

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

THE COCKPIT
(TERENCE X. O'LEARY'S WAR BIRDS 4/35)

RALLY 'ROUND, OUTFIT

GENTLEMEN:

If the volume of mail is any criterion, the change in our publication has made a big hit with you. We haven't had such a deluge of mail since the first month that we started. We are all frankly swamped and so many of you ask for personal answers. I've put it up to you before, but I'll repeat it now: Personal answers are impossible. There are too many of you and we are not going to start playing favorites.

How would YOU like to answer several hundred letters a day besides your regular work? You couldn't do it and we can't, much as we'd like to. The best that we can do is to give you our solemn pledge that they are all read, every single letter. For reply, we fall back on the military system. We issue orders and memorandums through this, our official publication.

I am going to devote a good part of my message this month to running through the mail. You all share in the mail, directly or indirectly, because the organization and its magazine are both shaped by the opinions that we receive.

By far the biggest bulk of the "question mail" has to do with promotions. I am going to discuss that. The next largest item is concerned with the question of becoming a WAR BIRD and of organizing flights. I have turned this question over to the Adjutant and I recommend a reading of this column this month to every WAR BIRD, commissioned officer or non-com.

In this month's orders, we have created two Majors. No WAR BIRD has attained this rank before and I am anticipating a flood of mail from WAR BIRDS with gold leaf ambitions. Well, don't ask me how to become a Major because I can't answer you. Only the men themselves and we at Headquarters know the infinite amount of faithful, patient work and the many painstaking reports that lie behind the climb to rank of Majors Meade and Hoffman. Theirs was no easy path and there is no easy way to follow them.

I can't tell you—and I don't believe that either of our new Majors can tell you—how to become a Major in the WAR BIRDS. Neither of them, you see, knew that he was "becoming a Major"; they, both of them, merely did their best on every task that came up, refused to be bluffed out because things looked hard and spared no effort in the doing of the job as they saw it. They both organized flights and they found work for those flights to do; they helped to build up the WAR BIRD organization and they got behind things that attracted attention to their flights and to the organization—all of which goes down smoothly in print but makes a man size job in the doing.

There will be other Majors in the WAR BIRDS but none of them will spring up over night. I want you all to ponder that seriously.

And now that we have a sprinkling of high ranking officers, the need arises for a few definitions of authority. We have held a court on the subject at H.Q. and the following shall be the rule hereafter:

A Major shall have the right to recommend three men a year for promotion. A Captain in charge of a flight of ten or more members (Commissioned or Non-Commissioned) may recommend two for promotion. If his flight is smaller, a Captain is restricted to one recommendation.

Any Flight Commander, of course, can make recommendations for exceptional service or distinguished conduct at any time; but we must not go too far on this promotion matter. Rank must be EARNED. Our

only reason for allowing the higher ranking officers greater latitude is the fact that higher rank must necessarily—save for exceptional cases—be conferred only on officers in large and active flights. Such officers are likely to need the help of men with rank.

We are going to promote where we believe promotion merited or where a man with rank is needed for the good of the organization; but we are not going to destroy the value of Buch promotions by conferring rank wholesale.

So much for that. The next matter on the docket is rather unpleasant. Captain Wyman Phalen of Squadron 20 and Second Lieutenants Robert Lindgren and Sylvester Ward of Squadron 1 have made separate reports to me bearing on the same matter; namely, that a prospective WAR BIRD has appealed to another magazine for the answers to his examination questions and that the answers have been published.

This leaves a bad taste. If the man were a WAR BIRD and then stooped to such tactics, I would feel pretty badly about it. I have taken pride in the honor and the integrity of this organization and that pride has not been misplaced. The fact, however, that this man had to appeal to outsiders is ample proof that he is not of WAR BIRD calibre. Not every one can pass the tests—and many don't care to try.

It is not necessary to pass tests to be a WAR BIRD. We have a great many Non-Coms and the rank that they hold is honorable rank. It would be pretty sad to be the lad who envied a WAR BIRD commission so much that he was willing to cheat to obtain one.

The incident will be fully investigated and, in the meantime, I wish to extend my sincere thanks to the officers who were alert enough to catch this offense.

Many of you write in with a pica that you be allowed to start "Lone Eagle" flights because you have found it impossible to get others to join with you. Now, Gentlemen, a little reflection will convince you that the proposition is absurd. One man cannot be a flight any more than one soldier can be an army. It is honor enough to be a good soldier in a good cause—or to be a WAR BIRD in the great organization of WAR BIRDS. Let us, by all means, have "lone eagles" where we can't have flights—but don't let us make ourselves ridiculous by calling things by their wrong names.

While we are on the question—your salutes, Gentlemen, to a new squadron. Squadron 70—Scotland.

And now, finale. Before I sign off, may I be pardoned for bragging a bit? We have come a long way since we organized, we have delivered in many ways that you didn't expect—and we are offering you a chance each month at a nice fistful of prize money. These are things that you know about and that I know about; things that are more or less between us. But the real glow comes to one when recognition is received from outside the circle.

I am publishing a letter from Staff Sergeant A.L. Santer of the 108th Observation Squadron, U.S.A.S. in a special box this issue. Read it, all of you.

The Sergeant has recognized us as a live organization with originality and ideas. His request proves it. Now, let's deliver for him.

Would you like your design to be flown on every ship of the 108th Observation Squadron?

Yours faithfully,
THE C.O.
Officer Commanding THE WAR BIRDS

I am appealing to the WAR BIRDS, for help in getting a suitable insignia, for the 108th Observation Squadron, 33rd Division, Air Corps, U.S.A.

This is not an official request, but I am sure that if a proper design depicting observation will be submitted to our C.O., he will approve of it, and it will be painted on each ship in the Squadron.

Will you publish this request in your WAR BIRDS Cockpit. Thank You.

All designs to be sent to
Staff Sgt. A.L. Santer,
108th Obs. Squadron Hangers,
Municipal Airport,
Chicago, Ill.

NON-COM'S MESS

GREETINGS, Modocs:

We're going to have a mighty serious chin-fest this trip and I want no gum-snap-ping in the pews. As all of you old faithfuls know, the Adjutant does just about everything at H.Q. except sweep out the dern place and wash the office dog. One of these days, I'll probably do both of those things. The fact that we haven't got an office dog won't make a bit of difference; the C.O.'s liable to send out and get one.

This month the Big Gun has left me with the job of telling you all the why of the WAR BIRDS; how to be one and stay one and get places. You'd be amazed at the stack of letters that ask those kind of questions. I don't know where those birds have been all this time, but they don't seem to have heard a thing so we've got to give our nice little rough-house mess over to a little pulpit work.

You vets better stick around, too. Some of you aren't any too well up on ABCs.

In the first place, the WAR BIRDS are made up of people who are interested in aviation, in its history and in the queer, gasoline-drinking buzzards who fly ships, in building models, in reading exciting tales of the air and in throwing their imaginations into the future for a look at what may be in the world of wings.

In other words, Modocs, a logical candidate for the WAR BIRDS is a reader of this magazine. He's taken the first step when he bought his first copy. (Whoa! Did I say "he"? Pardon me all to Armentieres! There are lots and lots of "she".)

Okay. We've got a candidate. He decides that he wants to be more than a reader. He wants to know other enthusiasts, write to them, swap with them. He wants the privileges that are restricted to members of the organization. He reads of many things that he is not in on when he reads the cockpit each month after his jaunt with Terence X. He wants to know how he can cut in on all this.

Easy. There's a coupon to the Non-Coms Mess in every issue. However, if he prides himself on his knowledge of aviation and wants the prestige of being an officer, he writes in to the C.O. and says that he'd like to take an examination. If he passes, he's a Second Lieutenant.

If he wants to advance further and wants to be real active, he starts out to organize a flight. He gets a bunch of lads that he knows and arranges to have a meeting every week to talk about aviation or to pursue some hobby that has to do with aviation. He gets them all together and has them make application to the WAR BIRDS, either as officers or non-coms; then they pick a name for the flight and appoint a C.O. The flight is registered at H.Q. and a charter is mailed out to be hung in the meeting room.

That's all there is except that citations are given for good suggestions or for activities in behalf of the WAR BIRDS—and each citation helps toward promotion.

And you lads that didn't know that much probably don't know that I'm never like this unless the C.O. makes me do it. Me, I'm rough and my meetings are home-spun affairs and I don't go for shiny boots. The Non-Com's Mess is a good place to be and if you don't want to sweat your brain with questions, I'll

never blame you and you'll still be a good WAR BIRD way down here with the bull frogs.

And that's all the space I've got, but next month I'll promise to be downright funny in this column. Aw, well

—
The Adj.

IS THAT A FACT?

Here you will find proof of lire old saw, "Truth is Stranger Than Fiction." Every item in this collection has been carefully checked for accuracy.

The fastest thing in the air is the tip of a whirling propeller. Assuming that the prop is 9 foot, here is the way it works out.

The first—and only woman—to train R.F.C. pilots was Marjorie Stinson, a graduate of the Wright School at Dayton, Ohio. She taught a number of young Canadians to fly in 1915. Flying instruction was a difficult thing to obtain at that time, and she went after the business. It was easier to get into the R.F.C. with previous flying experience.

One "Jennie" (The Curtiss JN 4) saw service in France. It was the property of the RNAS bombing unit at Luxeil. It never went into action but was used by the British Naval pilots as a gunnery practice ship.

The B.E. was originally known as the Bleriot Experimental because it was built after the Bleriot fashion, Bleriot being credited with the origin of tractor design. Later the letters were understood to mean British Experimental since the ship was a product of the Royal Aircraft Factory. It had an unique war record.

In April, 1915, the first Victoria Cross was won by a flyer. Lieutenant Rhodes-Moorhouse of the Second squadron, R.F.C., successfully carried out a bombing raid on Courtrai, received a mortal wound from ground fire but flew his ship home. The award was made posthumously. He was flying a B.E.

Previous to that, Lieutenant Mappelbeck turned in the first recorded R.F.C. combat report (September, 1914). He was wounded in the leg, rifles being used by both the German and the Englishman. The B.E. was the ship in this instance also.

In May, 1916, the B.E. was adopted as standard equipment for the first home defense squadron in London (The 39th, R.F.C.). This was the first squadron to take the air against the Zeppelin raiders, although unorganized attempts to fly against them had previously been made.

There is much dispute as to the first war-time flying off battleships, but the general opinion is that the Hanriot was the first plane to be thus used. The plane was lifted by a system of block and tackle to a perch on the turret top and the take off made from a specially devised runway which could be extended over the big guns and removed when not needed.

WAR BIRD FLIGHTS

The Flight News section this month is larger than usual due to the fact that we slighted flight news last month. Despite flic increased space, however, we have been unable to do justice to the rapid expansion of the flight roster nor to the news of flight activity. We hope that those who do not find their flight mentioned will be patient until we can get the docket cleaned up. Here are the new additions:

OVERSEAS PURSUIT FLIGHT—26 Majoribanks Street, Wellington, New Zealand. Second Lieutenant I. S. Whale, C.O Insignia is the Kiwi (native bird of N.Z.). Seven members. Roster not yet available. Meetings every Saturday. Members build models and collect pictures; discussions held on stories and articles read, flights tsken etc

THE PTERODACTYLS—Pinehurst Ranger Station, Miramonte, Calif. Second Lieutenant Deane R.

Brandon, C.O. Roster: Gordon Brandon, Claude Featherstone, George D. McCallum (Transport pilot), Leland Gipson, Joseph Furtado, Joseph Pack and Forest Hoover. Meeting dates irregular for present. Insignia is a Giant Flying Lizard with outspread wings. Motto is "Masters of the Air."

WINGED LANCERS FLIGHT—1512 Packer Street, McKeesport, Pa. Captain Wm. H. Hoffman, C.O. Roster: Corporals W. Swanson, J. Michalski. Cadets: Richard Dittman, C. Wise, D. Landstrom, G. Fehr, C. Carrol, C. Dittman, E. Carrol, L. Gall, J. Gillingham, R. Hamm, E. Michalski, J. Chadwick, W. Graham, R. Gorrington, W. Phillips, P. Jones, C. Ruffing, W. Vogel, L. Helmstadter. Meetings every Friday night. Insignia: Wing Badge with W and L on wings, War Birds on Shield. (Note—This is the second flight organized by Captain Hoffman who also commands the Winged Keystone Flight at Duquesne, Pa.)

PINK ELEPHANT FLIGHT-A seven man flight commanded by Ray Coutine does not send any address; street, town or state.

FAYETTE ESCADRILLE FLIGHT—424 Woodland Ave., Lexington, Kentucky. Second lieutenant Clyde Calvert, Jr., C.O. Corporal Joseph Stallard, Adjutant. Roster: Corporals Marvin Baxter, R. J. Calvert. Meetings every Saturday. Flight named for Fayette County. Insignia: Liberty Bell with crossed props in background.

RAINBOW FLIGHT—1527 West 4th St., Los Angeles, Calif. Second Lieutenant Eugene Benefiel, C.O. Roster: Corporals Robert Benefiel (Adjutant), Wayne H. Davies, Arthur Angel, Wm. L. Paul. Cadets Richard Christy and John Whittaker. Meetings every Saturday evening. Flight colors: Jet black with arc of rainbow and member's personal trim color as border. Flight motto is "Alte Vatamus!" (We fly high.)

NON-COM FLIGHTS

ELEVEN JAGDSTAFFEL FLIGHT—461 Dean Street, Brooklyn, N.Y. Sergeant J. Erickson, C.O. Roster: Cadets Alfred Erickson, Ludwig Kummernuss, Karl Erickson, Edwin Webster, Harry Nelson, Walter Warren, Gloria Nelson. Every member of this flight has made at least two models.

UN-NAMED FLIGHT—801 Washington Blvd., Oak Park, 111. Corporal Herbert Redding, C.O. Roster: Cadets William Weber, Dick Campbell. G. Brown, J. Brown, J. Russo, H. DeWitt, S. Weiss. Further details later.

LAUGHING SKULL FLIGHT—171 Berkeley Street, Toronto, Ont., Canada. Corporal Albert Leaden, C.O. Cadets James Gardiner, A. Leaden. Meetings weekly. Insignia and complete roster later.

FLYING HORSE-SHOE FLIGHT—936 No. Front Street, Reading, Pa. Sergeant Jim Harkness, C.O. Roster: Corporals Russell Place, Charles Ganster, Tom Harkness.

DEVIL FLIGHT—45 Harlem Street, Worcester, Mass. Sergeant Gabriel Trumpaitis, C.O. Roster: Cadets Arthur Konyun, Fred O'Connor, J. Katonis, S. Adukas. Insignia: Standing Red Devil with pitch-fork. Meetings every Saturday. 3 pm.

HELL DIVERS FLIGHT—1941 65th Street, Brooklyn, N.Y. Sergeant Edward McHugh, C.O. Roster: Corporals Buddy Eagle, Stanley Kasakove, Murray Rogivin, Harold Triestman and Murray Rubin. Meetings every Saturday.

BLACK PANTHER FLIGHT—Athena Hotel, Athena, Oregon. Sergeant Jack Miller, C.O. Sergeant Gene Haworth, Adjutant and Organizer. Roster: Cadets Paul Kibbey, B. Kibbey, Dale Jenkins, Howard Moore. Meetings every Friday.

RIGHTOFEN SQUADRON FLIGHT—359 63rd Street, Brooklyn, N.Y. Corporal Japes Healey, C.O. Roster: Cadets Walter Cederburg and Roy Wahlgren. Meetings weekly.

THE OREGONIANS—2727 NE Hancock Street, Portland, Oregon. This flight is made up of active pilots.

The numeral in brackets after the member's name is his total flying time in hours. The flight owns a Lewis gun and practices dismantling, repair, etc. Sergeant R. Henry Stevenson, C.O. (203). Rosier: Cadets Frank O. Wever (110), Edward C. Aldrich (278), Edgar W. Bauder (98), Edgar F. Averil (72). Meetings are held weekly. Insignia later.

IRISH DOG FLIGHT—Sackville, New Brunswick. Sergeant Ronald Hosier, C.O. Roster: Corporal John Henderson (Adjutant), Cadets Carl Ford, Edward Hart, William Wood, John Boby, Mark Yeoman. Meetings every Tuesday night. Insignia is Irish setter with machine gun on hack. Flight has library of books on aviation. Flight mascot is Irish setter named Mike.

FLIGHT NEWS

LUCKY SEVEN FLIGHT—1406 Avenue K, Galveston, Texas. Captain R. L. Meade, Commanding—continues to be our most active flight, and its reports are models for detail. This flight keeps actively in touch with all happenings at the Municipal Airport and at Fort Crockett, headquarters for the Third Attack Group. Captain Meade has sent detailed reports with pictures which we may be able to publish later. The flight is also attending ground school and special flight programs are arranged for significant holidays; Armistice Day, Wright Day, etc. A recent guest of the flight was Captain Frederick Kreuzberg, German World War ace credited with 17 victories. During a recent visit to the Coast on the part of the Commander, the flight was led by Second Lieutenant William A. Meade.

W. E. BARRETT AND GRIN FLIGHT-2406 Bridge Avenue, Cleveland, Ohio, reports through First Lieutenant Steve Kovach that several members have been expelled for non-attendance at meetings and that discipline in the flight is tightening up. This is a photo flight and members keep track of arrivals at Cleveland Airport, snap-shooting all prominent pilots. The flight has also had machine gun lectures at the Cleveland armory.

COBRA PATROL FLIGHT—660 West Peachtree Street, Atlanta, Ga., reports through First Lieutenant Marvin Maxey, C.O., that it is now down to eight members, two members being lost through change of address. The flight has been building up a good sized library on aeronautics and has been holding meetings regularly, with discussions on matters which come up in the War Birds Cockpit.

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:

We are pleased to announce the conferring of the first two majorities in the War Birds. The two following officers have been active since the organization of the War Birds and have performed services above and beyond the requirements of their conferred rank:

CAPTAIN (hereafter, MAJOR) ROBERT L. MEADE, JR., Squadron 37, Commanding Officer of the Lucky Seven Flight, Galveston, Texas.

CAPTAIN (hereafter, MAJOR) WILLIAM H. HOFFMAN, Squadron 43, Commanding Officer of the Winged Lancers blight of McKeesport, Pa., and of the Winged Keystone Flight of Duquesne, Pa.

Rank effective March 1, 1935.

MAJOR MEADE, by his unflagging energy, has made the Lucky Seven Flight outstanding even in an organization which boasts justly of its active and enterprising flights. His achievements as a flight leader and the accomplishments of the flight that he leads have been recorded in these columns before. We congratulate Major Meade and the Lucky Seven Flight equally; we believe that they are interdependent and that what the flights owe to good leadership is balanced by its leader's debt to devotion and discipline.

MAJOR HOFFMAN'S record is unique in organization work. He has shown a tremendous capacity for leadership and rare initiative in organizing and leading two of our largest flights, located in different cities and rivaling one another in activity. By every test of a good War Bird, Major Hoffman measures up to his rank and we congratulate him and the two splendid flights that he commands.

For exceptional service and outstanding ability, the following officers are raised to the ranks indicated (effective March 1, 1935):

2nd Lieutenant Victor W. Musich—24 Sq.—to 1st Lieutenant.
2nd Lieutenant Marvin Maxey—49 Sq.—to 1st Lieutenant.
2nd Lieutenant Deane Brandon—20 Sq.—to 1st Lieutenant.
2nd Lieutenant Thomas Heneby—5 Sq.—to 1st Lieutenant.
Effective same date, Corporal F. Heinz is elevated to the rank of sergeant.

The following officers and non-commissioned men are cited for exceptional service in this month's orders:

1st Lieutenant Chester Opacki—34 Squadron.
2nd Lieutenant Harry C. Fetter—5 Sq.
2nd Lieutenant Jack Armstrong—37 Sq.
2nd Lieutenant Eddie Savage—37 Sq.
2nd Lieutenant Derek Berry—50 Sq.
2nd Lieutenant James Mason—3 Sq.
2nd Lieutenant C. I. Carter—45 Sq.
Corporal Edward Leonard—1 Sq.
Corporal Elmer Kaplan—34 Sq.
Corporal Joseph Murphy—43 Sq.
Corporal T. Sonley—32 Sq.
Corporal Jim Mitchell—50 Sq.

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.

E. R. MESSINGER, 1313 Waite Avenue, Toledo, Ohio, wants penograph mechanical drawing tools and scale plans. Has flying plans and cash.

MISS MAGDALEN BEANS, 424 Lupton Street (Sta. II), Pittsburgh, Pa, who has been an invalid for 27 years, will swap her songs for cash and her stamps for stamps.

LEO A. DESCHENEUX, 158 Common Street Watertown, Mass., has a miniature golf course (4' x 1') worth \$4.00, chemistry set in good condition, minus test tubes and worth \$3.00. Wants to swap for World War relics, or airplane parts.

JIM WOMMACK, 9 Wrightsville Ave., Wilmington, N. C., has an empty World War gas grenade, model plans, airplane snapshots, roll of 118 films, box Kodak to trade for anything. Will answer all mail.

JIM COSTELLO, 308 So. Roxbury Drive, Beverly Hills, Calif., will trade a good hunting knife for a good working Winchester .22 rifle.

BURGETT SMITH, Buckhannon, West Virginia, wants an Indian Scout or Chief motorcycle, also parts. Will try to supply your wants.

LEO A. DESCHENEUX, 158 Common Street, Watertown, Mass., wants the address of the boy who answered his ad in December WAR BIRDS and sent him money for 25 sets of plans. His first name is Lee and he lives in Fall River, but name and address has been lost. Will Lee write to Mr. Descheneaux?

FRANK BIDWELL, JR., 1035 Fulton Street, Palo Alto, Calif., will pay five cents each for the addresses of any firms that sell World War aviation photos if he does not have the names of the firms at present.

JOHN MARSHALL, 2822 East 27th St. Court, Des Moines, Iowa, has stamps, chemicals, apparatus, etc., to swap for war relics. Wants to buy or trade for German Luger.

BOB MCADAM, 414 North Winter Street, Adrian, Mich., has a five tube battery radio set to trade for German Luger or other equipment.

LESLIE SELLER, Greencastle, Pa., will swap a good watch, 500-x microscope, Western books, flash light, etc., for books on airplanes, models or what-have-you?

JACK ARMSTRONG, JR., 2510 College Street, Greenville, Texas, wants World War relics, chevrons, etc., and will swap stamps, magazines.

GEORGE COOPER, JR., 3109 Hemlock Ave., Parkersburg, West Virginia, will trade pictures and snapshots of airplanes and airports. Also will trade World War aircraft bomb for what-have-you?

CLARENCE KYNOCK, is West Street, Marlboro, Mass., has a pot helmet, iron cross, Luger holster, trench periscope, 6" mortar shell, Croix de Guerre, French chasseur's bayonet, 8 x 10 dogfight photo, Ross bayonet, etc. Wants spiked helmet or what-have-you?

NEAL EWALD, 240 North Ave., West Cranford, N.J., has a \$100.00 trumpet to swap for bass fiddle or tuba.

C. I. CARTER, 1412 Lincoln Ave., Yakima, Washington, will trade an American steel helmet in good condition for a German helmet or medal in good condition.

W. H. LIEDEL, 137 West Cumberland Street, Philadelphia, Pa., will trade stamps for stamps, antiques, relics, anything suitable for den or what-have-you?

ROY RUENNEN, JR., 123 Straight Ave., Grand Rapids, Mich., will swap airplane plans for insignia of Allied or German plane flown in war. Has over 34 different kinds of plans. Name ones you want.

VINCE ZABOMY, 385 16th Ave., Irvington, N.J., has Allied helmet with silver markings, an army holster for Army .38, bullet belt, overseas cap and bayonet with case. Will trade for World War rifle or .22 rifle or any kind of a pistol from .32 calibre up.

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.

H. A. PROBIN, 1 Forres Gardens, Golders Green, N.W.11, London, Eng., will be glad to write to War Birds and answer questions on British aviation.

JAMES MURRAY, 94 Pineapple Street, Brooklyn, N. Y., would like to hear from members of Squadron One.

RUSSELL ORCHARD, 28 Rayburn Ave., Papanui, Christchurch, New Zealand, would like to hear from New Zealand War Birds particularly, but welcomes letters from War Birds anywhere.

THOMAS VADELL, 3225 St. Phillips St., New Orleans, La., would like to hear from New Orleans War Birds.

BRUNO DABAL, 135 Shaw Street, Garfield, N.J., would like to hear from all members of Squadron Number Five.