

EASTER

The first part of this issue is expressly for those parents who sent in pictures of the little ones and also for those few others of our readers who are interested in these future hell-raisers. From the excellent cooperation by "Mamma and Papa," we have pictures of all except one A. S. baby. For this almost perfect representation we are very much satisfied, but for the quality of the pictures we are forced to admit that we must hang our heads. Just take another look at the rotogravure section and then realize that we are in the photographic business. My! My! My! Nevertheless the group is a very intelligent, good-looking gang for which to be working. In all, we have 23 precious ones and you will note that we have 22 pictured. We have 13 boys and ten girls, at this writing, in the company. The oldest boy is Robert Reiss, age 14, and the youngest boy and also the youngest child in the Company is Gerry Masino, 3 months. Eve Broadwell is the oldest girl and also the oldest child, being 16, while Mary Dean Turner is the youngest girl, 3 months. Incidentally, the average for the entire group is 5. As for quantity, Mr. and Mrs. Kauffman take first prize with 4. The McCoy's and the Maddock's have 2 each while all the rest have, at the moment, only one each. That sweet, innocent-looking cherub in picture #15 is none other than little Jennie Grace Durland at the age of 2. We just could not resist putting such a picture in our baby page. For a really cute picture, photographically speaking, may we refer you to #4 and #5? Due to the illness of Mrs. Mary Turner, we did not receive a picture of Mary Dean. Those readers who did not receive a picture section with this issue may secure one by writing for one. We have only sent them to those who we thought would be interested. If we have neglected you - excuse it, please.

As for general news, we have plenty. In the first place Tom Page and Dean Turner finished their flying in Tennessee and are now taking a much needed rest - the Page's having gone to Lake Wales, Florida, and Dean to Augusta, Georgia. Crew #10 - Burgess and Bohan - completed their North Carolina assignment and are now vacationing for a day or so - the Burgesses in Richmond, Virginia, and Bill Bohan home in Philadelphia. Bill Bohan comes back to Philadelphia after a year of mapping and traveling, looking like the next "white hope." Bill claims he has gained 70 pounds in the past year, now weighing 190. Maybe that's why V. K. gave up mapping. Crew #11 - Reiss and Crause - finished all their Tennessee work this week and are now standing by for further orders. This leaves crew #2 - Kuser and Moore - and crew #5 - Jefferson and McCormick - as the only crews now working in the east. The four Garden City crews are fast completing their job and will soon be looking for new fields to conquer. The new Beech is set to go at the factory in Wichita. In short, the entire company is set to go if the Government and our many competitors will it that way. We'll see, however.

For the past 4 or 5 months, we have heard very little from Omaha, but a letter this week indicates they have not been hibernating as we had supposed. The captain of the Western Division Bowling team writes as follows:

"News from the bowling front. The Aero Service Team of the Western Division is burning up the league, taking one team after the other. The first round we won 9, lost 24. The second round we won 16, lost 17. The third round, up to date, we won 13 out of 18, last night taking all three games from the league leaders. Each round is 33 games. We are looking forward to going up two or three notches, which would put us in sixth or seventh place. The team bowled better last night than they ever did. We had to roll off a tie game of 981, winning it in the extra frame. The \$5.00 prize offered by Mr. Kauffman for the first 600 series, has been won, at last, by Gordon Roser. Gordon bowled a 609 series, consisting of 182, 171 and 256. The 256 game is second high in the league. The team had a series of 2802, for a second high team series. The series of each man last night was: Roser 609; Quinn 473; Meehan 524; Broadwell 502; Keegan 528. Averages to date: Roser 154; Quinn 135; Meehan 148; Broadwell 163; Keegan 165; Korman 138. We would like to have some more of that \$5.00 prize money. We only have 5 more weeks to bowl and it would be something extra to shoot for."

As a P.S. to the above letter, the lads, who apparently live in the local bowling alleys, have made the following challenge:

"EXTRA, EXTRA

The Aero Service Western Division Bowling Team challenges a team made up of Eastern Division employees consisting of Kauffman, Dotzenroth, Hodell, Maddock and Slack. We will give them a total of 50 pins handicap, and roll for \$1.00 a man."

Captain Kauffman answers the challenge in the following way: "As the Western

team has made the challenge the Eastern team will accept in one of the following ways: First, the Eastern team will accept the challenge and meet the Western team in Omaha on the above stated terms providing the Western team pays all expenses to and from. Second, in case our first proposition is rejected, we will bowl three games here in Philadelphia, with an official score-keeper, and send the final scores to Omaha to be bowled against by the Western team providing that the handicap is 100 pins instead of 50." The reason for the increased handicap, of course, is that there has been no bowling in Philly this winter by anyone in the company. What say - Western team?

Dick McCoy writes a most interesting letter from Garden City which we now give you:

"On Saturday, March 18, that world traveler, that entrepreneur, that connoisseur, that raconteur, that ambassador without portfolio, et al., returned to the kerosene circuit and 'wowed' (no less) us keepers-of-the-home-fires-burning with a complete resume of political, sociological and financial conditions in Europe,-- and even in the United States.

"To those of your readers who have not had the pleasure of Mr. Clarke Smith's enlightening lecture, which is muchly enhanced by his dynamic delivery, I shall briefly review same.

"Re England: The British Lion's roar is not so impressive. 'The English are past masters in the art of diplomacy. England expects every American to do his duty and aid England in time of war.' They delicately 'loan' money to certain nations for carte blanche thru their countries or to 'expedite' the signing of treaties.

Mr. Smith cannot forgive the English people their hauteur, or their superciliousness, or their designation of most American customs as barbaric.

"Re France: (Most unliked of all countries visited)
I am a little vague here except that he complained loudly of the lack of meticulousness in morals, living conditions, and social intercourse.

"Re Italy: Mr. Smith was fairly neutral about Italy. For one thing, he found that one must speak loudly and rapidly and with a very overbearing manner before one gains attention and respect in Italy.

(Mr. Smith's profession was reminded to him while he was in Italy---He witnessed eleven successive mapping days in which he could have mapped the whole of Italy, he said).

"Re Germany: (Best liked of all countries visited).
The living conditions were most like our own. 'The German people are artisans...even tempered...generous of nature...'
The laws are enforced almost to a fault.
He commended Hitler for establishing an Esprit de Corps and helping German people pull themselves out of their post-war depression almost by their boot straps.
----Mr. Smith was a little vague as to where Adolph should stop his 'National Development.'

"His lecture was closed with a resume of conditions in the United States which we all have heard at one time or another so I won't repeat it here.

"-----so you see how we with the hay in our ears stood and sat agape with these many revelations being made.

"Flash: DAD'S COTTAGE CAMP may soon be re-christened again AERO SERVICE CAMP."

Thanks very much, Dick, for the brief on current world events as related by our ambassador at large.

Virginia McCoy gives the other side of the picture with a letter, part of which reads:

"Maybe I'm wrong but Garden City must have something. Pick your type and we can supply it, from the loveliest lady here - Marjorie Scott (age 4 months) to that work-gobbler "Stinger" (otherwise known as "Beechcraft NC-18779"). It must be: Even Clarke Smith comes here on a visit and frets so because the crews have photo weather that he sends for the light of his life, his 'little woman', disdainfully wears his one shirt change, and camps.

"As Greta Bullock remarked through an apple: 'People in this business say, If we get to work tomorrow, instead of the usual workaday phrase, If we have to work tomorrow.' What's more they mean it. It defeats me.

"Of course, our little bride, Gailey, works almost as hard as her hubby. Everytime a ship goes over, a truck goes by, or the lawn-watering machine starts, she flies out the door to look....I personally believe she likes the guy.

"And...I must say that our blue-eyed, laughing Ruth Scott washes some of the biggest hankies I ever saw. I didn't know a baby could have such a cold. Gosh, that Marjorie is sure cute."

Very acceptable, Virginia. Let's have more.

Still another letter from Garden City was written by Clarke Smith.

"The Garden City dust sniffers held their first spring baseball practice on Monday and there is not a bottle of Sloan's liniment left in town now. Scott threw his knee out of joint and I have a swollen ankle in addition to pains in my right arm, back, etc., which I suppose everyone has. If you don't want everyone on the sick list, you had better send out a batch of parlor games more suitable for men of our age.

"It's lots of fun being here with all this gang. There's lots to do when it snows like it did yesterday - 3 inches worth which, unless it melts today and we fly tomorrow, will cause me to lose a bet to Swan and Bullock. I'm still optimistic but my better judgment tells me I have lost."

It just goes to show you what a warm day can do. As the temperature rises, their ages drop.

Of special interest is the report of a practical test of the new oxygen masks designed by Dr. William R. Lovelace of the Mayo Clinic, Rochester, Minn. Mention of this new mask was made in one of our earlier issues as reported by Mrs. William Carroll who, with Bill, discussed the mask at length with Dr. Lovelace last August. On March 10, 1939, a "flying laboratory" raced non-stop from Minneapolis to Boston at an average speed of 250 miles per hour for the 1140 mile trip. The Northwest Airlines ship with 11 people aboard flew at an average altitude of 20,000 feet. Dr. Lovelace described the flight as "a completely successful" one. The passengers, wearing the new masks which look like football nose-guards with bulb attached, said they "were completely comfortable," as they ate a chicken dinner, drank, and talked while the plane hurtled through the sub-stratosphere, sometimes at a height of 23,000 feet. "The four ounce rubber masks, small enough to be tucked into a hand-bag, were attached to oxygen feedlines. The wearer inhaled the oxygen and exhaled carbon dioxide into a bladder-like rubber bulb fastened below the mask. When the wearer next inhaled, a quantity of carbon dioxide was returned to the lungs," explained Dr. Lovelace.

That these new masks are entirely successful is now an established fact. They are now being sold by the Ohio Chemical Company and come equipped with a special valve which is very simple in operation. The metering gauge is calibrated to read in thousands of feet instead of litres of oxygen. For a proper amount of oxygen the wearer merely adjusts the gauge to correspond with the altitude at which the plane is flying and the gauge automatically adjusts the mixture to give sea-level oxygen. It is interesting to note that this mask only covers the nose and leaves the mouth and rest of the face free. The rebreathing of some of the exhaled carbon dioxide tends to warm the new oxygen and make for still more comfort as well as cut down on the amount of raw oxygen used.

In a recent release from the Cessna factory entitled "Flashes From the Factory" we find a most interesting write-up on the new T-50 Cessna. The T-50 is the newest product of the Cessna factory and has recently been put through a series of test flights. Briefly, the T-50 is a twin-motored low-wing, cabin monoplane. Powered with two 225 H.P. Jacobs engines the new job showed a cruising speed of 193 and a landing speed of 55. With a seating capacity of 5 persons, a climb the first minute of 1500 feet, and a service ceiling of 22,000 to 25,000 feet, the T-50 is designed for feeder-line service and private club-plane work. Other pertinent specifications are: gross weight, 5,000 lbs., wing span, 42 ft., and wing area, 296 sq. ft. Two pictures accompanied the release and it looks like one sweet airplane.

The following two paragraphs were also included in the above mentioned Cessna release:

Richard M. McCoy, Aero Service pilot, took delivery on a '39 Airmaster Photoplane at the Cessna factory last week. Clarke Smith, another Aero Service pilot, accompanied McCoy to the factory when delivery was made.

George Stuebing, Aero Service Corporation chief mechanic, visited here early this week. George is responsible for the mechanical condition of this organization's entire fleet of airplanes, and, take it from us, he does an excellent job.

Incidentally, the Aero Service now has 5 Cessnas doing mapping work with excellent results.

Jack Swan is making a solo effort to keep the "Believe It or Not" column with the following items.

T. Foster Thomas, who mastered the art of mechanical flight some ten years ago and who has many hours of mapping in his log book, was at one time a greeter at a Jewish women's ready-to-wear shop in the South. BELIEVE IT OR NOT!!!

Win Lippincott, who has also been a pilot for about ten years, and who is now the Company one-man surveying crew headed for Utah, was at one time an Inspector for the R.C.A. in Camden, N.J., and had 750 girls under him. BELIEVE IT OR NOT!!!

The Company flew about 170 hours during March with McCoy and Thomas each putting in about 28 hours. This compares with about 172 hours for the same month last year.

Once again our Secretary, Miss Jennie Durland, asks that the field crews cooperate a little better on notifying the office as to their whereabouts. General delivery is a mighty poor address to which to send a telegram and also a special delivery letter. Just a note on your daily report card will be sufficient but make sure we have something. Citing a case - a month ago - a car load left here for Wichita and it was over two weeks before we had any word whatsoever as to the location of any one of the group. When the boss tells Miss Durland to send a wire to so and so and the only address we have is 1612 Chancellor Street, we assure you, your name receives much adverse publicity. If a wire care of Western Union is sufficient to reach you with a minimum of delay, that is very much O.K. as long as the office knows about it. This will eliminate sending wires to the airport, local theatres, bowling alleys, and the corner drug store. So take a hint and stay in Miss (check writer) Durland's good graces. Tell us all.

We take this opportunity to thank Bob Plum, Charlie Hastings and Harvey Randolph for their valuable and cooperative assistance in making the latest roto-gravure section possible. Their advice as well as their actual work has been most helpful.

Also a vote of thanks to Miss Esther Durland for her work in typing each copy of the Prop Wash before it goes to the printers. She works very hard to transpose your Editor's scratching into a readable sheet.

The only comment we can make upon the European situation at this time is that the chances of peace breaking out are very slim.

It seems to us that the things we like to do most are either illegal, immoral or fattening.

Tom Maddock.