

Rain Monday - Probably Followed by Tuesday

During the past three weeks we have had a slight change in crew set-ups. Ray Kuser and Dean Turner, who were flying #3 out of Clarksville, Tennessee, using the Brock plate camera, have finished their work and are now back in Knoxville with the rest of the gang. Ray is again flying #2 with Tom Moore, using the T.V.A.'s Zeiss camera, doing a bit of mapping at 22,000'. Tom Page has changed back to #3 from #2 and is now flying A.A.A. work with Dean. Fos. Thomas was finally able to push on West from Wichita to Garden City when the snow melted a bit. Aside from the above, there are no other alterations to report.

For your interest and information, we list the present whereabouts of the various ships and crews:

<u>Ship Number</u>	<u>Pilot</u>	<u>Photographer</u>	<u>Location</u>
1	No crew at present time		Philadelphia, Penna.
2	Kuser	Moore	Knoxville, Tenn.
3	Page	Turner	Knoxville, Tenn.
6	No crew at present time		Miles City, Montana
7	No crew at present time		Birmingham, Ala.
8	Thomas	Scott	Garden City, Kans.
9	McCoy	Swan	Garden City, Kans.
10	Burgess	Bohan	Spartanburg, S. C.
11	Reiss	Crause	Knoxville, Tenn.
12	No crew at present time		Wichita, Kansas
52	Bullock	Baird	Garden City, Kansas
53	Smith	Lippincott	Garden City, Kansas

On March 14th, crews #3, 5, 10 and 11 finished all the original flying on the A.A.A. contracts in the Knoxville area and are at this point standing by for possible reflights, if any?? While, therefore, activity in the South has come to a halt, nevertheless, A. S. is still represented in the air on a clear day by the four crews flying out of Garden City. As a matter of fact, the Garden City lads have mapped over 4500 in the past two weeks and are only waiting for the warm weather to melt the snow completely before they really get busy.

February was a rather busy month as the crews put in a total of 130 hours, making over 2300 exposures in all. Naturally, the majority of this flying was done in the North Carolina - Tennessee area. The flying is about 25 per cent more than the same month of last year.

It has long been a question of great discussion as to just how long it would take to empty the building at 1612 in case of fire or any other emergency. On Tuesday, the 14th, a test was made to clear the front office where Miss Jennie Durland, Miss Emma Brooke and Miss Esther Durland hold forth, and the result was quite surprising. Without any previous warning of any kind to allow them to prepare for immediate action, the girls were subjected to the test. About 10:15 A.M. the phone rang and Jennie answered. Exactly 23 seconds from the time the first sound of the phone was heard, all three were into their coats, hats, lipstick and powder and were gone. To those of us who were in the other office the reason for their hasty exit was a mystery for several hours. In fact, it was after 2 P.M. that we learned that the phone call had come from Mr. Kauffman asking if they all would like to come to Pitcairn field and take a ride in the Company's newly acquired Beechcraft. Needless to say, they enjoyed their ride immensely. They flew with the boss at the wheel and noticed the airspeed at 210 at one point. In the way of contrast Mr. K. took Miss Brooke up in the Cub and attempted to change her complexion to a pea-green by putting the Cub through a series of whip stalls. Oddly enough, it was the boss who complained of a headache later in the day while Miss Brooke related over and over again the details of the swell ride.

Yes, you are right! Ship #12 is the new Beech. It is the same model as Dick McCoy's #9 Beech except for a few details. It was purchased last week from a well-known sportsman pilot, John Vetti, and is fully equipped with the latest radio equipment. The ship appears to be in very good condition, having been flown very little by Mr. Vetti. Clarke Smith spent several days getting acquainted with it and now feels quite expert at the wheel. Clarke really enjoys the Beech, especially in view of the considerable amount of time which he put on his Ryan. He has much more respect for Lindbergh's historic trip to Paris in a Ryan after finding out how an

verting this ship into a mapping plane - removing belly tanks, putting camera and view finder openings in the bottom and extra tanks in the wings, etc.

Another addition to the group of A. S. mapping ships is a 1939 Warner Cessna which Dick McCoy has recently purchased. For the present Clarke Smith and Win Lippincott will crew this new ship out of Garden City. Later Del Bullock and Ralph Baird will probably take over.

With these two new fast ships, the Company is now in a better position to more successfully compete in a highly competitive field of aerial mapping companies. The high speed department now includes 2 Beechcrafts and 4 Cessnas.

To date, the Prop Wash has only received pictures of Aero Service children from six parents. This is rather a poor showing and we urge the rest of you to dust off the brownie and get busy. We might suggest that you send the negative along with the print of the little ones so that we can enlarge them or make new prints if necessary. And don't forget to include the name and age. By the way, the Easter issue will not come out until the sixth of April instead of the first, but don't let this slow up your sending in your pictures.

On March 9th, spring made a pre-season call on Philadelphia and A. S. celebrated by staging a baseball game on the spacious back alley diamond. Captain Kauffman's team was soundly defeated by Captain Slack's team by a score of 8 to 4. In spite of the fact that this was the first game of the year, the playing was rather good. Kauffman knocked a home run, driving in a run ahead of him, indicating just what may be expected of him this season. The game was called before the 9th inning because a truck found it necessary to park on home plate.

While on the subject of sports, we will take space to mention another game being played very extensively here at 1612. Prompted by the exacting work which the Government is now demanding, the precision minded of the Company have invented a new game calling for the utmost in skill. This game requires very little in the way of equipment, but a great deal of steady nerves. The unnamed game consists of a 4 inch nail driven in one of the over-head beams in the first floor back room and a half used-up roll of 1/2" black masking tape, the object being to toss the roll of tape up on to the nail. A game consists of 20 attempts - the winner being that player putting the roll on the nail the most number of times. Clarence Slack now holds the record - 16 out of 20. Wagers on a player's skill run as high as 25¢ per game and money changes hands very quickly. Ten cents is the usual bet with handicaps running as high as 8 points per game.

LIPP LIMITED, LOADED, LEAVES

About 10 A.M. on the 21st, Win Lippincott was talking with V. A. about his proposed trip some time in the near future to the areas in Utah covered by Ray Kuser and Tom Moore last fall, to complete the ground control work. About this time George Stuebing dropped in and was followed shortly by a telegram from Clarke Smith in Wichita. A glance at the wire and the boss said, "Lipp, can you leave tomorrow morning?" Lipp could, and much to George's surprise the next order was "All right, then, leave as early as possible and take George with you." Later in the day Lipp was receiving final instructions for his trip west when Marge Smith stopped in to find out how much longer her Clarke would be in the west. In less time than it takes to write it Marge was listed as a passenger in the Lipp Limited. The Limited estimated its arrival in Wichita on Friday evening the 24th. George will remain in the Beech factory while Clarke, Marge, Win and Ann Lippincott will continue West to Garden City where Clarke and Lipp will fly ship #53. Their arrival in Garden City will mean that there are enough A. S. members there to almost call it a branch office. The list includes Mr. & Mrs. McCoy, Mr. & Mrs. Bullock, Mr. & Mrs. Baird, Mr. & Mrs. Smith, Mr. & Mrs. (and Miss) Scott, Mr. & Mrs. Lippincott, Jack Swan and Foster Thomas.

After much careful thought and study the Aero Service Corporation is now prepared to cooperate with all its employees in a group life insurance plan. The many advantages of life insurance are well known to everyone but the very nature of our business makes the cost of insurance very high regardless of whether we fly or not. However, by joining in a group plan, each and every member of the company can buy life insurance at a very reasonable price. The plan is simple. Each pay period a certain amount of money is deducted from each employee's check and put aside to pay for the insurance, the balance of the cost being carried by the company. The cost per employee, per year, per thousand dollars worth of life insurance, regardless of whether or not you fly, is \$6.00. This price can be compared with \$23.00 per year per thousand for ordinary life for a person of age 35. To this pilots must pay an

medical examination and is now in force on each and every member of the Company. Between now and the first of April everyone will be contacted by letter or by a representative of the Connecticut General Life Insurance Company, which contact will fully explain every phase of the plan and also answer any and all questions. If an employee should leave the Company, he may exchange the insurance for a permanent policy of his own by making application of paying the premium to the Insurance Company within 31 days after leaving. No medical examination is required for this change. This exchange privilege applies to flying personnel as well as all others. This group plan is in no way mandatory and no pressure will be brought to bear to persuade you to sign up. However, the plan will not go into effect permanently unless a majority of the Company goes along. Remember - 50¢ per month per thousand - no more - no less - regardless of your job - flying or non-flying. The Prop Wash will be only too glad to answer any questions you might have on the subject. Just drop us a line and we will do the rest.

Since our last issue went to press, we have not received a single believe it or not item from any section of the country. Therefore, this column will, at our readers' request, probably die a natural death. BELIEVE IT OR NOT!!!

For those of you who are attempting to keep abreast of the rapidly changing international picture in Europe, we suggest one of the new loose leaf maps.

March comes in like a lion and goes out with your income tax.

Quoting Dick McCoy, "A blotter is something you look for while the ink is drying."

Tom Maddock.