

A typical Aero Service one act play;- Actors - Henry Dotzenroth and Mr. Kaufman. Time - 8:30 A.M., Saturday August 27, 1938. Place - Omaha Office. As the scene opens we find Henry quietly going over the morning mail. Thru the main entrance comes a Western Union boy calling, "Telegram for Mr. Dotzenroth." Henry takes the telegram and bids the lad a good day. (Exit boy). Henry then reads telegram and picks up the phone, "Philadelphia, Penna. Pennypacker 5032 collect, please." We only hear one end of the conversation. It goes something like this, "Hello Kaufman- yes, Kaufman - all right - yes - all right - (etc.) OK Good-bye." Without further adieu, Henry dials Webster 2424 and makes a reservation on the noon plane for Phila. Noon finds Henry on the Mainliner and two minutes later it disappears over the bluffs East of Omaha. At 8:29 A.M. Henry is planning to spend at least two more weeks in Omaha. Such is life in the Aero Service Corporation. Here today and gone today.

Another one act play took place at North Platte on Tuesday. Del Bullock was asked to fly a child to Omaha with its Mother and Doctor in an effort to save the boy's arm. It seems the boy fell, breaking his arm, and soon gangrene set in and it was found necessary to rush him here as quickly as possible. Del's plane was met at the airport here by an ambulance and the boy transferred at once to be raced to the hospital. There serum was given him in an effort to stop the spread of the gangrene and save the arm. Del said the Cessna does not make the ideal ambulance plane, what with the Doctor having one leg thru the camera hole and sitting on Ralph's flying suit, but for an emergency trip it is as good as they come.

Ed Broadwell left here Friday morning for a trip to Pierre, Spearfish, North Platte, and Grand Island before finally returning to Omaha. He is primarily taking a new 9 X 9 camera to Sharon Scott who has been using his 7 X 9 so long he is beginning to look like it. We are sure he will welcome Ed and his cargo with open arms. Ed plays poker - just in case any of you fellows are a bit short on cash. He took his wife and daughter with him to make them appreciate Omaha.

We received a letter from crew # 7 last week just too late to get in the last issue. They, being in the picture taking business never thought to take a picture of themselves until we begged for one. Like a gas-station attendant running out of gas on his day off. Crew # 7 is having a great time doing almost everything but flying. However, their letter does say that "We believe we made the Philadelphia office real mad by sending in a roll of film." (They are certainly wearing that lab down. Imagine 220 exposures almost every month.) They continue - "The Prop Wash has surely been a great help to know what has been going on with the rest of the numbers." (Them's kind words - friends.) After trying to look around the Wash on their new # 5, they have worked a new design for a mapping ship. "It has cellophane wings and fuselage and a glass motor and uses heavy water for lubrication." (Seems like the march of science will never cease.) They conclude with - "We send our best to all the gang at the Omaha roost and look forward to finishing this job before Christmas."

Last issue we made the blundering error of challenging the Phila. lab to try to better this lab's record of making 3500 Positype prints in 12 hours. Where does the error come in? Where would they get 3500 negatives? But just in case they do go out and buy a lot of negatives and try to beat our record we have something else for them to shoot at. Bill Bohan (in here on a rest cure after mapping with Bill Carroll for two months) and Gordon, working as a contact crew, made 1040 prints in one 8 hour day. that's 130 prints per hour - not per day Phila.

We are glad to report that our good friend Bill Carroll has had his operation and is doing very well. If he flies any better now than before the operation - look out! We suppose he is having a PRETTY tough time -- what with nurses running in and out - meals in bed - wife to hold his hand, etc. Good Luck, Bill.

Work during August was just a shade heavier than July. We lost crew # 8 but about the time they left crew # 51 arrived in the West. Total hours reported - 446. Total exposures reported - 19,281. Crew # 9 (with the Beech) gets the diamond studded flea whip again this month for turning in the greatest number of pictures - 5227 in all. To crew # 11 goes the second prize which is a crocheted bath tub for sending in 2172. The cut-glass bathing suit goes to crew # 51 who, working from August 18th to August 31st, sent in 1694 exposures. A great job it was when you consider that they only worked for 13 days and 6 of those were too cloudy to work. Seems that they have a cloud disintegrater fastened to their prop. One day they flew 9 hours and 45 minutes, to take the top honors for the longest day yet reported to this office. Any longer and they will be mapping with flares.

The work is really cleaning up nicely. Only about 9,000 square miles left to complete all original flying. If all the original work is done before October 1st

flooded the carburetor, causing the engine to back-fire. The result was a fire that almost took # 2 West for good. It burned the pyralin mapping window, all the paint off the cowlings, and all the ignition wires. Dr. Stuebing warns to be careful of this trouble. He also suggests that for safety when it becomes necessary to replace the mapping window, to do so with Flexi-Glass or some other fire proof glass.

• George left on Sunday to go to Birmingham to play a little poker with crew # 7 and between hands to repair their Bellanca. The trouble down there was that the pistons started changing holes one morning and are so tangled up that George has to put them right again. George will certainly miss his afternoon nap while he is away from here. Probably be too busy down there to work. Take good care of him # 7.

From Col. we have another poem and are very glad to give it to you for your approval.

WINGS OVER DAKOTA

A startled little Indian lifts
His head to watch me by,
A half wild thing in half wild land
I almost hear him cry.

Of sudden-wondered disbelief
The bird-thing could be there;
He squints an eye to follow south
The buzz bee in the air.

A look and then the sun proves much
Too bright for Baby's gaze,
The quest is brief and briefer still
Its vision through the haze.

A dirty, chubby hand has left
A smudge across his brow
As "Little Bear" resumes his play
And softly murmurs "How".

If I should map Dakota lands
And see a deadened world,
I must not think that Hope's a flag
The elements have furled.

The ground may die but man will not
For there's a true surmise,
That life is where you find a pair
Of startled baby eyes!

Steuart A. Reiss.

Again we are indebted to our friend from Moberge. Thanks very much Steu. Also thanks for the well letter about last weeks Prop Wash. We are proud to receive such a letter and quote part of it. "The long awaited issue of Prop Wash arrived yesterday and I am at a loss for suitable adjectives with which to describe it. Congratulations on a splendid piece of work. The photo is a regular souvenir piece. In fact, I would like to have 2 or 3 more issues and I am sure some of the others will want extra copies too. Could you set some price on additional copies that would cover the cost of printing." After a letter like that he can have all prints he wants prepaid.

On Sunday, the Fourth, Ed Schuch stopped in Omaha briefly on his Airline trip to Philadelphia. He is burning the candle at both ends by doing some work in Utah and then rushing to Philadelphia to work there. We are glad to report that Ed has lost ten pounds by climbing the mountains. He reports snow on some of the areas already.

The next issue of the Prop Wash, which will go to press on September 17th will be dedicated to the ladies of the Aero Service, those hard working girls that have to listen to -"now on that last flight line - (blah-blah) etc. etc.", that have to play bridge or poker. Lets have your stories girls. Help us prove that "Two can live as cheaply as two."

Again we are indebted to "Mac" McCornick for our closing line.