

## AERO SERVICE CORPORATION

M. E. Smith Building  
10th and Douglas Streets  
Omaha, Nebraska

Airplane Photography  
Mosaic Maps

### AERO SERVICE PROP WASH

Volume 1

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All the News that is over-exposed and under-developed.

We plan to occasionally issue this Prop Wash from here in Omaha in order to keep the field in closer touch with the office. Your suggestions for a better paper or suggestions to the other field crews will be most welcome and will help to get every one better acquainted.

We now have eight planes and crews feeding the ambitious Western base of Aero Service. Here they are.

Located at Concordia, Kansas we have Del Bullock and Ralph Baird flying Dick McCoy's 300 Wright Cessna and working on contract 1914 item 9 in The State of Nebraska.

Also flying out of Concordia and working on contract 1750 item 9 is Dick McCoy and Jack Swan flying the new Beech.

Stu Reiss and Paul Grause flying one of the C-38 Cessnas working on contract 1914 item 9 are located at Norfolk, Nebraska.

Bill Burgess and Otto Illhardt are basing at Lincoln flying the other C-38 Cessna on contract 1914 item 9.

Bill Carroll and Bill Bohan are flying out of Yankton, S.D., with a C-37 Cessna working on contract 1914 item 10.

Located in the big city of Pierre, S. D., we find Fos Thomas and Sharon Scott flying their Fairchild # 1 working on contract 1914 item 10.

Also basing at Pierre we have Len Carothers and Win Lippincott and the Fairchild # 4 working on the same job.

Up in the north woods where they don't allow trains to run we have R. F. Kitchingman and E. E. Dixon working on contract 1750 item 14 in Montana with Fairchild # 6. You guessed it -- Miles City.

Bill Carroll and Bill Bohan spend their time going to the midget auto races in Sioux City while the boys at Concordia shoot Jack Rabbits and drink milk shakes at the local creamery. (The local hot spot.) Win Lippincott just got married about a month ago and he doesn't care if it rains for a month. If you ever get to Lincoln be sure to stop in to see Bill Burgess as his wife has the rep of preparing the finest steaks in the state. Mr. Kauffman and Ed Broadwell can certify to this fact as they tried them last Saturday noon.

Keep this quiet but Stu Reiss, who has been flying since 1925, took the train from Phila to Omaha because he "was afraid of the airlines pilots". While he was staying here in Omaha he met two of his best friends, who, since he last saw them, have become first pilots for United. Was his face red?

This is not to be mentioned at all. Otto Illhardt, an old hand at flying, got sick on the airliner coming out from Phila to Omaha. Was his face white?

Mr. Kauffman arrived on the airliner late last Thursday night with none other than Miss Jennie G. Durland. Remember? ( She writes out the pay checks.) What a welcome she got. We hardly noticed that the boss had arrived.

After putting the OK on the laboratory, Mr. Kauffman, started out with Ed Broadwell on Friday afternoon to visit some of the crews. His first stop was Lincoln where the state office of the Agricultural Conservation Committee has its headquarters. The next stop was Concordia to shoot Jack Rabbits with a pistol while sitting on the front fender of a car. Try that on your own airport some night.

Sunday afternoon they left for the North stopping at Norfolk, Yankton, and Pierre. From Pierre they went to Brookings, S. D., to the South Dakota Agricultural Conservation Committee Office. Ed Broadwell reports that Mrs. Bill Carroll put on a feed for them that would make Mrs. Bill Burgess a little uneasy about her rep.

It might interest you to know that The Aero Service Corporation was low bidder on a mosaic job in Utah. The job consists of about 11 thousand square miles all of which has to be mosaiced to a very tight control. This should keep the boys in the lab from going to sleep.

To date we have received a total of 33 rolls of film from the crows but as 25 of these came in, in the first five days of the month we are now asking for it. This is an appeal for a reasonable amount of exposed film. Not too much now, just enough for us to remember you by.

If you have any news that should be passed on to the rest of the field crews let's have it. Maybe you know how to fly a flight line straight or maybe you know how to see clouds in the sky the morning after. What ever it may be that you know or want to know let us have it. ( Preferably with good exposure and correct side lap.)

Still trying to keep the Philadelphia lab busy are Clarke Smith and Dawn Turner at Calumet, Michigan, reporting very nice flying weather with plenty of clouds every day to justify fishing, golf, tennis, swimming, etc. They plan getting on the Dakota job about Thanksgiving.

Ray Kuser and Tom Moore are about through with a very nicely flown job from Chattanooga, Tenn. ( This crew has begged to go to Utah to fly the job there at 25,000 feet. They will carry canteens and rifles for food and protection in the Indian Country of Zion Park.)

J. T. Page and L. Luckenbill are waiting at Nashville to be assigned to another job as soon as a few more pictures have finished their Tennessee job.

Bob Jefferson and J. D. McCormick are at Winston-Salem trying to measure a few more cotton fields and tobacco patches for the 3 As.

George Steubing reports that he about finished making Fairchild # 5 new again. This ship will come out here to Omaha to pasture until one of the eight now on the job needs a rest. George will follow with the station wagon to get away from the heat at Patco field. Will he be fooled. I went swimming the other day and the owner of the lake told me that it was still too cool for many people to swim. I looked at the thermometer -- 92. Some joke.

Written but not vouched for by,

TOM MADDOCK