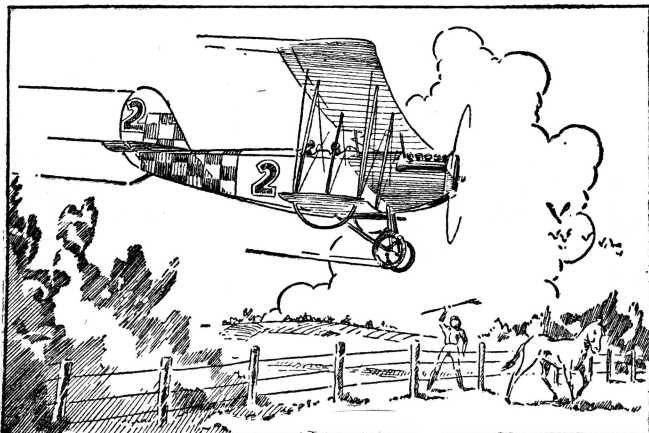


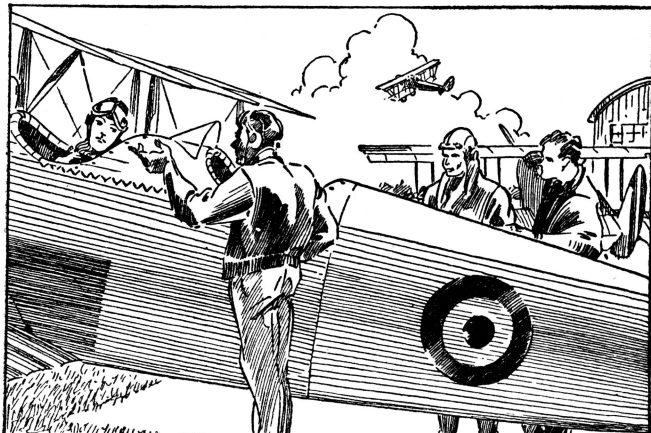
They Had What It Takes

XVI—CAPT. EDWIN MUSICK—ACE TRANSPORT AIRMAN

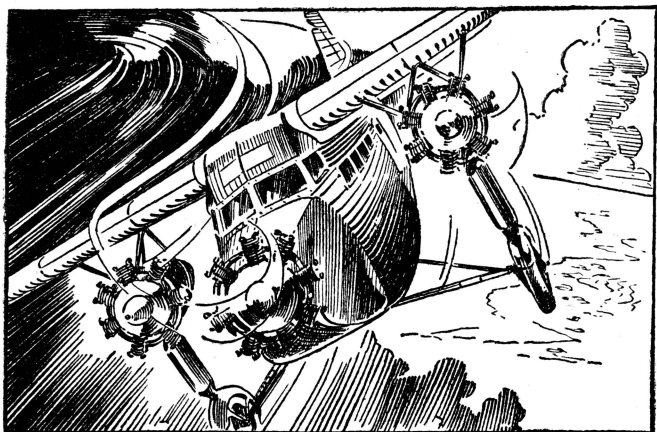
By ALDEN McWILLIAMS



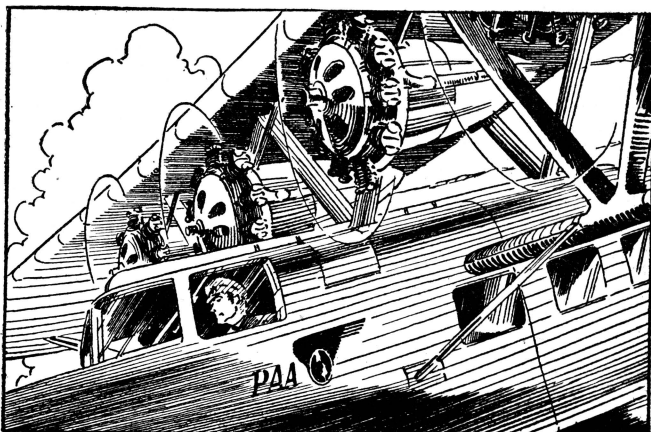
1—Born in St. Louis, Mo., in 1894, Edwin C. Musick quickly developed a mechanical bent. Soon the Musicks moved to Los Angeles, and there, in 1913, the youthful Edwin went to a commercial flying school. He proved himself an apt pupil, and the next few years saw him engaged in barnstorming—excellent training for the brilliant career that lay ahead of him.



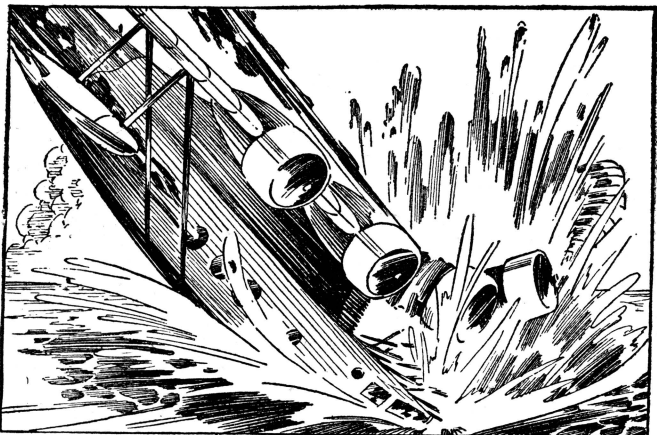
2—When America entered the War in 1917, Musick first served as a civilian instructor at Wichita Falls and at San Diego. Then in 1918, he was sent to the Marine Reserve Flying Corps base at Miami with the rank of Second Lieutenant. Here, he continued his work of training new Marine pilots until 1919, when he left the service to return to civil flying.



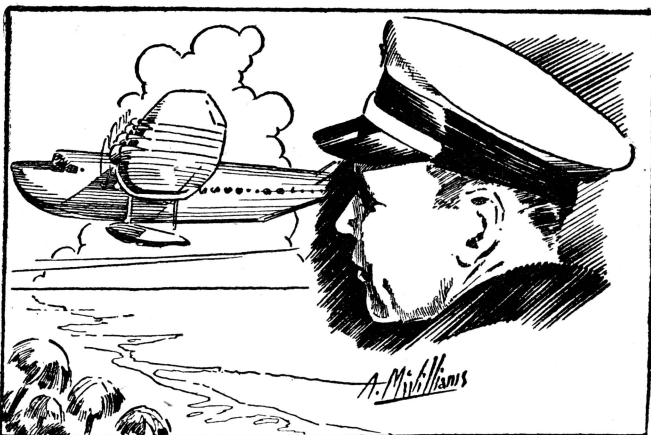
3—The sky-going Missourian's subsequent experience was varied. He flew with an early West Indian line in 1922; later took the controls on a Philadelphia-Washington run; and then in 1925-26 conducted charter flights. Finally, in 1927, he joined Pan American Airways and piloted the first tri-motor ever flown in an American service (Key West to Havana).



4—This run was the "laboratory" from which P.A.A. developed its 40,000-mile network. And Musick's contributions were quickly recognized—for after 1930, when he became chief pilot of the Caribbean division, he not only pioneered many of the company's new lines but also teamed with Lindbergh in 1934 to break ten world records in the new Sikorsky Clipper.



5—Next came universal praise when Musick launched the San Francisco-Manila trans-Pacific service in 1937. This was his greatest achievement. But behind the scenes lurked disaster—and it struck on January 11, 1938. Returning north after a striking survey hop to New Zealand, the skilled flyer's Sikorsky Clipper took fire and plunged into the Samoan seas!



6—In that tragic accident, all seven men aboard perished—and thus America lost Captain Edwin Musick, her most able transport skyman. But in the annals of the air, Captain Musick's glorious pioneering deeds will never lose their lustre. And the Harmon Trophy—awarded to him in 1936 as the "world's outstanding flyer"—will ever do homage to his name.