

CONTACT
From the field - from the lab

This week we hear from another department of this company of ours. The department that is the moving force behind us all. We refer to the wives of the company. Mrs. Ray Kuser, Alice or Al to you, speaks for all the wives and feels that the wives should have more recognition. We agree with her and give you her contribution to this week's issue with the hope that more will follow from her as well as some of the other "better halves". She sends this poem in answer to Colonel Reiss's "The Mappers".

THE DISTAFF SIDE

We are the Aero-Service wives
We trail our men throughout their lives
We go by car, we go by train
We follow them out and home again.

We hope we'll move, We hope we won't.
We hope we do, and we hope we don't.
We pray it will clear, we pray for hail
We pray for a check in the morning mail.

We learn to cook by oil or gas
We know when to bid and when to pass.
We know the area to be flown,
We quake when "Virge is going to phone".

We cheer the "birdmen" when they growl
We stand their bridge when it is foul.
From these, our duties, naught can swerve us -
We're the wives of Aero-Service.

- Alice P. Kuser

Al we thank you for your efforts and know that your fame will spread far and wide. It should be an inspiration to the others to express their thoughts.

Dr. and Mrs. Barth arrived in Omaha late Tuesday after a very wet trip from Keystone State. Doc felt very much pleased when he read about his golfing in last week's Prop Wash. He says the course on which he and Charlie Hodell made their great scores was a 27 hole course. This would mean they made 70's on the first 18 holes. How about it Charlie?

Thursday morning George Steubing and Doc started on their jaunt through the middle west and plan to take at least 2 weeks to complete the circuit. Although this is not the most pleasant time of year to travel out here, nevertheless, we would gladly take their places. Each crew that will be honored by a visit from these experts will have good opportunity to learn a lot from each one of them. They both know their field thoroughly and will be only too glad to assist you in your quest for knowledge.

We are looking forward to a visit from Poet Al Kuser as she passes through Omaha on her way to join Ray at Salt Lake City. We are trying to persuade her to spend a day here. She could very easily step off her train and not take off until the next day. How about it Ray? Is it OK with you? From what we learn from Salt Lake, Alice is not going out too soon. A letter from there the other day ended as follows, " -- climate is wonderful - our wives are not with us." In still another one we have, " This climate is sure swell here, cool at night and always a breeze and that Salt Lake is the nerts." Seems like a tough life crew # 2 is leading without the wives. The latest word from there is about another subject. " We have lost all traces of Ed Schuch and hope he isn't hung up on one of those peaks."

The Prop Wash would be interested in learning how Ed Schuch is coming along. News from anyone will be gratefully received.

ATTACT BY CHAIR, TOE IS BROKEN

Omaha, Nebr. - Miss Jennie Durland of Phila., Pa., staying in Omaha for a few months, was ferociously attact by a chair while moving about her room one day last week. The result of the struggle was that Miss Durland received a broken toe on her right foot. Doctors have made x-rays of the fracture and feel that four weeks of care will restore the toe to good health. Miss Durland, in the meantime, is very much handicapped in her social activities as she cannot wear a shoe. Dan-

We nominate three crew members to the Aero Service Tall Story Club. Sharon Scott of crew # 1, in Pierre reports that while flying at 15,550 he noticed a grasshopper clinging to the aileron control wire. At that altitude to be still able to cling to the control wire in all that slip stream. Scotty is definitely a member. Del Bullock and Ralph Baird, crew # 52, now at North Platte, Neb., go still farther. They claim while flying at 16,000 feet, Del, who flies the ship, saw a large black fly coming and he quickly put out his hand and caught it. As he works for the company we can't tell him what we think but must listen and take it all in. We did see the fly as a matter of fact brought it to the office but-- 16,000 feet-- seeing it coming-- grabbing it-- they are elected as trustees of the Club.

As many old timers of Aero Service know John Noble is now working for the Julien P. Friez Instrument Co., Baltimore, Md. Johnnie used to be an A. S. mapping pilot and did some very fine flying but he gave it up to go to work. We take great pleasure in putting him on the Prop Wash mailing list. We will be glad to print any news for, from, or about Johnnie so lets have it.

We have the final results of July. What a month - What flying - what exposures. My, My, My! Total flying time for the nine planes reporting to this office was 444. Total number of exposures made-- 18,903, rolls sent in 122. That is some job. To crew # 9, with the Beech, goes top honors - 5390 exposures - 74 hours and 40 minutes. An average of about 72 exposures per hour of flying including all taxi and cross country flying. Are we glad there is only one Beech on the loose? Definitely.

Jack Swan, of crew # 9, writes that they are " Out West. Where men are men and women are damn glad of it." By out west he means Spearfish. His letter continues with, " We of chapter # 9 of the Great Order of Film Foggers would like to know if there are any other numbers that are single. If so we can take their applications as life members of Part Time members." Jack goes on to say that with the Aero Service wedding bells ringing like an alarm clock he doubts if they will have too many applications. " This town of Spearfish is some dump. " he continues, "We have a railroad station, but no trains for there ain't no tracks." He also asks for the present names and addresses of the crews. So here goes:

Ship #	Pilot	Photographer	Location
1	Fos Thomas	Sharon Scott	Pierre, South Dakota
2	Ray Kuser	Tom Moore	Salt Lake City, Utah
3	Tom Page	L. Luckenbill	Chattanooga, Tenn.
4	Len Carothers	Win Lippincott	Pierre, South Dakota
6	Kitch Kitchingman	Eric Dixon	Miles City, Montana
7	Bob Jefferson	Mac McCormick	Birmingham, Ala.
8	Bill Carroll	Bill Bohan	Mitchell, South Dakota
9	Dick McCoy	Jack Swan	Spearfish, South Dakota
10	Bill Burgess	Otto Illhardt	Grand Island, Neb.
11	Steu Reiss	Paul Crause	Norfolk, Neb.
51	Clarke Smith	Dean Turner	Larium, Mich.
52	Del Bullock	Ralph Baird	North Platte, Neb.

Ship # 5 is now being used by crew # 7, in Birmingham as their # 7 got very tired. We will be glad to give you any street addresses you may write in for.

As head line news for the boner department we give you the one about the A.S. crew that was flying the five lens camera. It seems that it takes about one hour and \$250.00 worth of film to load the brownie. Well this day, this particular crew had been flying for an hour or more up and down and up and down when all at once the pilot heard the worst bit of cussing ever to cross his ears. He turned and asked the cameraman what was wrong and learned that they had neglected to remove the floor boards. Can you send one in that will put that one in the back ground?

Joe Masino, who by the way has charge of all the indexing of your work, is quite an authority on the race track game. He gives this tip for what it is worth. To get the most fun and enjoyment out of a sweepstake ticket proceed as follows. Buy a ticket and give it to the government, and when the ticket pays off you take the taxes and let the Governemt keep the rest. While Hoo was playing the local horses he was overheard to say, " Look at that horse of mine-- it's the last horse in the race. And from here it looks like the last race in the horse."

Planely spearing,

Tom Maddock