

*This is the meeting place of the WAR BIRDS flying club.
Each month news of the organization and members will be discussed.*

THE COCKPIT
(WAR BIRDS 11/34)

THE C.O.'S MESSAGE

Gentlemen:

Before we get down to business on this meeting, I want to express my appreciation to you all for the splendid way in which you are backing the WAR BIRDS and everything for which the organization stands. Your letters are a treat and the energy and spirit shown in the carrying out of suggestions could not have been excelled by that other group—the War Birds who were tested in the flame of war.

Some of you have been complaining that your letters do not receive answers. I tried to reply to that very human criticism some months ago. It is no lack of appreciation that keeps us from answering, but where you may be one man waiting for an answer, we are a small staff with thousands of letters pouring in. To answer some and not all would be an injustice, whereas the observance of one rule works fairly for all.

Every letter that comes in to H.Q. is carefully read. The contents of the magazine and the makeup of the departments is proof of that. It was your suggestions that made the War Birds Magazine. You, as an individual, may feel a little hurt at being submerged but, after all, isn't that quite military? Every man in the army contributes his share to the activity of the army as a whole— and where he may fail to attain individual glory, he has the glory of being a member of a victorious army. So it is with us—every act of yours that makes for a greater War Birds passes back to you in that you belong to the organization that is attaining such honor and prestige.

We have not, of course, neglected the human side of the picture. We try to give glory where glory is due. It is for that purpose that we maintain a citations list and a scale of promotions. If you are not watching the citations page carefully, you may miss your own name when it comes up. Sometimes—due to the mechanical difficulties of makeup—the citation does not appear until months after it is awarded. This cannot be avoided unfortunately.

While we are on the subject, I want to stress one point. Not all of you have adopted the military form of address yet. I want to emphasize this — NO CITATIONS OR AWARDS WILL BE MADE HEREAFTER TO ANY WAR BIRD WHO DOES NOT ENTER HIS MEMO OR SUGGESTION PROPERLY. It 's very simple.

Merely be sure that your name, rank, squadron number, home address are on every memo. Unless you type your letter, print your name. Some handwriting is hard to read and misreading leads to error. If you cover several subjects at one time, treat each subject on a separate sheet. Simple, isn't it? Remember it.

It is gratifying to see the use that is being made of our departments. The SPARE PARTS HANGAR is becoming particularly popular. I am glad to see this as every human being is, at heart, a trader, and such a department makes it possible for our members to dispose of those possessions which have served their term of usefulness and obtain in exchange the things which they would like to own. The service is free and I urge you all to make use of it.

THE big thrill to me, though, is the manner in which you have taken to the idea of organizing flights. Reports are pouring in and it will not be long until we realize our dream of having one War Bird flight within reaching distance of each member. I am particularly interested in the high character of our flight membership and of the activities being undertaken by the various flights.

A recent development is the projected flight at the U. S. Naval Academy. I am in touch with Midshipman Robert D. Hatcher and will report on the flight later.

I was also very interested in the carefully planned flight of Captain David C. Gillespie at Clarksburg, West Va. Because I think that the program as they are following it may be an inspiration to the rest of you who may be groping for ideas on flight formation, I am reproducing Captain Gillespie's letter.

In looking over your reports, I note that some of you are planning two and three meetings a week. I want to caution you on this. I believe that twice a week is too often for meetings. You will be talked out and stale unless you have an execeptional number of activities to engage you. It is better to have a few meetings with a hundred per cent attendance than, to have many meetings which members get in the habit of missing.

I want to stress once more the importance of having some central object for your flight, some work to do. In this connection,. I wish to compliment The "X" Flight of West Warren, Mass., which devotes the first hour of each meeting to model building.

Another point of importance in connection with flight organization is the matter of rank. Some of you have reported flights with no mention of the rank held by the members in the War Birds; others have made reports with various members labelled "Captain," "Lieutenant," etc.; the rank being merely a locally conferred rank. This will not be tolerated longer. The only rank a War Bird may hold is the rank conferred by H.Q. A flight made up of members holding no War Bird rank whatever shows laziness arid carelessness unworthy of War Birds.

A man capable of organizing a War Bird flight should be able to pass the examination for a commission without undue trouble; but if he does not care to take it, there is no reason in the world why he should not send in the coupon that the Adjutant prints and join the Non-Com Mess. In fact, we are going to start the practice of rejecting as *flight members* those who do not have at least Non-Com ranking in the War Birds. To be a Non-Com takes only a stamp and a coupon from War Birds. I am sure that any of you can get the stamp and if you do not have a War Bird coupon, it means that you are not a War Bird reader. Now how can you be a good member of the organization or of any of its flights if you do not buy the book which prints the news of your organization?

Watch this. You flight commanders are held personally responsible hereafter for seeing to it that each of your members has at least a Non-Com rating. Those of you who are reporting flight formations for the first time, BE SURE AND PUT DOWN THE RANK OF EACH MEMBER. If a member has applied and not yet received his wings or card—mark him as cadet; but remember that he is not even a cadet until he has applied.

That is all for this meeting, gentlemen. You're doing a bang-up job. Stay with it!

CARSON W. MOWRE,
Officer Commanding,
THE WAR BIRDS.

A MARK TO SHOOT AT
SONS OF SATAN FLIGHT
CLARKSBURG, W. VA. 8/16/34

SUBJECT: Report of Special Meeting

TO: Commanding Officer, War Birds.

1. We held a special meeting last night at my home and I thought I had better report it to you. We met to draw up resolutions in regard to new members for our flight.
2. We decided to discourage fellows who want to join just because it is something new and to make an effort to get only those fellows who have a serious purpose in joining, We feel that the other type is merely so much dead wood. Also, with a small group of clear thinking young fellows we can accomplish more than with a large group of shirkers.
3. I can promise you one of the best flights in this part of the country in the next few months, as we are going to pick our fellows from the type really interested in the promotion of commercial and military aviation.

4. The following is a list of the requirements at present to be able to join the Sons of Satan Flight:
You must be
1. Over 18 years of age.
 2. White.
 3. An American citizen.
 4. Write a letter asking permission to join the War Birds Flight and explain why you want to be a War Bird and your views of Aviation at this time. (This is to be put in the files of the Flight and will show that the applicant joined of his own free will and knows something of aviation before he joined.

DAVID C. GILLISPIE.
Acting Flight Commander, Clarksburg, W. Va.

FLIGHT NEWS

There is a lot of flight news this month and we will have to condense it down to get the rosters published without leaving anyone out. We are starting out with the Clarksburg, West Virginia, flight which the C. O. mentions in his talk. So far, this flight takes the prize as the most carefully organized and as the most military in its manner of reporting. If we seem to give it more attention than the others, it is not that one War Bird flight means more to us at H. Q. than another, but because we believe that there is much to be learned from the conduct of the flight. Read on—

THE SONS OF SATAN FLIGHT, 230 Grant Street, Clarksburg, West Virginia. Captain David C. Gillespie (raised to rank of Captain for his work with this flight), flight commander. Roster: Corporal Ewing Whiteman, Adjutant. Cadets Franklin F. Bush, Harry W. Jack-son, Williard F. Lind, Carl A. Hopkins. Flight Insignia is Ace of Spades with white death's head in center of spade and word "Mort" beneath the spade. Flight meetings every second Tuesday of the month after National Guard drill, which comes on same night. Meetings held in armory. All members belong to National Guard. The C.O. is a veteran of 7 years' service with rank of sergeant in Guards. Lind is first class private with 2 years service, Jackson is first class private with 2 1/2 years, Whiteman is a corporal with 4 years service and Bush a private with one year service. Carl Hopkins is a World War vet with U. S. Air Service, and MacGregor is a flight mechanic. The Flight hopes for sponsorship from the Veterans of Foreign Wars.

THE "X" FLIGHT, 124 Main Street, West Warren, Mass, First Lieut. Lawrence Brissette, C.O. Roster: Steven Surowiec, Alphonse Trespacz, George Chapdelaine (Adjutant), Anthony Golaski, Stanley Golaski, Harold Mongeon. Meetings every Monday 7 P. M. One hour of model building and rest of time for discussion. Membership qualifications: Every member must build a ten-inch model of the Boeing P12E decorated with his personal insignia and the flight insignia. Flight insignia is white "x" in red center cocarde with blue ring.

LOADED DICE FLIGHT, 514% Cayuga St., Salinas, California. Herbert Smith, C.O. Roster: Norriss Hetherington, Hiram Ruggles, Pete Stevenson. Two meetings a month. No insignia adopted.

STAR "A" FLIGHT, 549 East Costilla Ave., Colorado Springs, Colo. Charles Cruts, C.O. Roster: Franklin Preston, Harley Fitzarrel, John Morris, Mike McLeod, Richard Yates, James Pendleton, Barney Martin. Meetings Wednesday and Saturday nights.

DEATH SPADE FLIGHT, 1246 Irving Ave., Chicago, 111. Second Lieut. Herbert Blauner, C.O. Roster: Jerry Tabovitch, Valentine Mead, Daniel Hochstadter, Chester Gerczyd, Chon Lucia. Meetings Monday, Wednesday and Friday

GAY GHOST FLIGHT, Kentwood, Louisiana. Second Lieut. Paul Price, C.O. Roster: W. E. Dyson, Logan Price, Wesley Faust, Douglas Price, Edward Waller. Meetings every Friday.

DEVIL CONDORS FLIGHT, 731 East 69th Place, Chicago, 111. George Standerwick, C. Roster: Ralph Morris, Len Johnson, Rick Johnson. Meetings every Wednesday.

GRAY EAGLE FLIGHT, East Liberty, Ohio. First Lieut. Donald Hamilton, C.O. Roster: First Lieut. John Lawson Hamilton, Organizer; James Evans, Paul Hatcher, Clayton Coons, John Peer, Harold Moffitt, Lloyd Moffitt, Richard Moots, Forest Moots, Donald Kerns, Donald Hatcher, Ray Harvey, Harlan Hatcher, Lowell Moore, Earnest Flax, Merle O'Neil. Meetings every Wednesday. No insignia adopted. (Comment—Our congratulations on the organization of such a large post in a comparatively small community. It shows what can be done. The C.O.)

THE FLYING DEVILS, 67 Underhill Ave., Brooklyn, N.Y. William DeMorato, C.O. Roster: Charles Grandelli, Louis Ercole, Sam DeMorato, Joseph Sangeses. Meetings Sunday, 7.30 P. M.

THE BLACKBIRDS, 502 Sumner Ave., Newark, N. J. Edward Gum-pert, C. O. Roster: Dick Lill, John Coe, Jack Bellest, Fred Jacoby, Jera Wanamaker, Henry Black, George Cox, John George, Ed Hull. Meetings Friday nights.

RED FALCONS, 601 Quincey St., Brooklyn, N. Y. Arthur Klein, C. O. Roster: Vernon Klein, Jacob Bornstein, Joseph Halpin, William Wharby, Walter Kopple. Meetings Sunday afternoon.

13th PURSUIT FLIGHT. No address reported. First Lieut. Bob Armstrong, C. O. Roster: Ernest Burnett, Walter Burnett, Pat Murphy, Terry Gallaher, Bert Mitchell, Max Mitchell, Gordon Wilson, George Morit, Russell Noss, Clifford McClenan, Morris McClenan, Bill Colens, Harold Conent, Jack Lewis, Jack Jefferies, Ed Halls, Ted Murrel, Burt Harris, Jim Conary, Ivan Henderson, Bill Ray, Jack Cas-sels. The Commander reports that meetings are held in a church. (Comment—This flight is to be congratulated on its size but the Commander deserves a rebuke for not putting the address of the flight or his own address on his letter or coupon. The C.O.)

FLIGHT 314, 2510 College St., Greenville, Texas. Second Lieut. Jack Armstrong, C.O. James Neal, Adjutant. V. A. Smith, Enrollment Officer. Flight in process of formation. Insignia is two crossed swords.

SKULL HUNTERS, 2112 76th St., Brooklyn, N. Y. Irving Schneider, C.O. Roster: George Allen, Jack Sunshine, Joseph Adasko, Milton Hefling, Bernard Sielor, Lester Gello, Morton Licht, Emanuel Berlin. Meetings every Friday.

HELL CATS, 1643 Douton St., Philadelphia, Pa. Second Lieut. John Magolon, C.O. Second Lieut. Joseph Schnepf, Adjutant. Roster: Stanley Pokszawski, John Mintus, Miron Gowirka, Stanley Mogolon. Meetings every Wednesday.

CITATIONS AND PROMOTIONS

SECOND LIEUT. FRED COLBUS, JR., 20 Squadron, for several excellent cartoons and sketches submitted. Second Lieut. Colbus is raised to rank of First Lieutenant.

SECOND LIEUT. MAX A. TWISS, Squadron 1, for several valuable suggestions and particularly for his arguments in favor of paying more attention to Naval Aviation. Second Lieut. Twiss is raised to the rank of First Lieutenant. (Note — Lieut. Twiss is a member of the 99th Observation Squadron, U.S.A.S., stationed at Mitchell Field.)

SECOND LIEUT. CHESTER OPACKI, 34th Squadron, for several valuable suggestions. Lieut. Opacki is particularly strong for true features and has made an excellent case for the publication of a companion publication to War Birds under the same staff. His suggestions are submitted in approved military fashion. Second Lieut. Opacki is raised to rank of First Lieutenant.

CAPT. ROBERT L. MEADE, JR., Squadron 37, for his thoughtfulness in submitting a report on his visit to the Seventh Pursuit Squadron at San Antonio.

SECOND LIEUT. LAWRENCE JDWYER, 5th Squadron, for several excellent suggestions and one sketch submitted in military manner.

SECOND LIEUT. STANLEY ADELMAN, 1st Squadron, for his initiative in obtaining facts from the War Department and submitting them to H. Q., for his several excellent suggestions and for general meritorious conduct. Second Lieut. Adelman is raised to rank of First Lieutenant.

SECOND LIEUT. WM. L. RUTHERFORD, 50 Squadron, for excellent sketch and several well presented suggestions. Second Lieut. Rutherford is raised to rank of First Lieutenant.

SECOND LIEUT. JIMMY WOMMACK, 40 Squadron, for an excellent report on the airport and equipment at Wilmington, N. C. Second Lieut. Wommack is raised to the rank of First Lieutenant.

SECOND LIEUT. RAY BOWER, for his well presented argument in favor of having a story in each issue of War Birds with a German hero and from the German side. Also more emphasis on the German side in articles.

SECOND LIEUT. ALBERT BYRNE, Squadron 41, for supplying clippings from his local papers on unusual aviation news.

SECOND LIEUT. R. B. LIBBEY, Squadron 3, for several excellent suggestions well presented.

SECOND LIEUT. WERNER ZIEROTH, 34 Squadron, for well presented suggestions.

SECOND LIEUT. EUGENE MULCAHY, Squadron 1, for several excellently drawn insignia designs.

FIRST LIEUT. ROBERT D. HATCHER, Squadron 2, for his well presented suggestion on a U. S. Naval Academy War Bird Flight at Annapolis. (See comments by C. O.)

SECOND LIEUT. JAROSLAV CHMELICEK, 34 Squadron, for several splendid drawings submitted.

SECOND LIEUT. GEORGE KOTSONES, Squadron 1, for several well presented suggestions.

SECOND LIEUT. JOHN FAZIO, Squadron 1, for several excellent suggestions.

SECOND LIEUT. FOSTER CUSHING, Squadron 27, for several splendid suggestions.

(THE PAGE OF FLIGHT INSIGNIAS PROMISED FOR THIS ISSUE WILL APPEAR NEXT MONTH)

NON-COM'S MESS

HOWARYA, Muggs

The old Adjutant just barely did limp into the meeting tonight. It's been one of those tough weeks. If you don't think that it's a hard job getting out a magazine like War Birds, you're just as screwy as a whole boatload of French Marines. The C.O., of course, is the bird who decided what authors are going to be made famous by getting in our book; but it is the dear old Adjutant, Pilgrims, who has to spin the hams out in the street after the C.O. jerks his thumb.

Modocs, I'll tell you what's a fact. I don't give bums—especially big ones—the merry roll like I used to. Once upon a time, it was just a flip of the wrist and a growl; then there he was! Oh, well—

Anyway, there was a bird with a barrel-chest and hair sticking out of his ears who came up the other day. He was trying to sell us the life of Frank Luke and the life of Guyne-mer and the life of Eddie Ricken-backer again. The battleship model buddy that he lugs along with him had some pictures; a Sop Camel and a Spad and a Fokker D-7. The bozos come in together and they take deep breaths and they bark a chorus at the C.O. "We've got here," they snort,- "some absolutely new stuff that your readers will be nuts about."

The C O. thinks that all of you mugs are intelligent and informed and he couldn't stand that. "Adj.," he sez, "give 'em chute 23."

Well, I looks these slobs over real careful like and I spits on my hands first. I don't even seem to spit like I used to. The guy with the artillery ears glares at the C.O. "You don't want this here original stuff, eh?" he barks. The C.O. lights a Murad. "Adj.," he sez, "the chute! Toot-sweet—"

Brethren, by that time the guy with the Handley Page shoulders is circling me and the buzzard with the chest is turning around slow. I take a hasty shot at the C.O.'s garboon with the tobacco that I'm packing in my jaw and it makes a thud like a Bohunk fireman punching the clock. That perks me up some and I brings my right mauler up from the floor while the echo is still ringing. Old bomber-span shoulders runs his chin into it and rocks me back two feet; then he throws a paw like a Hisso engine in my map and I can feel my spine doing things that not even a chiropractor would understand.

The other mugg is barging down on me about then. "Want any help, Rollo?" he sez.

So help me, that guy sez "Rollo." Well, Modocs, an ape named Rollo can maybe put the Adj. on the floor in his old age but no guy named Rollo can keep him there. I get up in two sections and heave the right paw again. It connects because this Rollo don't give a damn. Slugging him is like trying to slap your mitt through a steel prop.

Just then the other boy brings an uppercut out of his shoes. He's the scientific kind of egg who sends you warning by Morse, International and Esperanto before he leads his right like a palooka. Modocs, it was a swell opportunity.

Rollo is still leading with his chin while he throws his maulies into my lunch. I've slugged this baby and got nothin' out of it but a curled spine. So, Pilgrims, I jab him—

I jab him right over into that man-eating uppercut—and could Rollo take it? The uppercut lays on his map like a Boeing hitting the Saratoga deck on its nose. It doesn't even rock him. But I'm looking right into his phiz when he gets it and I see his eyes cross when it lands. Brethren, that's the tip-off. I take a look at the other lad and he's folding forward at the knees.

He hits the floor with a crash and I know just about what's happened. Rollo's chin has pushed his paw back so hard that it's slammed his shoulder into his chin and knocked him cold as a penguin. I take another look at Rollo and his eyes are still crossed. That baby's no longer a job for the Marines. I give him my jab again and the buzzard falls over.

Well, Brethren, after two porters has helped me to carry these muggs out, I come back; walking on my heels. So help me, the C. O. is still smoking his first Murad.

"Adj.," he sez, "I was afraid for a moment that those two eggs were going to be tough—"

NOW I ain't the complaining type at all, but I just wanted all you War Birds to know what goes on in editorial offices. And I'm not taking any credit from the C. O. who picks out all the swell stuff you read in the book. But Modocs, it's a fact, if the good old Adj. wasn't around to lay them in the hall, these ham writers would have the book filled up every issue with pictures of Spads and D. H.'s and Fokker D-7s and with liver, of Luke and Rickenbacker. . . .

S'aloon,

THE ADJ.

P.S. I'm still being ridden around H.Q. There ain't nearly as many Non-Coms as there are officers. Come on. Join a real outfit for a change—no exams—No trouble—

NON-COM CITES AND NOTES

Watch 'em—THE SKELETON PATROL—That's an outfit that the Non-Coms out Greenport way have organized as a War Bird Flight. Sergeant Everett Corwin is the C.O. and the Adjutant is Corporal William

Mills. Corporals Leroy Eifert, Aleck Zanes and Peter Busso fly the patrol. They meet regularly at 108 Front Street, Greenport, N. Y. Salutes!

Then there's the DEVIL'S CONDORS, organized at 731 East 69th Place, Chicago, 111. We haven't got the dope on these lads yet but they sent us a letter that simply apologizes all over the place because they've got a flight and no commissioned officer. Tut. Tut. A Non-Com flight is simply swell. After you've got it going, prime up "for examinations and go after your commissions. Till then, fly 'em out of this drome and you're welcome.

CORPORAL SEYMOUR THAU of 453 East Houston St., New York City, earns himself a citation for showing interest and alertness. He suggests that members can earn themselves decorations or promotions by writing to famous living airmen and getting them to join the War Birds. Well, I've talked to the C. O. about this and we've decided that we don't care to do that. You see, a busy man is annoyed by a lot of freak mail and the War Birds might become a pain in the neck to our famous flyers if a lot of you birds were to bombard them with letters. Better not. But if you can meet any personally and get their consent, that's fine. Let's hear from you.

CORPORAL H. I. KRITZER writes in and makes two mistakes. He does not put his address or his squadron number on his memo and he addresses the C.O. instead of the Adjutant (and who runs these Non-Coms, eh?). Harold orates as how there should be a test that a corporal can pass to be a sergeant. No, sir. You be a good corporal and maybe you'll be a sergeant by and by. The tests are for commissions.

CORPORAL GEORGE VAN CAMP, 3700 Trumbull Ave., Detroit, Mich., makes several suggestions for which we thank him and he wants to know if there is a pin for Non-Coms. It's the same pin, Brethren. A War Bird is a War Bird. . . .

SPARE PARTS HANGER

Note: As gentlemen and War Birds we expect you not to misrepresent the merchandise you offer here for sale or trade. The service is free to you, merely send in your ad, hand-printed or typewritten not exceeding thirty words. Also, when writing a War Bird whose address you. get from this department, be sure and enclose a stamped and self-addressed envelope for an answer. We expect all War Birds to answer all communications obtained through this department.

GERALD KOHMANN, Box 107, Fresno, Calif., wants a German pot helmet.

CHARLES GOLDENBERG, 4515 Snyder Ave., Brooklyn, N. Y., will trade model airplanes. Has Spad, D.H. 4, Camel, Fokker D-7, Curtiss Fighter, Gloster Fighter and many others.

F. H. ZEDTLACH, 302 Union St., Jersey City, N. J., has many war relics to trade. Wants an Italian Army rifle, 1891 model (Carcano) or what have you?

FRED COLBUS, Jr., 7 Farragut Ave., San Francisco, Calif., wants Vaughn Shoemaker cartoons (Chi. Daily News). Will trade model supplies, books, mags, plans, blueprints, photos, etc.

KEITH PETRICH, Box 1896, Juneau, Alaska, has Fokkers and S.E. 5 plans of Wedell Williams. Wants "Red Knight of Germany" and pictures of planes and pilots.

GEORGE MARTIN, 3305 Calhoun Blvd., Minneapolis, Minn., has 26 old magazines in good condition to trade for other old magazines or what have you?

LEO RITTER, 3017 Ocean Parkway, Brooklyn, N. Y., has six aerial magazines from 1818 and model plans. What have you?

S. W. REDMILE, 1912 West St., Wilmington, Del., will swap German Mauser rifle for German Luger or what have you?

JAROSLAV CHMELICEK, 2516 So. Trumbull Ave., Chicago, 111., has a Friedrichshafen bomber (11% long, full detail, solid), 70 air magazines in good condition, several 11" puppets with movable legs and arms and pool table (5 ft. x 2 ft. 7 in.). Wants printing press to take 6*1," x 9" sheet, type ink or what have you?

W. T. MARKS, 7127 So. Washtenaw Ave., Chicago. 111., will swap cowboy and hillbilly songs for more of same. Also wants to trade stamps.

DONN WILLIAM TURNER, 127 No. Topeka Ave., Wichita, Kansas, has model plans to trade. Wants machine gun belt, German Iron Cross or what have you?

CHESTER OPACKI, 3247 So. Fisk St., Chicago, 111., has model plans; Ryan B-3, Wedell Williams, Curtiss Wright Coupe, Seversky Amphibian, Great Lakes Trainer and Vought Corsair. Wants stamps, photos of aces, airplanes, movie stars and radio stars.

J. B. WORLEY, Worley, N.C., has many old War Birds and other air magazines to trade for air magazines which he has not read. Will swap lists.

RICHARD ZANNER, R.D. 2, Box 207 A, Lakewood, N. J., has old air magazines to trade.

EUGENE ALLEN, 802 W. Watson St., Lewistown, Mont., will trade Boeing Bomber, D.H. 4, Wedell Williams racer kits for gas mask, first aid equipment or what have you?

FRED COLBUS, 70 Farragut Ave., San Francisco, Calif., wants scale plans of world war planes, preferably those showing construction; particularly interested in little known planes. Will trade magazines, real photographs, model supplies, camera, etc.

A. M. EDGAR, Box 86, Vindir, Maryland, has a set of Automobile Engineering (6 vols.) by American Technical Society; includes auto engines, airplane engines, etc. Like new. Want power wood-working tools, turning lathe, band saw, etc.

EDWIN PARKS, 274 St. Clements Ave., Toronto, Can., has small electric motor, illustrated drum course, broken set of Nelson's World War History, 8 flying model planes; including Seversky, Airspeed Courier, Wedell Williams racer, Ryan B-3, Curtiss Coupe, Bristol Fighter, Fairey Fox Fighter. Has also 14 solid model plans, modern and war-time and 45 magazines. Wants Allied or German helmet, sword or gun; medals, wings, collar or shoulder insignias or what have you? (Will give 6 pictures of aces and planes to all who answer ad.)

JOHN M. SCHULTZ, 250 No. Cedar St., Manistique, Mich., has American School of Aviation correspondence course with 30 blue prints; also home-built Franklin P.S. 2 glider fuselage complete with tail; also books on learning to fly and stunt flying.