 Greenwood Avenue, Waukegan, 111. First Lieut. William Durka, C.O. Roster: Robert Carey, Eugene Mack, Billy Keefe, Louis Wall, William Cody Campbell, Donald Bergman, Meetings every Tuesday. (Note: rank in War Birds of flight members not given in report.)

FLIGHT NEWS

COBRA PATROL, 660 West Peachtree Street, Atlanta, Ga., reports through its C.O., Lieut. Marvin Maxey, that five new members have been added to the roster: Blain Bailey, Billy Clark, Hugh Joyner, Carol Patterson, Carey Mickel.

HELL CATS FLIGHT, 1643 Downton Street, Philadelphia, Pa., through Lieut. J. Magolon, C.O., reports that meetings are being held regularly each Wednesday with all members in attendance, that all members are making models and that the club treasury is being swelled by the collection of dues at each meeting. (For further report of this flight, see the C.O.'s column.)

WINGED SKULL FLIGHT, 1417 Olive Ave., Long Beach, Calif., reports through Second Lieut. Louis Warner, C.O., that it is making the requirements for membership stiff so that the flight will get only worthwhile members and workers. All members must be over 17. More complete reports of this flight will be available later.

LUCKY SEVEN FLIGHT, 1406 Avenue K, Galveston, Texas, continues to be the most active of all War Bird flights. Through the Commander, Captain Robert L. Meade, Jr., various activities are reported: the regular attendance of the flight at ground school classes of the Galveston Municipal Airport, attendance in a body at Galveston Air Show and at the Aerial Circus of Galveston Flying Service Inc., and the addition of several new books to the Flight library. On the personal side, Captain Meade reports a visit paid to the Victory Flight at Victoria, Texas, and an attempt at contact with the Death Ace Flight of Fort Worth. Captain Meade was unable to locate any of the officers or members of the DEATH ACE FLIGHT. We would like a report on this from the flight in question or any more data in the possession of Capt. Meade. We are in favor of inter-flight visits and if any flight has changed its address, we should be notified immediately.

CITATIONS AND PROMOTIONS

Note—A citation is not a promotion but each citation goes into the service record and countB in the officer's favor when names come up for the promotion lists. The following officers are cited in this month's orders: Second Lieut. Edwin Parks, SO Squadron, for his very interesting reports on various phases of Canadian aviation.

SECOND LIEUT. WM. R. DUDLEY, JR., Squadron 1, for his suggestion that we publish an explanation of rank in the War Birds. (This will be done in the next issue.)

SECOND LIEUT. ROBERT TATARCZUK, 42 Squadron, for his suggestion that we have an open forum in the War Birds for discussion of aviation topics. (This is being considered, Lieutenant.)

SECOND LIEUT. EDWARD ALLEN, Squadron 1, for his suggestions on national War Bird regulations and on circulations reports by War Birds officers. (Two good suggestions. Lieutenant, and worthy of more discussion space than we can give them here.)

FIRST LIEUT. JAMES FORD, Third, 23 Squadron, for his suggestions on flight competitions.

CAPT. ROBERT L. MEADE, JR., 37 Squadron, for his well written, interesting reports; his intelligent direction of the Lucky Seven Flight and his active interest in other flights. This officer has visited various War Bird flights, been generous with his time in behalf of the organization and has, in every way, conducted himself splendidly.

SECOND LIEUT. CAL CAHOON, Squadron 8, for his very timely and thoughtful suggestion that War Bird Flights refrain from adopting insignia that may offend nationals of other countries with which we are now at peace; anti-German, anti-Japanese, etc. (This is worth thought. We are an international organization and there is a wide range of design from which to pick insignia without making selections that awaken hostility.)

FIRST LIEUT. RAYMOND J. BIANCHI, Squadron 43, for his suggestions on true features.

SECOND LIEUT. ARTHUR ROSCOE, 34 Squadron, for his insignia suggestion and sketches.

SECOND LIEUT. ALBERT NAGEL, 27 Squadron, for his timely clippings.

SECOND LIEUT. CHARLES A. HUEY, Squadron 11, for his suggestions on War Bird uniform. (Not possible of adoption at present.)

SECOND LIEUT. A. -LAMARSH, Squadron 50, for several suggestions and some interesting photographs from Wallaceburg, Ontario.

SECOND LIEUT. J. GARR, 55 Squadron, for his suggestion that we run a history of the entire Fokker line. (This has been arranged for, and Mr. Barrett had written the article before the suggestion was received, but Lieutenant Garr did not, of course, know that.)

FIRST LIEUT. CHESTER OPACKI, 34 Squadron, for sustained interest in the War Birds, for several excellent suggestions and for several well-backed-up criticisms of a constructive nature.

SECOND LIEUT. DONALD HAGGER, 52 Squadron, for original research and instructive material on Captain Ball, British ace. Second Lieutenant Hagger is raised to rank of First Lieutenant effective February 1, 1935. (Note: In answer to a question of Lieutenant Hagger's, War Birds living in England or in other foreign countries may obtain War Birds wings by mailing an International Reply coupon— obtainable at the post office of any country—to the value of twenty cents.)

SECOND LIEUT. M. STILLMAN, 50 Squadron, for his suggestion about a picture savers' contest. (Not practical at the present time.)

FIRST LIEUT. DOROTHY L. KOHN, 39 Squadron, for submitting suggestions and reports in military fashion and, particularly, for an excellent report on her local airport. (Note: The report follows, and we recommend

study of it by all War Birds. It is a good example of how a report should be made.)

Subject: Report on Davenport Airport,
To: Commanding Officer, War Birds.
Name of airport: Cram Field.
Location: North Division Street, Davenport, Iowa.
Ownership: Davenport Airways, Inc.
Name of manager: O. Ray Hansen.
Planes at the airport:

One Lincoln P, T.
One Menasco Rocco One Stinson S
One Stinson R (Stinson-Detroit Monoplane. Three Seater. "Daily Times")
One Viele Prep
One Werner Monocoupe .

Personnel:

One of the aviators at Cram Field, Davenport, is Paul Bloom,, who distinguished himself at the Miami and Cleveland Air Races several years ago. Other aviators at the field are George Dickson and Paul Gilland.

Interesting facts:

- (1) Cram Field was used by the United States Army as a stopping place during its recent flying of the mails.
- (2) Davenport is the Headquarters of R. L. Stephens, I}, S'. inspector for the bureau of air commerce. All planes from surrounding territory are brought here for inspection.
- (3) Some of the important figures in the world of aviation who have been at Cram Field during the past years are Colonel Charles A. Lindbergh, Post and Gatty, the Round-the-World fliers, and Colonel Art Goebel of the Dole-flight-to-Hawaii fame.

Report submitted by:

Dorothy L. Kohn,
1546 W. 12th Street, Davenport, Iowa.
Second Lieutenant,
Squadron No. 39.

SECOND LIEUTENANT W. G. DIDRICHSEN, 1 Squadron, for his suggestion that we have a short story contest open to War Birds with prizes each month for the best story. Comment: Space is valuable in War Birds and we try to make each page interesting or valuable to our readers. It is our experience that the average amateur story culled from a prize contest is neither interesting nor instructive. Members of the War Birds with writing talent may submit in the regular manner and if the work is good enough, it will win the prize of acceptance and payment without a contest. We want to warn you, though, that the best writers in the business are shooting at the pages of the best air-war magazine of them all—and the competition is tough.

CAPTAIN WILLIAM H. HOFFMAN, 43 Squadron, for reports submitted and for an interesting combat picture of a Farman and a Taube with discussion.

FIRST LIEUTENANT RICHARD MILAN and Second Lieutenants Robert Brown and J. S. Merithew, 1st Squadron, for their joint report on the Richmond Flying Field, Staten Island.

FIRST LIEUTENANT RICHARD MILAN, 1 Squadron, is commissioned Captain; increase in rank effective January 1, 1935. Captain Milan has been extremely active and has shown rare skill and initiative in his conduct of MYSTERY FLIGHT and in the submitting of reports to H.Q.

SECOND LIEUTENANT W. JOHNSON, 27 Squadron, for his offer to aid War Birds who require information on Fokker or Albatross planes and to obtain special prizes for members needing model material. (See Words A-Wing.)

SECOND LIEUTENANT JIMMY WOMACK, 40 Squadron, for several airplane snapshots submitted.

CORPORAL WILLIAM N. SHIPLEY, 2 Squadron, for a number of suggestions pertaining to organization.

Corporal Shipley is raised to rank of Sergeant effective January 1, 1935.

CORPORAL ALEX CHISHOLM, 20 Squadron, for several excellent suggestions regarding contents and art work on War Birds.

CORPORAL JAMES HENNING, 5, Squadron, for his suggestion anent special squadrons (see Adjutant's comments) and for an interesting report on his aeronautical experiences. (Note—In answer to inquiry by Corporal Henning, the Adjutant replies that he is not the same chap who conducted the Dugout in War Birds.) (Note by Adj. himself—yer dern right. I've got a horror of dugouts and wouldn't conduct one any place.) Corporal James Henning is raised to rank of Sergeant effective January 1, 1935.

2ND LT. WALTER HENNING, Sq. 5, for several excellent suggestions and for sustained active interest. This officer is further cited for several sketches submitted.

2ND LT. FRED MORGAN, Sq. 1, for several suggestions; specifically, that members of War Birds supply plans for models which can be reproduced in the magazine. (Comment by the Engineering Officer—This is not practical. Few men can draw plans acceptable for reproduction- without engineering training, and few War Birds officers would qualify as. original designers. The reproduction of plans that were copied would get us in trouble with the copyright laws.)

2ND LT. TED WILSON, Sq. 34, for his suggestion that we supply stationery at cost with the War Birds insignia. (Opinions are solicited on this subject. Lieutenant Wilson also suggests that War Birds run a picture of the C.Q. (No citation for this suggestion, but the C.O. extends his thanks for the compliment.)

IMPORTANT NOTICE—Citations and promotions will be awarded hereafter only to those who make their suggestions and report their activities in a military manner. Each separate subject should be covered in a memo with the subject heading at the top. Signatures should be printed or lettered legibly and the officer's rank and squadron number must appear beneath his name. (See the C.O.'s column for details.)

NON-COM CITATIONS

The increasing interest on the part of non-commissioned members of the War Birds has made a separate promotion and citation list necessary. Non-commissioned men cited this month follow:

CORPORAL H. W. SCHROEDER, JR., Squadron 1, for several suggestions on the format of the magazine.

CORPORAL HAROLD KNITZE, Squadron 5, for a well presented suggestion that we run modern aviation articles when outstanding events justify it; Such as the London to Melbourne race.

CORPORAL BOB LUCHTMAN, 43 Squadron, for his suggestion that we run articles and sketches on the working parts of an airplane and the function of each part.

CORPORAL ROBERT HAGER, 11 Squadron, for his suggestion that we buy a plane for War Birds and send it on a tour of the courftry to places where there are War Birds. (This would be pretty nice, but we'd probably have to raise the price pretty stiffly to pay for the plane and that idea wouldn't be popular.)

CORPORAL R. N. WITHEROW, 19 Squadron, for his activities in obtaining new recruits.

CORPORAL LOUIS LIMBERG, Squadron 1, for a well presented and well reasoned suggestion that we establish a

Current Plane Digest column in which the aviation news of the day could be interpreted for members and not merely reported.

Private William Scarborough, for several insignia suggestions.

NOTICE

We are indebted to 1ST LIEUTENANT DANIEL HARDESTY of Clinton, La., for the following copy of Bouse Resolution No. 7413. Lieutenant Hardesty suggests that all War Birds write to the representatives from their own district and urge action on the bill or write direct to the Honorable J. J. McSwain, Chairman of the House Committee on Military Affairs, House of Representatives, Washington, D. C., with a pledge of support to the bill and an expression of agreement with its aims.

This seems like a good opportunity for registering the weight of War Birds in national affairs and every officer and non-commissioned officer is urged to study the bill and take any action possible.

House Resolution No. 7413
73rd Congress, 2nd Session In the House of Representatives
January 29, 1934
Mr. McSwain introduced the following bill, which was referred to the Committee on Military Affairs and ordered to be printed.

A BILL

To promote the national defense by organizing the Junior Air Corps Reserve as a civilian component of the Army of the United States.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress Assembled, that the Secretary of War be, and he is hereby, authorized and directed to organize a civilian component of the United States Army, to be known and designated as the "Junior Air Corps Reserve," and to establish such rules and regulations as he shall deem fit and proper for carrying out the purposes and objects of this Act.

Section 2

That all persons between the ages of eighteen years and twenty-one years, of sound physical condition, and with a minimum education equivalent to at least a full high school course, shall be eligible to be listed as cadets of the Junior Air Corps Reserve, and shall be entitled to receive such emblem or designation to wear upon the clothing as the Secretary of War may prescribe, and shall receive such course instruction and training in aero-dynamics and in the art of flying as shall be prescribed by the Secretary of War.

Section 3

That Secretary of War is authorized to use all proper means and agencies for the encouragement of said Junior Air Corps Reserve, by detailing either regular flying officers or reserve flying officers, called to active duty, to engage in the instruction and training of cadets of the Junior Air Corps Reserve in such private flying* schools and centers of air training as may be selected by the Secretary of War.

Section 4

That the Secretary of War is further' authorized to encourage the development of said Junior Air Corps Reserve by permitting the use of such Army air fields from time to time as may not conflict with the work of the Air Corps of the Army and further by permitting the use of airplanes, aircraft generally, and equipment belonging to the Air Corps of the Army, if and when, in the judgment of the Secretary of War, such is wise and proper in promoting the art of flying and in training of the said Junior Air Corps Reserve.

Section 5

That upon the completion of such course of training as shall have been prescribed by the Secretary of War and upon the satisfactory passage of final examination" and tests by all cadets of said Junior Air Corps Reserve, the Secretary of War shall' issue certificates of graduation that shall evidence full membership by all such graduates in the Junior Air Corps Reserve, and said graduates shall then be entitled to wear, at pleasure, such uniform as shall be prescribed by the Secretary of War, and such insignia and other designations and decorations upon said uniform or civilian clothing as the Secretary of War shall prescribe. All such graduates of the training prescribed for cadets of the Junior Air Corps Reserve shall be kept listed as to their addresses, business occupations, and other pertinent facts so that the same may be available on shortest notice for service in the national defense in the event of a national emergency.

Section 6

That the Secretary of War is authorized to select each year, three Hundred of the most promising and efficient graduates of the primary instruction hereby authorized and to give said three hundred graduates instruction at any school or flying field of the United States Army for a period not exceeding six months and then to offer at least one hundred each year of the said three hundred graduates of the primary instruction in

the Junior Air Corps Reserve commissions as second lieutenants in the Air Corps Reserve and to call said one hundred second lieutenants to active duty as reserve officers in the United States Army 'Air Corps.

Write to the Honorable j. J. McSwain, Chairman of the House Committee on Military Affairs, House of Representatives, Washington, D. C., or to your own representatives. Do It Today.

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.

DOMINICK PLEAKIS, 23-33 Thirty-seventh St., Long Island City, N.Y., wants to exchange negatives of planes, film size 116. Military planes preferred, and wants entire plane showing.

A. LICKFIELD, 131 East Lippincott St., Philadelphia, Pa., wants war relics. Will buy or trade stamps and match covers for them. Or what do you want?

BENJAMIN HEROLD, 650 West End Avenue, New York City, N.Y., has extra detailed plans for 20" flying model Beechcraft; also solid plans for 10" Douglas Y 10-43. Trade for what-have-you?

ARTHUR PASCOE, 2655 Polk St., San Francisco, Calif., has pictures of world war aces and planes. Would like to get uniform insignia or wings. Will swap stamps or magazines.

ROLAND LALIBERTE, 35 Hunt Street, Brockton, Mass., wants German helmet, bayonet or trench knife. Will buy or trade Daisy Air Rifle for these or other relics.

ED RICE, 167 West California St., Columbus, Ohio, has air magazines, war-time crash helmet, modern helmet, piles of airplane plans and information, .22 repeater, pictures and descriptions of modern and wartime fliers. Wants air magazines or what have you?

DONALD HAGGER, 3 Verdun Ave., Wilton Road, Eccles Old Road, Pendleton, Manchester, England, announces that Great Britain now has a new issue of 1d. and 1½d. stamps. He will trade for unused American stamps.

C. TAKAHASHI, Route 1, Box 171 B, Lathrop, California, has books, sets of books, correspondence courses, photographic histories of three wars and many unusual books and magazines (263 books, 317 magazines). Send for list. Wants war relics; buttons, medals, swords, helmets, etc. Send for list. Will sell or swap.

JOE ALSTON, 115 Corona Street, San Antonio, Texas, will swap books, stamps, war magazines and military insignia for machine gun belts, German Iron Cross or what have you?

J. TOBIN, 1626 West Lehigh Ave., Philadelphia, Pa., will trade automobile repair manual or scrap book containing 110 magazine cover pictures for "Red Knight of Germany" or what have you?

EARL SAGER, 716 Berry Street, Toledo, Ohio, will trade S.E. Polish fighter plans for pictures of aces or planes.

H. A. PROBIN, 1 Forres Gardens, Golders Green, London, N.W.11, England, would like to get in touch with a War Bird who will send along his magazines when he gets through with them and receive English magazines in trade. It might be preferable to write to Mr. Probin and make offer before sending magazines so that he will not be swamped with duplicates.

RICHARD GARDNER made an interesting swap offer and filled out his coupon acceptably, but failed to

include his address. This is his notice to resubmit.

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.

EDWARD WINN, 400 Elmington Avenue, Nashville, Tenn., would like to hear from members of the 46th Squadron.

JOHN FAZIO, 511 Ash Street, Syracuse, N. Y., wants mail. He is one of the lads who likes articles better than fiction.

JAMES TOBIN, 1626 West Lehigh Avenue, Philadelphia, Pa., is an article saver and would like to join an organized War Bird Post. Wants to be put on the list for mail from Philly War Birds.

ROBERT ECKLUND of some place or another, sends in a request for mail. He is five feet ten and a half inches tall, weighs 145 pounds, has wavy brown hair and blue eyes. But he doesn't include his address with the letter ... so don't all write at once.

GEORGE PETERSEN, 63 Heberton Avenue, Port Richmond, S. I., New York, has crossed the country five times: plane, bus, train and private lizzie. Wants to correspond with War Birds anywhere.

JOSEPH TALLETT, 5442 Larchwood Avenue, Philadelphia, Pa., is a new member who is a Morse code enthusiast and who does not believe in women War Birds. WantB mail.

BOB BLACK, Kennilworth, Great Neck, New York, promises that he will answer every letter sent to him and make the answer twice as long as the letter received. He is the kind of egg who encloses a home-made sketch of the Adjutant which is so bad that he could be sued. (Damned if it don't look like the Adj. at that. — The C.O.)