

*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 12/34)

THE C.O.'S MESSAGE

GENTLEMEN:

It is quite a while since we had a general discussion on the many things that come up in conjunction with the growth and expansion of our organization. We are going to have such a chat now.

Frankly, I am very proud of the way in which you have taken hold of the WAR BIRDS and made it your own. The feeling has been growing up here at H.Q. that the staff is of less importance than the field. It is a healthy sign when the "brass hat" division adopts such a belief. It is a certain sign that the men in the field are doing a job. Personally, I no longer feel like the Iron Duke type of commander. My role is rapidly becoming that of guide and advisor. You are taking the reins of command; you who are organizing Flights and looking for opportunities to serve and showing an alert interest in what we print in WAR BIRDS and in how we print it. I congratulate you and I am looking forward to the day when strong War Bird Flights from coast to coast will dictate to us at H.Q. I am sincerely looking forward to that.

In only one detail have you been a little light and that, perhaps, is because we have not done much to encourage you. You have not been giving us your opinions on stories and on authors and on types of material used in stories the way you do on articles. You give us strong guidance on articles and we believe that we know what you want. Write us a little bit more in detail about our fiction, will you?

On your suggestions—In the main, they are excellent. However, there are some ideas that come up time and again, month after month. Some of you think that we should have War Bird uniforms, War Bird stationery, honorary War Birds, etc.

Personally, I do not favor a uniform. It would have to be a cheap affair if it were to be within reach of the average War Bird, and a cheap uniform would do no honor to the organization. More important, however, is the fact that many of our members would be unable to afford a uniform if we did adopt one—and we do not want any earnest member to feel that other War Birds are better equipped than he. We serve our organization badly if we adopt anything which makes distinctions between War Birds that are purely artificial distinctions; the thickness of a purse, for instance.

On the matter of stationery, I have no strong opinion. If there is any great demand, however, I have not noticed it. The desire seems limited to a persistent few.

On the question of honorary members, I have already spoken. I do not want any War Bird to make a pest out of himself in soliciting testimonials, consent to use a name, etc. People resent solicitations from strangers and their resentment might extend to the entire organization.

Those are my views; but you know that you can over-ride me. If the majority wants any of the services for which I am not personally enthusiastic, those services shall be yours.

The matter of the Non-Com's Mess and its lack of dignity has been brought up and the Adjutant discusses it at length in this issue. There is much to be said on both sides. There are War Birds who prefer the Non-Com Mess and who are alienated by what they considered a certain stiffness in the officer group. However, we do not want any rowdy groups in this organization. There is no reason why a Non-Com shouldn't be every inch as much of a gentleman as an officer. Most of the regular army Non-Com's that I have known are gentlemen in the strict sense of the word; in the sense of honor and decency and military bearing and pride of conduct and manhood. I want that spirit in the War Birds and not any cheap showing

off, flippancy, wise-cracking and general sloppiness. By that I do not mean to imply any criticism of the Adjutant. I understand him—but I wonder if you do.

The Adjutant tries to entertain you. He is rough and ready and informal, but he has the good of the War Birds at heart as much as have I. At the worst, his methods may be criticized; not his intentions. Suppose that you write me, you officers and Non-Coms, and tell me how his column hits you. Is it just good rough fun in the barracks or is it a black eye to War Bird dignity? I want to know—and the Adjutant, even if he foams at the mouth a bit, wants to know, too.

Elsewhere in this issue you will find a page devoted to the aims of the War Birds. I suggest that you read it as you read the news and the notes and the citations. We can't be reminded too often that we are more than a group of lads with pins—we are an organization with a purpose.

Before concluding my part of this month's meeting I want to call your attention to a full page of Flight insignias reproduced in the department this month. These insignias appear exactly as drawn by the various members and only lack of space prevents us from printing the hundreds of Flight insignias received. I am proud of the artistic talent and originality displayed by the members of War Birds. From time to time we shall reproduce other Flight insignias.

That is all that I have to say this time except to repeat that I am proud of you and to emphasize the fact once more that—EVERY LETTER WRITTEN BY A WAR BIRD IS READ BY AT LEAST TWO MEMBERS OF OUR SMALL STAFF.

My Salutes to you!
Carson W. Mowre,
Officer Commanding,
THE WAR BIRDS.

A PAGE OF WAR BIRD FLIGHT INSIGNIAS

Flying Death Flight, Squadron 11, Cleveland, Ohio.

Lucky Seven Flight, Squadron 37, Galveston, Tex.

Rough Riders, Flight No. 1, Squadron 34, Chicago, Ill.

Devil Dog Flight, Squadron 20, Los Angeles, Calif.

Devil's Aces Flight, Squadron 50, Hamilton, Ontario, Can.

Flying Phantoms Flight, Squadron 16, Jonesboro, Ark.

The Flying Fox Flight, Squadron 50, Laurel Springs, N. J.

Gay Ghost Flight, Squadron 14, Kentwood, La.

W. R. Barret and Grin Flight, Squadron 11, Cleveland, Ohio.

HAVE YOU A FLIGHT INSIGNIA? IF SO, SEND US A PEN AND INK OR PENCIL DRAWING OF IT.

CITATIONS AND PROMOTIONS

LIEUTENANT WYMAN PHALEN, Squadron 1, whose orders in the September issue were erroneously entered, is raised to the rank of captain. Rank is retroactive to September.

SECOND LIEUT. JESSE THOMPSON, Squadron 11, for an excellent report on the German ace, Gonterman, which includes original research. Promotion to first lieutenant approved September 15, 1934.

SECOND LIEUT. HANS ZACHMAN, Squadron 11, for a splendid report on the Cleveland Air Races.

SECOND LIEUT. R. B. LIBBEY, Squadron 3; for his excellent argument in favor of featuring men more than planes under the literal interpretation of the term "War Birds." Exception is taken to the argument here at H.Q. We believe that the plane is as much a part of the "Bird" as the pilot. We do try, however, to distribute the emphasis between men and planes.

SECOND LIEUT. DENNIS STONE, 50 Squadron, for his Suggestion of an odd item column of current news and notes of aviation. Comment—it is pretty hard to avoid staleness in such a column, Lieutenant, when a magazine comes out monthly and is published considerably in advance of the sale date.

SECOND LIEUT. ROBERT TATORIZNIK, Squadron 42, for his splendid sketches.

SECOND LIEUT. C. I. CARTER, 45 Squadron, for his several suggestions; particularly his suggestion that we refrain from printing pictures of planes or pilots on two sides of a single sheet. Comment—we realize that the scrapbook fans find this annoying and we try to avoid it, but mechanical requirements sometimes make it necessary.

SECOND LIEUT. ELGIN MICULKA, Squadron 37, for his suggestion that every War Bird Flight plan a meeting for November 11th at which a standing tribute of silence be paid to the heroic dead. Excellent!

SECOND LIEUT. WARNER VOSS, Squadron 20, for several Interesting suggestions and clippings and a good shot of himself with a Waco.

SECOND LIEUT. W. L. RUTHERFORD, 50 Squadron, for splendid sketches of Mannock and Immelman and for several suggestions.

SECOND LIEUT. R. L. GARRETT, 48 Squadron, for constructive work in behalf of War Birds in passing along advice to young aspirants.

SECOND LIEUT. ALBERT BYRNE, 41 Squadron, for several suggestions and for his courtesy in mailing clippings of interest.

SECOND LIEUT. J. COLTMAN, 52 Squadron, for several interesting suggestions, comments from the British viewpoint and the words of two wartime aviation songs.

SECOND LIEUT. DOROTHY L. KOHN, 39 Squadron, for the prize letter of the month from the standpoint of military form; clear, neat, concise and with all vital information instantly available without searching in corners. (Women haters, attention.) Lieutenant Kohn's letter contains six suggestions and a proposed new membership card; especially meritorious is the suggestion of a bulletin board column in which clippings sent in by members could be summarized and bits of information not considered important enough by the press for national syndication could thus be brought to the attention of members.

SECOND LIEUT. DOROTHY L. KOHN is raised in rank to First Lieutenant, effective October 1, 1934.

SECOND LIEUT. JAMES MILLAR, 34 Squadron, for his suggestion that we train our own flight commanders by means of a correspondence course or booklets.

SECOND LIEUT. JACK ARMSTRONG, JR., for his suggestion of a rubber stamp for members. Comment —It is possible that we may adopt this if there is enough interest in the idea.

SECOND LIEUT. W. E. FREDERICK, Squadron 1, for the large batch of clippings concerning air-happenings in his community.

NON-COM'S MESS

GOOD morning ladies and gentlemen:

No, sir. Your old Adjutant isn't nuts. The fancy greeting this month is because I just got me a bawling out. A shiny hooter from out California way wrote in to the C.O. and burns me down. Yezzir. He reckons that maybe I wouldn't have to do so much belly-aching about not having enough recruits if I conducted my meetings properly.

That's what he sez, Modocs. The Adjutant is a silly ass, he sez, and nobody wants to be seen at his meetings. Me, I might be all broke up about it if I hadn't been called things in the past that the shiny booter wouldn't even understand. Me, I've been accused of having some vices that only a half dozen people on earth know about—and I've been called names that would sizzle the hide of a Mizzoo mule. So I ain't sore—not awfully sore—about being called a silly ass. But Fm wondering about these meetings. Some o' you muggs wouldn't recognize the old Adjutant if he came to meetings all shined up and shaved and smelling of cologne. And a whole lot of you wouldn't understand the old Adjutant if he talked book-English at you. You'd think it was the C.O.!

What to do? I've been fretting the skull about it all afternoon and all I've got to show for the thinking I've done is a shower of dandruff on my collar. The C.O. didn't help me much. He bawls me out first to soften me up, then he hands me the letter. I takes a slant and I sez "Chief, you know in your heart that this guy is all wrong. A Non-Com may have a heart of gold, but there's usually a lot of gravy on the vest that covers it. This ain't a drawing room that we hold our chaw fests in and polite guys like this shiny hooter don't have to come if they don't like plain speech.

The Chief, he just grunts and raises one eyebrow with a sort of cockeyed look o' hostility. "Maybe you're right," he sez, "and it's your meeting—but you don't have to fill a room with garboons neither to prove that it isn't the ladies lounge. I'm going to see how many members you get and if you don't get more than I do, you're wrong."

Well, how about it? Are you muggs going to rally around and join up with my mess or are you going to tone me down and make a lily-white gentleman out of me?

I'm worried about it and I'll stay worried till I see how the coupons come in. If I have to come to meetings with my hair in a braid and a book o' etiquette in my fist, I'll be remembering the first time I put on Uncle Sam's uniform.

West Point didn't hatch me out and I wasn't any ninety-day wonder from Plattsburg. Me, I was just a buck private with feet that didn't track, a lot of good intentions and two left hands. A lot of us Johns got out on the parade ground and started to prove to a hard boiled sergeant of the regulars that no man living could make soldiers out of us. If that sarge had been polite and kind and soft-spoken and good to the kiddies, all of us Johns would still be there at Camp Grant with beards down to here and still trying to do squads right. That Sarge wasn't those things. He was rough, tough, two-fisted, insulting, brutal, uncouth—and a damned fine fighting man.

He was working us over in good shape when along came one o' those officers like our friend from California. He was new and shiny and Very military and he got red up to the e^rs when he heard what the sarge was calling us. He was one of those born officers that can command troops when the Non-Coms give 'em troops, but who couldn't make a soldier out of a John in five years; the kind o' guy who knows his book o' rules from cover to cover and who's proud o' the fact that he was born with a Sam Browne to hold his diapers up.

"Sergeant," he sez, "your language is inexcusable. Hereafter, you will address your squad as "Men" and refrain from epithets. Otherwise, I shall have to take drastic action."

He strolls away and the Sarge turns to us and I'll swear he's breathing smoke out of his nostrils, he's so hot inside. "Men," he sez, "you heard the Captain and you know that I can't call you blankety dash triple distilled fatheads any more; but, Men, I want you, to get this. Every time you hear me call you "Men," I want you to know that I mean BLANKETY DASH Triple distilled Fatheads--"

That's how it will be. Maybe they'll make us scrub decks around here but if the Adjutant ever conducts this meeting like a Y.M.C.A. rally, all of you muggs will know that he don't mean a word of it. Are you with me or agin me?

THE ADJ.

CHARTERS ARE READY!

We are happy to announce that another step in the binding together of the War Birds Flights has just been accomplished. Charters have just been mailed to all Flights complying with War Birds regulations. These charters are something to be proud of, to frame and hang on the clubhouse wall. They are nine by twelve inches, printed on heavy parchment paper and have the name of the Flight hand-lettered in each instance. There is a roster included where each member can sign his name opposite that of the National Commander. Each charter has the War Birds insignia tastefully displayed and the whole is enclosed in a decorative black border.

No doubt some of you who have been meeting regularly did not get your charter. If such is the case it means that you have not officially sent the record of your formation to National Headquarters. In many instances, too, this will be read by "Lone Eagle" War Birds, individuals who have their membership but have not organized a regular Flight. Our only answer to these War Birds is: Get your Flight organized immediately. Send a complete list of your members to headquarters and include the name of your Flight so that we can put it on the records as well as print in on your charter.

NON-COM CITATIONS

CORPORAL FRANK Y. BAKER, 49 Squadron, for his suggestion of a secret communication code. Very good, Corporal, but such a code is hardly practical for a large organization like ours.

CORPORAL HAROLD I. KRITZER, misses out on a citation because he did not sign his squadron numeral nor his address to his otherwise well-presented memo. Other members please note.

CORPORAL F. LUNIEWSKI, .5 Squadron, for his suggestion that we have an honorary member list for the War Birds. The C.O. has already passed on this question and it is his opinion that the organization would be taking a risk of losing prestige and becoming a nuisance to celebrities in aviation if it were to encourage members to write letters soliciting permission to enter names as honorary members. We will not offer any encouragement to our members except in cases where a War Bird has a source of personal contact with a celebrity other than by mail.

CADET WILLIAM JONES, Squadron 1, for his report on the Mollison crash and of his successful attempt to obtain a souvenir.

CORPORAL MICHAEL COLLINS, No. 1 Squadron, for his suggestion that War Birds snap pictures of airplanes in their various localities and send in unusual snaps to headquarters. Very good, Corporal. (Answering your inquiry, a Non-Com can start a Flight and many of them have started good flights. Just talk it over with the boys you know and read War Birds for the experiences of others.)

CORPORAL C. R. CONNOR, Squadron 50, for his suggestion that we have official letterhead and for his submitted design. This has been suggested many times, but we are not convinced that there is any real demand for such a letterhead.

CADET GEORGE YERLY, Squadron 11, for his suggestion on chevrons and insignia of rank. Not likely to be adopted.

CORPORAL MELVIN KOHLER, Squadron 43, for various interesting suggestions and comments on stories, etc.; also for his thoughtfulness in sending a clipping from his local paper.

CORPORAL F. HEINZ loses a citation for the same error as that charged against Corporal Kritzer.

CADET LEROY SWATKO, Squadron 25, for his suggestions on War Bird booklets and comments on

stories.

CORPORAL HUGHES POWELL, Squadron 10, for suggestion on correspondence club. Members can work out their own ideas on correspondence clubs by making use of "WORDS A-WING." The listings, like those in the Spare Parts hangar, are free. Corporal Hughes Powell also suggests cloth wings to be sewn on sweaters or shirts.

FLIGHT PARADE

THE number of War Bird Flights increases each month and it is becoming a problem as far as space is concerned to keep up the listings; but those listings will be kept up. Occasionally we may fall a little behind on our paper work and reports on flights may be a trifle late in reaching the Cockpit, but every new flight will be hailed. When existing flights expand or do exceptional work, they will receive additional listings. Attention! A snappy salute for the new formations.

WAR BIRDS FLIGHT "A"—Official name to be adopted later)—Cauley Bridge, West Virginia. Nine members. Meetings every Thursday at 8 P.M. Captain Jack Brown, Flight Commander (Increase in rank operative this date). Roll call; Gordon Brown, James Coleman, Harry Car-son, Clivis Ogg, Douglas Scarbro, Chas. F. Shearer, Harold Thomas, Lionel Shearer. Insignia: Flying Monkey with machine gun. Mascot: a monkey named Cheta. Note— This flight has a club house on a hill overlooking business section of Cauley Bridge; bunks to accommodate 16, a radio, a library and fully equipped medicine kit for first aid. Clubhouse walls decorated with pennants and with plane pictures.

NINETY - FOURTH PURSUIT FLIGHT, 30 Belknap Street, Arlington, Mass. This flight was previously reported, but since the report was published, the roll call has expanded from five to fifteen. All members are model builders. Meetings every Tuesday. Captain Paul E. Cunha, Flight Commander (Increase in rank effective immediately). Roll call: Joe White, William Nostrom, David Sewell, Harold Nostrum, Paul Condon, Leo Martel, Buddy Tucker, Billy Tucker, Jimmy Wagner, George Portlo, Jackie Sullivan, Francis Trainer, John Trainer, Warren Burg-lin, Haig Mezmainian.

FOUR ACES FLIGHT, 2132 Kimball Street, Brooklyn, N. Y. Serg. Norman Bonsall, Flight Commander. Roll call: Buddy Cullen, Edward Miller, Raymond Pomerantz. Insignia: Four aces with blue streamers, comet fashion, against silver background in circle.

THE GREY BATS, 104 Otis Avenue, Corona, Long Island, N.Y. Sergeant Peter Fulvio, Flight Commander. Roll call: Anthony Farbizio, Seymour Rosenberg, Nicholas Savino. Meetings every Saturday. Please mention Dell Men's Group when answering advertisements

PETALUMA FLIGHT, Route 2, Box 143, Petaluma, California. Sergeant Willis Moore, Flight Commander. Roll call: W. Maestretti, Vernon Moore, Henry Castin, Vernon Miller. Meetings every Monday eve.

BLACK WINGS FLIGHT, 2203 Rainier Avenue, Seattle, Washington. Seven Members. First Lieutenant Austin Seth, Flight Commander. Roll call: Bob Maurer, Ed. Maurer, Bill Maurer, Frank Pope, Bill Keppler, George Doughty. Meetings every Wednesday night. Flight has a treasury and it is hoped that there will be money enough to finance flight instruction for the group.

We are holding other flight news over till the next issue in order to publish the following letter from Captain Robert Meade of the Lucky Seven Flight, Galveston, Texas. We had have so many requests from War Birds for hints on the proper conduct of meetings that we believe the following letter will be of exceptional interest. (Thank you, Captain Meade.)

Galveston, Texas.
August 18th, 1934.

TO: Wing Commander SUBJECT: Lucky Seven Flight Meeting Routine.

The Lucky Seven Flight meetings are held every Monday night from 7:30 o'clock to 9:00 o'clock.

The meeting is called to order by the Flight Leader. He is then seated. This is followed by roll call by the Adjutant as he has a record of each individual officer. Members that are absent are fined unless they are able to furnish a very good excuse, and tardy members are fined one cent for each minute they are late. Dues are then collected. These are twenty-five cents a month.

Reports are then heard from certain officers who have been detailed to bring information about certain events that occurred during the World War. (As our object is to study World War Aviation reports always bear upon it). Open discussion of these reports follow.

Members are given the floor by raising their hand and are addressed as "Lieut. Blank." The C.O. having prepared a list of questions and answers concerning the World War, reads them to his Flight, who in turn write them down on paper and take them home to be studied. Officers are given a written examination on these questions once a month. The man making the highest grade three times in succession is awarded a prize by the Flight Leader. Following this, suggestions for the betterment of the Flight are taken by the C.O. We discuss these suggestions and choose the best submitted. The Flight Leader then asks for donations from each member for the decoration of the Hutment. Each officer Hands in his decoration and certain members are ordered to remain after meeting and arrange them in their proper places. Men seeking entrance into the Flight are then introduced, if any.

General discussion follows; athletic activities, individual activities, such as model making, social activities of the Flight, etc.

Following this all members stand and sing our Flight song, "The Song of the British Airmen." Meeting is adjourned with the salute to the colors led by Flight Leader.

ROBERT L. MEADE, JR.,
CAPTAIN AND FLIGHT LEADER, SQUADRON 37.

WORD A-WING

Publication of your name in this department entails an obligation to answer all letters received. Post card replies are permissible, but WAR BIRDS who fail to obey the rules governing the use of WAR BIRDS facilities and privileges are subject to court-martial and the revocation of commissions.

B. W. EVANS, 52 Burlington Road, Enfield, Middlesex, England, would like to hear from lady War Birds in the U.S.A. or Canada. Mr. Evans is organizing a War Bird Flight in England, collects war plane data and is quite clever at sketching. (He doesn't say this. We've seen his work, so we're saying it.)

SYDNEY M. SHEPIRO, 96 Morgan Place, North Arlington, N.J., wants to hear from members of No. 5 squadron, particularly those living in or near North Arlington.

JACK SOUTHARD, Wrightstown, N.J., would like to hear from any War Bird, but particularly from squadron mates in No. 5 squadron. Jack is 13 years old.

BUSTER FRENCH, 428 Ninth Ave., San Francisco, Calif., is 13 years old, too. He is a stamp collector and would like to hear from War Birds and Lady Birds of about his own age.

J. COLTMAN, Burleigh Hall, Loughborough, Leicestershire, England, is 16 1/2 years old and writes like a lad much older. Stands 5 ft. in., brown hair and eyes. States that he will answer all mail or die in the attempt. Is particularly anxious to correspond with American girls between 16 and 18 years old.

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.

ROBERT STEPHEY, 911 McKinley Ave., Kellog, Idaho, has a Daisy air rifle to trade for world war solid model planes or plans (*4 in. to 1 ft.) Will also buy plans if not too high.

BALLARD CARSON, 1102 Highland Ave., Dayton, Ohio, has a .22 Winchester rifle (16 shot) to trade for .22 revolver. Rifle in fair condition and revolver must be same.

CLIFTON UCKERMAN, MANTI, Utah, has 175 magazines (air stories) and a scrap book with pictures of aces and planes. Wants old War Birds, War Aces, Sky Fighters, Wings and Aces before Jan. 1933. Trades two for one. List dates when replying.

JOHN MARSHALL, 2822 East 27th St., Court, Des Moines, Iowa, wants to trade trench periscopes for what have you?

E. RETTIG, JR., 105 East 102nd St., New York City, N.Y., will swap any amount of stamps for what have you?

S. NATHAN, 351 Central Avenue, East Orange, N. J., has and wants old weekly story papers such as Happy Days, Golden Hours and old-time five and ten cent libraries. Will trade for same.

ROSS ECKERT, 819 No. 10th St., Mt. Vernon, 111., will swap a Winchester repeating rifle for what have you?

PETER BOWERS, Box 357, Los Altos, Calif., has eight assorted air fiction magazines to trade for Cleveland Laird solution plans in good condition.

JOHN STONER, 141 Whipple Road, Redwood City, Calif., will pay cash or swap war relics for Canadian army equipment.

LAURENCE TRENER, 513 East 3rd Ave., Roselle, N. J., has three 6-inch solid models assembled, painted and detailed for parts of war or modern planes. Solid models are Nieuport, Spads, S.E. 5.

JAMES PAYNE, 716 Harding Place, Algiers, New Orleans, La., wants to swap a baseball bat and glove for model plans.

MAURICE LIZOTTE, 14852 Fairfield Ave., Detroit, Mich., has many war relics to sell or trade. Would like world war rifle which does not have to be in working order.

JOSEPH O'NEAL, Box 97, Bud, West Virginia, will swap a Charles Atlas muscle building course for a shotgun, .22 repeater, any kind of a pistol or a guitar.

JOHN PIERCE, 373 Washington Ave., Kingston, N. Y., has a steam engine and six-inch model kits to trade for what have you?

GEORGE VIRGINES, 2015 West James Street, Chicago, 111., will trade Indian tom-tom, hunting knife with case, stamp album with 525 stamps or airplane pictures for war relics or airplane parts.

RICHLAND TRODELLA, Newbury Street, West Peabody, Mass., has plans for a Boeing 2+7 twin transport plane to swap for pictures or Spad or Nieuport.

RICHARD DOORLEY, LEMONT FURNACE, Pennsylvania, will swap a JΛ h.p. 110 volt motor for radio

parts and books or what have you? Also has magazines to trade.

LEO A. DESCHENEAUX, 158 Common Street, Watertown, Mass., has 25 sets of plans for solid scale models (modern and wartime) and piles of magazines to trade. What have you?

DONALD HAGGER, 3 Verdun Avenue, Wilton Road, Pendleton, Manchester, England, will trade with collectors of foreign stamps, coins, war relics, etc.