

"Big Shots"

The Company devotees of the 30-30's are at this moment hot on the track of big game. Henry Dotzenroth left Philly early Nov. 18th with Al Mosley and three other hunters in Al's new station wagon and drove to Maine in search of deer. Henry and Al each promised to shoot a deer if it took them all winter so we expect them back when we see them. The trip was made only after great preparation on Henry's part. The report is that when Dean Turner passed through Philadelphia a few weeks ago on his way to Boston, Henry and Dean made a trade,--Henry getting rid of a camera lens which he has had for the past ten years, Dean trading his deer rifle to Henry. Both parted friends and for the next three weeks at every opportunity Henry practiced drawing a bead on the deer head that hangs on the office wall. From Boston we learn that Dean sold his newly acquired lens for 65 bucks. Will Henry's one buck be enough to compensate? Rather a dear deer, Henry!

On Saturday morning November 26th, V. K., McCoy, and Turner left Omaha, where they had rushed by plane from Philadelphia, Spearfish and Boston respectively, and flew up to Williston, North Dakota in the Beech. There they joined up with a resident of that town, Ed Canfield. On Sunday the four hunters took off in Canfield's ski-equipped Stinson and flew up into Canada for a week's concentrated moose hunting. Canfield has a hunting lodge in which they are to live with V. K. as general in charge of the kitchen. (Needless to say bicarbonate of soda was part of each man's equipment.) Gas for the ship is delivered by sled to the camp, thus eliminating the possibility of a winter in Canada. The daily procedure is to fly low over the woods, and after spotting a moose to land on a nearby lake and endeavor to track it down. Operating a ship in temperatures as low as 40 below will probably make them think back to July in Nebraska. All four are seasoned hunters and using the plane to locate the game should practically guarantee them each a moose. What, we ask, will they do with four 1200 pound moose, four men, clothes and hunting gear in a Stinson when they finally decide to come home? The wagers on V. K.'s chances of getting a moose are so high and numerous that he cannot afford to return empty handed so he too may be gone for some time to come. At any rate the "Prop Wash" wishes them all good luck. They will probably need it.

The feature news item this week in the society department is the coming marriage of Dick McCoy. Dick has finally said yes and the date is set for early next month. The future Mrs. McCoy is from Denver, in which city the wedding will be held. The present hunting trip mentioned above is Dick's last fling before putting on the harness. The "Prop Wash" is pleased to have finally gotten the news in advance on a Company marriage. The entire Company sends best wishes to Dick's latest venture. May all your troubles be little ones. By the way, Dick, we would all appreciate more details. What is the lucky girl's name? What is the exact date? Etc?

Congratulations go to Mr. and Mrs. Sharon Scott - (of crew #1). A daughter was born to them on November 19th. Sharon proudly writes, "I won't do much bragging until I see the little rascal." Sharon's work unfortunately kept him 1800 miles away but he arrived in Philadelphia on the 30th and made a bee line for the hospital. Our best to Mr., Mrs. and Miss Scott.

Cupid has started a rumor to the effect that Jack Swan (Crew #9) is that way about a fair one in the middle west. Jack is reported to be practicing the fatal match rather seriously. What about that, Jack? Let's have a little low down.

Fos. Thomas flew Fairchild #1 east, arriving in Philadelphia on the 28th, thus ending this crew's visit in South Dakota. #1 is in need of a rest and Sharon has to get acquainted with his family. Fos says, "There's snow use trying to work out there any longer this year." Get the drift? If not, we will snow again!

Crew #2 - Kuser and Moore - have finally given up their battle with the elements and are now back in their old (A. S.) home town of Chattanooga where they are working on a T.V.A. contract. Some idea of their difficulties can be gotten from the following taken from their report card: "Ever try to start a Wasp in an open field with a 32 m.p.h. wind of 16 above zero? Used half of the CCC boys for three and a half hours. Some fun!" A note from Ray reads rather pleasantly so we give it to you. "Prop Wash was delivered to us this morning at the field via gas truck. I didn't get a chance to read it till Tom had to change film at 20,000 feet. Will you please have our copy mounted on linen, as Prop Wash simply cannot take the altitude. It acted like a stale cracker and broke all to pieces. Something will have to be done about this.

Ray"

The two flying Bills (Burgess and Bohan-crew #10) are this issue's tough luck lads. On November 15th they flew into Tampa, Florida, where they will be based for

the next few weeks. Too bad - they were nicely settled in Grand Island, Nebraska, where the weather is nice and cool - about 15 right now - and now they are forced to stay in Florida in a temperature of 70 or more with "swimming, tennis, golf, fishing, dancing, and the airport all within two blocks of our hotel," as Bill Burgess writes. So far they have only had one working day and 12 days of nice big cumulus clouds. By the way they flew from Omaha to Tampa in 8 hours and 45 minutes. Why the hurry? What would you do if you were headed for Tampa?

Carothers and Lippincott-crew #4-moved from Omaha up to Norfolk, Nebraska, leaving behind them their pet bull snake in the Omaha laboratory. Up in Norfolk they will endeavor to sneak in a few reflights in between snow storms.

On the 16th, Mr. Kauffman flew Cessna #8 from Patco to Boston, Mass., in 1 hour and 55 minutes. He took the ship up for Smith and Turner to use in their attempt to work around that city in the face of some rather high winds which proved too much for that crew's J-69 Ryan. The result is that the Ryan is now for sale to the highest bidder. Smith and Turner will be only too glad to entertain any and all offers so get busy and try to sell this beautiful mapping ship and collect the usual commission. \$900 is the sacrificial (?) price.

Who is replacing Dean Turner on the Mass. job? Strange as it may seem, it is your editor. You may smile now but just wait until you see the pictures that result. (Then you may laugh). Luck rides with him at this writing as Mass. is snowed under and may be until spring brings Dean back to the job. As a photographer on location the "Prop Wash" can more accurately report the crew's viewpoint of the mapping business. So far, with two days of snow, there is little to report. The snow has driven him to his desk in the Phila. office to await thawing weather.

We received a letter this week from Dick McCoy in answer to Eric Dixon's discussion of oxygen at altitude. Dick mentioned that "Clear days come few and far between at this time of year and since the sun rises at 7:01 and sets at 4:30, our legitimate working day is now from 10:00 to 1:30 or 3-1/2 hours. The Black Hills proper, I believe, are snowed in for the winter."

The following is McCoy's thought on the proper use of oxygen for a mapping crew. Let's have some other ideas on this very important subject. "Regarding Mr. Dixon's oxygen conclusion we find a litre rate of from 6-8 most satisfactory, although I believe the size of the tubes will vary the required litre rate.

"It is a known physiological fact that assimilation of oxygen in the lungs is a question of the pressure of introduction and not so much the volume. For example, at 50,000 feet a tank full of oxygen would be of little value if taken through a pipe stem but if taken by a tight mask which permitted a pressure to be built up between the mask and the lungs, in the pulmonary passages, the oxygen would be assimilated and consciousness maintained.

"It is my plan to construct a lead from the outside airstream (similar to the present camera pressure lead) and cut it into the oxygen lead with a "Y" so that considerable pressure will be built up in our masks every time they are pressed to our faces (at least from 1 to 4 lbs.).

"This I believe will not only permit a lesser litre flow but have the definite physiological reaction of flying at lower altitudes, with corresponding increase in personnel efficiency.

"If the colder air were too uncomfortable, which I doubt would be in the summer, a simple heating coil could be constructed.

"We have always used the standard hospital anaesthesia masks, feeling that we were getting away from any possible bad effects of cold 100% oxygen on our teeth or inside of our mouths. We do not wear them all the time, but inhale from them occasionally.

"I would like to know what other crews think of this plan.

"As ever,
Richard McCoy."

Clarence Slack and Joe Masino both returned recently from Omaha where they spent the summer. Clarence drove the 1350 miles in 37 hours elapsed time which gives some idea of how anxious he was to get home. Joe willed his pet house to Carl Gerard and Tom Hassett before he headed east. They both are sorry to have to report that the Omaha bowling team have finally gotten undisputed possession of last place in the bowling league. It looks as though the bowling team should be recalled to Philadelphia to brush up on their bowling. Captain Broadwell was somewhat embarrassed the last time by bowling a 113 game.

With the weather report reading - Omaha 8, Williston 4, Boston 14 - and the northern part of the country reported covered with snow we say, "Summer is over, winter drawers on!"