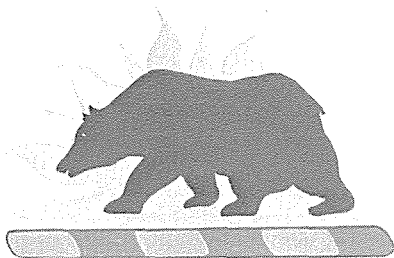




Aircraft of the 115th Observation Squadron

by T/Sgt. William J. Bennett

All photos are courtesy of the 146 TAW History Office archives.



115th Observation Squadron *Jenny* with the modified cockpit for ease in bailing out if it became necessary. All of the 115th *Jennys* were so modified by the squadron engineering section headed by Lee Ellmaker. After Army Air Corps people had inspected the modification, they had drawings of it sent to Wright-Patterson and copies were made and then sent out to all National Guard units that were still flying *Jennys* with the instructions to modify their aircraft forthwith in the conformance of these plans.

Presented here are some of the pre-World War II aircraft that had been assigned to the 115th Observation Squadron, Aviation Section, 40th Division, California National Guard. Accompanying the photos is a brief summary of each aircraft's history.

A unit of the California National Guard, the 115th Observation Squadron operated out of Griffith Park Field for nearly two decades in the 1920s and '30s. Overlooking the Los Angeles Basin and the Glendale Grand Central Air Terminal, Griffith Park Field played host to the creation of much military aviation history during the golden age of flying. (Editor)

In the interest of space conservation, abbreviations are used to identify bases and air depots, etc., which appear several times in the condensed histories:

F.A.D.	—	Fairfield Air Depot
G.P.	—	Griffith Park Air Field
M.A.D.	—	Middletown Air Depot
S.A.A.D.	—	San Antonio Air Depot
S.A.D.	—	Sacramento Air Depot
S.L.O.	—	San Luis Obispo
R.A.D.	—	Rockwell Air Depot
N.G.	—	National Guard
C.B.I.	—	China, Burma, India war theater
A.D.	—	Air Depot
A.A.F.	—	Army Air Field
S.B.A.D.	—	San Bernardino Air Depot

DH-4B-1

A.S. 68208

Post Field, OK. A/C on inventory	03 Feb. 1919	
Transferred to Rockwell Air Depot (R.A.D.), CA.	02 Feb. 1920	
A/C remodeled to DH-4B-1 from standard DH-4	Sep 1921	
Transferred to Mather Field, CA.	Nov. 1921	
Transferred to R.A.D., CA.	31 Aug. 1923	
Transferred to Clover Field, CA.	19 Feb. 1924	
Transferred to R.A.D., CA.	14 May 1924	
Transferred to 115 Obs. Sqdn. as the regular A.A.C. instructor's aircraft	05 Nov. 1924	
A/C grounded as unfit for flight	Aug. 1927	448 h 31 min
Surveyed for "fair wear & tear" at Griffith Park NG Field, CA.	06 Dec. 1927	448 h 31 min
Survey approved	09 Apr 1928	AIR TIME
Known life of A/C is 10 years 4 months, 448.5 hours airtime.		

CURTISS JN "JENNY" AIRCRAFT

s/n 25-31

Originally manufactured as A.S. 44814	
On inventory at Taliaferro Field, TX	
Assigned to Love Field, TX	01 Mar 1920
Assigned to Carlstrom Field	Aug 1920
Assigned to Rockwell Field, CA	15 Sep 1922
Assigned to R.A.D. Converted to JNS-I, reseried 25-31.	Aug 1924
Assigned to 96th Division (Pearson Field)	15 Aug 1924
Assigned to Rockwell Field, CA	24 Apr 1926
Assigned to Rockwell S.S.	30 Jun 1926
Assigned to Rockwell Field, CA	30 Jul 1926
Assigned to Calif. N.G. (115th Obs. Sqdn.)	30 Aug 1926
Surveyed at Calif. N.G. as being obsolete	30 Nov 1927

s/n 25-58

Originally manufactured as A.S. 44834	
On inventory at Rockwell Field, CA	21 Jan 1919
Assigned to R.A.D. Converted to JNS-E, reseried 25-58.	(sic) 31 Feb 1925
Assigned to Calif. N.G.	03 Aug 1925
Surveyed at Calif. N.G. as being obsolete	30 Nov 1927

s/n 25-59

Originally manufactured as A.S. 44863	
On inventory at Taliaferro Field, TX	
Assigned to Love Field, TX	12 Feb 1920
Assigned to Rockwell Field, CA	15 Sep 1922
Assigned to R.A.D. Converted to JNS-E, reseried 25-59.	16 Jan 1925
Assigned to Calif. N.G.	16 Jan 1925
Surveyed at Calif. N.G. as being obsolete	30 Nov 1927

s/n 25-61

Originally manufactured as A.S. 44885	
On inventory at Taliaferro Field, TX	
Assigned to Love Field, TX	03 Feb 1920
Assigned to Rockwell Field, CA	15 Sep 1922
Assigned to R.A.D. Converted to JNS-E, reseried 25-61.	16 Jan 1925
Assigned to Calif. N.G.	16 Jan 1925
Surveyed at Calif. N.G. as being obsolete	30 Nov 1927

s/n 25-62

Originally manufactured as A.S. 44901	
On inventory at Rockwell Field, CA	21 Jan 1919
Assigned to Clover Field, CA	31 Jan 1923
Assigned to Rockwell Field, CA	31 Aug 1924
Assigned to R.A.D. Converted from JN-6HI to JNS-E, reseried 25-62.	06 Apr 1925
Assigned to Calif. N.G.	(sic) 02 Apr 1925
Surveyed at Calif. N.G. as being obsolete	30 Nov 1927

s/n 25-64

Originally manufactured as A.S. 45075	
On inventory at Rockwell Field, CA	30 Apr 1919
Assigned to R.A.D. Converted to JNS-I, reseried 25-64.	04 May 1925
Assigned to Crissy Field, CA	25 May 1925
Assigned to Rockwell Field, CA	17 Jul 1926
Assigned to Calif. N.G.	20 Oct 1926
Surveyed at Calif. N.G. as being obsolete	30 Nov 1927

s/n 25-65

Originally manufactured as A.S. 45198	
On inventory at Taliaferro Field, TX	21 Feb 1920
Assigned to Love Field, TX	21 Feb 1920
Assigned to Rockwell Field, CA	12 Sep 1922

Assigned to R.A.D. Converted to JNS-E, reseried

25-65.

25 Feb 1925

Assigned to Calif. N.G.

08 Mar 1925

Surveyed at Calif. N.G. as being obsolete

30 Nov 1927

s/n 25-68

Originally manufactured as A.S. 45273

On inventory at Rockwell Field, CA

21 Jan 1919

Assigned to R.A.D. Converted to JNS-E, reseried 25-68.

06 Apr 1925

Assigned to Calif. N.G.

(sic) 02 Apr 1925

Surveyed at Calif. N.G. as being obsolete

30 Nov 1927

s/n 25-189

Originally manufactured as JN-4HG A.S. 44231

On inventory at Taliaferro Field, TX

26 Sep 1918

Assigned to Love Field, TX

26 Nov 1919

Assigned to S.A.A.D. Overhauled, reseried 23-648.

15 Jun 1922

Assigned to Brooks Field, TX

30 Apr 1923

Assigned to S.A.A.D. Converted to JN-6E.

15 May 1925

Assigned to Rockwell Field, CA

25 May 1925

Assigned to R.A.D. Overhauled.

01 Aug 1925

Assigned to Clover Field, CA

15 Aug 1925

Assigned to Rockwell Field, CA

19 Aug 1925

Assigned to R.A.D. Converted to JNS-I, reseried

25-189.

30 Aug 1925

Assigned to Rockwell Field, CA

28 Jun 1926

Assigned to Calif. N.G.

30 Aug 1926

Surveyed at Calif. N.G. as being obsolete

30 Nov 1927

NOTES:

1. The difference between the JNS-E and the JNS-I (not one [1]) is the rated horsepower of the specific Wright-built Hispano-Suiza engine used. '-E = 180/190 hp. '-I = 154/170 hp.

2. It is known that Maj. Eldo Peterman, C.O. of the 115th O.S., had pulled the wings off a *Jenny* in flight over the Los Feliz area of Los Angeles, writing off the aircraft. He parachuted to safety. Therefore it is suspected that at least one of the a/c assigned in late 1926 might be a replacement. Since all the known assigned *Jennys* were surveyed on 30 Nov 1927, the serial number of this a/c is still unknown.

CONSOLIDATED PT-1 (\$8,055.20)

s/n 27-131

Manufactured	Aug 1926
Assigned to R.A.D.	26 Mar 1927
Assigned to Calif. N.G. (115th O.S.)	30 Jun 1927 225
Assigned to R.A.D. for overhaul	16 Oct 1927 605
Assigned to Calif. N.G.	12 Mar 1927 607
Assigned to F.A.D. for 2nd overhaul	04 Nov 1930 881
Assigned to Ill. N.G.	10 Jan 1931 886
Assigned to Tenn. N.G.	23 Oct 1931 954
Surveyed at Tenn. N.G.	28 Feb. 1933 1128



Vertical photo of the Griffith Park Field taken from an altitude of 10,000 feet. The airport on the left was the Glendale Grand Central Airport.

s/n 27-134

Manufactured	Aug 1926	
Assigned to R.A.D.	11 Apr 1927	387
Assigned to Calif. N.G.	30 Jun 1927	387
Assigned to R.A.D. for overhaul	01 Dec 1928	764
Assigned to Calif. N.G.	06 May 1929	764
Assigned to F.A.D. for 2nd overhaul	04 Nov 1930	1046
Assigned to Mich. N.G.	17 Jan 1931	1049
Assigned to Industrial Ed. Dept.; Fordson Public Schools, Dearborn, MI	25 Mar 1933	1193
Surveyed at F.A.D.	31 Mar 1937	1193

NOTE: Right-hand column denotes flight hours.

CONSOLIDATED O-17 (\$8,129.66)**c/n 28-372**

Manufactured	28 May 1928	
Assigned to Calif. N.G. (115th O.S.)	02 Jul 1928	41
Assigned to R.A.D. for overhaul	19 Aug 1930	805
Assigned to Calif. N.G.	17 Oct 1930	805
Damaged at Yantura (sic) emergency field CA by Lt. John V. Wallen (ground loop?)	11 Nov 1931	1245
Assigned to R.A.D. for 2nd overhaul	21 Jan 1932	1246
Assigned to Calif. N.G.	02 Jun 1932	1247
Wrecked at S.L.O. by Lt. C.W. Haas, pilot with Pfc. R. Hebner as observer. Both parachuted safely.	12 Jul 1932	1251
Surveyed at S.L.O. via A/C Accident Report	12 Jul 1932	1251

s/n 28-373

Manufactured	28 May 1928	
Assigned to Calif. N.G.	07 Sep 1928	44
Assigned to R.A.D. for overhaul	18 Aug 1930	836
Assigned to Calif. N.G.	17 Oct 1930	836
Surveyed at Calif. N.G.	09 Dec 1932	1330

When the 115th Lost an Airplane—The end of O-17, serial number 28-372, of the 115th Observation Squadron on 12 July 1932, was rather spectacular and it was fortunate that

there was no loss of life.

The Consolidated aircraft was built on 28 May 1928 at a cost of \$8,129.66 to the government. On 2 June 1928, it was assigned to the California National Guard and issued to the 115th Observation Sqdn. On 19 August 1930, after being flown for 26 months and with 805 hours' flight time on the airframe, it was sent to the Rockwell Air Depot at San Diego, Calif., for a routine overhaul. It was returned to the 115th on 17 October 1930. On 11 November 1931, the aircraft was damaged at an emergency field at Yantura [sic] (possibly Ventura), Calif., by Lt. John V. Wallen—maybe a ground loop. Repaired, it continued in use until it had 1,246 hours on the airframe. At this point, on 21 January 1932, 28-372 was sent again to the Rockwell Air Depot for its second overhaul. It was returned to the 115th on 2 June 1932, just in time for the squadron's summer camp at San Luis Obispo, Calif.

On 12 July 1932, '372 took to the air from San Luis Obispo with 2nd Lt. Charles Haas at the controls and Pfc. Roger Hebner as the crew chief/observer in the rear cockpit. They headed toward Morro Bay just under a 2,500-foot ceiling of coastal stratus clouds. Lt. Haas was thinking of doing three consecutive barrel rolls. Since the aircraft had just come back from an overhaul, he thought it should be able to do that. Haas pushed the throttle forward and went into a shallow dive to gain airspeed. He then pulled back on the stick and kicked the rudder to go into the planned maneuver when, as

Griffith Park National Guard base circa 1934, the 115th Observation Squadron's home for nearly two decades, with a visiting Douglas O-43 on the Tarmac. The 115th was never assigned this aircraft type.





Consolidated O-17, NG28-372 at San Luis Obispo after coming abruptly to earth on 12 July 1932 with no loss of life.

he had put it: "The upper right wing panel confettied on me." Haas took a quick look at the gyrations of the upper wing's center section after the wing panel had disintegrated and decided it was time for him to depart. Unbuckling his seat belt, he jumped clear of the aircraft and pulled his parachute ripcord with satisfactory results.

In the rear seat, Hebner thought that Haas was really wringing out the aircraft. After suddenly being hit in the face by a piece of fabric, he ducked down inside his cockpit. As Hebner looked up, he saw the heels of a pair of boots going out of his field of vision. He flipped loose his safety belt to jump too, but paused long enough to physically locate and grasp his 'chute's D-ring with his right hand before he jumped. Roger looked about after his 'chute had deployed and finally spotted Haas' opened 'chute some distance above him. He heard the screaming of the aircraft engine for about 10 more seconds until it suddenly ceased in a loud crunch when the plane impacted into the ground.

From the ground, the rest of the 115th stopped what they were doing when the wing panel was seen to disintegrate and watched. They spotted the first 'chute shortly afterwards. When the second 'chute did not immediately appear, they got worried and were greatly relieved when it finally opened.

Both gentlemen involved are still alive and are in correspondence with the Wing History Office. Although the aircraft was totally destroyed, this cannot be called a Class A accident since there was no fatality and the cost of the aircraft (\$8,129.66) was considerably less than the required minimum \$500,000 loss. When it crashed, 28-372 had a total of 1,251.5 hours on the airframe and 4.5 hours since the last overhaul.

DOUGLAS O-2C (\$12,450.00)

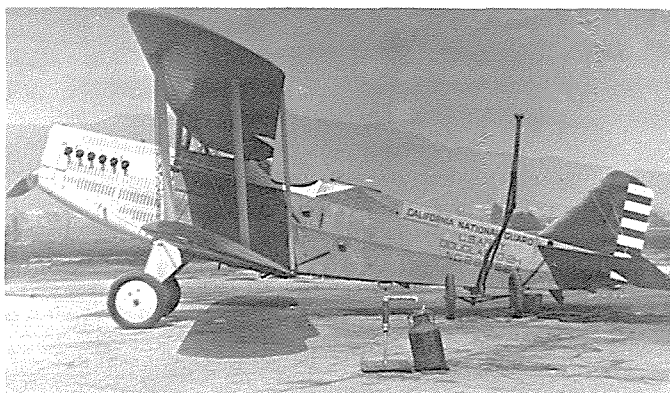
s/n 26-8			
Manufactured	27 Dec 1926		
Assigned to Calif. N.G. (115th O.S.)	(sic) 16 Dec 1926	10	
Assigned to S.A.A.D.	07 Jun 1927		
Assigned to Calif. N.G.	(sic) 07 Jun 1926		
Assigned to R.A.D. for overhaul	27 Feb 1927		
Assigned to Calif. N.G.	27 Sep 1927	103	
Wrecked at Sacramento, CA. by 2nd Lt. Norman Hectors	27 May 1928	222	
Surveyed at Calif. N.G.	01 Oct 1928	222	

s/n 26-9			
Manufactured	27 Dec 1926		
Assigned to Minn. N.G.	31 Jan 1927		
Assigned to Calif. N.G.	01 Sep 1927	143	
Assigned to R.A.D. for survey	28 Apr 1928	199	
Surveyed at R.A.D.	30 Nov 1928	199	

s/n 26-10			
Manufactured	17 Dec 1926		
Assigned to Ind. N.G.	29 Dec 1926		
Damaged at Stout Field, IN by M/Sgt. Rome L. Stephens, pilot	21 May 1927		
Assigned to F.A.D. for overhaul	01 Jun 1927		
Assigned to Ind. N.G.	01 Sep 1927		
Assigned to Calif. N.G.	14 Oct 1927	71	
Assigned to R.A.D. for 2nd overhaul	08 Feb 1929	375	
Assigned to Calif. N.G.	05 Jun 1929	377	
Awaiting survey at Calif. N.G.	22 Jan 1930	446	
Surveyed at Calif. N.G.	22 Jan 1931	446	

s/n 26-14			
Manufactured	30 Dec 1926		
Assigned to Texas N.G.	30 Dec 1926		
Assigned to Calif. N.G.	30 Aug 1927	220	
Assigned to R.A.D. for overhaul	26 Oct 1927	369	
Assigned to Calif. N.G.	28 Feb 1928	369	
Assigned to R.A.D. for 2nd overhaul	05 Feb 1929	673	
Assigned to Calif. N.G.	21 May 1929	673	
Awaiting survey at Calif. N.G.	17 Dec 1930	1089	
Surveyed at Calif. N.G.	07 Mar 1931	1089	

NOTE: Right-hand column denotes flight hours.



Douglas O-2H, NG28-356 115th Observation Squadron at Griffith Park.

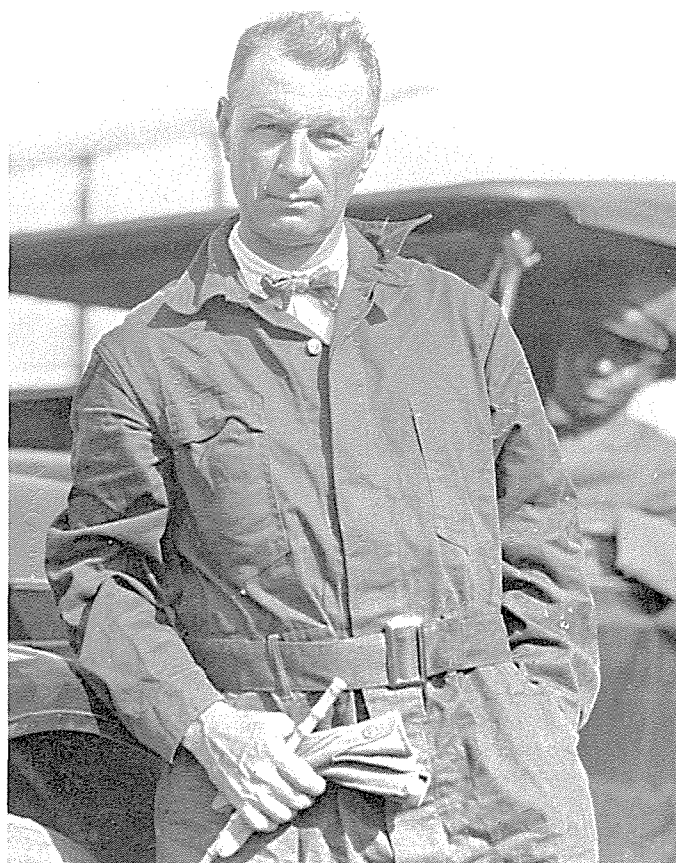
DOUGLAS O-2H (\$11,636.18)

s/n 28-356			
Manufactured	21 Jan 1928		
Assigned to Calif. N.G. (115th O.S.)	06 Nov 1928	4	
Damaged at G.P. by Lt. Carroll, pilot	14 Apr 1929	165	
Assigned to R.A.D. for overhaul	03 Sep 1930	450	
Assigned to Calif. N.G.	11 Oct 1930	452	
Assigned to Penn. N.G.	31 Mar 1931	646	
Damaged at Philadelphia Airport by M/Sgt. Benjamin H. Kissinger, pilot	27 Jan 1932	884	
Assigned to M.A.D. for 2nd overhaul	18 Mar 1932	907	
Assigned to Penn. N.G.	31 May 1932	910	
Surveyed at Penn. N.G.	Jan 1934	1291	

s/n 29-382			
Manufactured	Jan 1929		
Assigned to Calif. N.G.	29 Jun 1929	1	
Damaged at Tucson Muni. Airport by 2nd Lt. John V. Wallen	15 Oct 1930	394	
Assigned to R.A.D. for overhaul	29 Oct 1930	394	
Assigned to New Jersey N.G.	09 Mar 1931	398	
Assigned to M.A.D. for 2nd overhaul	06 Apr 1932	738	
Assigned to Tenn. N.G.	07 Jan 1932	743	
Surveyed at Tenn. N.G.	31 Aug 1934	1138	



Colonel Mitchell with some of the founding aviators of the 115th Observation Squadron. From left to right: 1. Capt. Paul F. Baer, fighter ace in WWI, 103 Aero Sqdn. 2. Col. William Mitchell. 3. Lt. D.P. Brill. 4. Lt. C.M. Christian. 5. Unknown. 6. Capt. John N. Jeffers. 7. Unknown. 8. Lt. Maurice E. Graham, later also flew for Western Airlines. 9. Sgt. Frank Chestwood. 10. Unknown.



Colonel William Mitchell visiting the 115th during their summer encampment on 15 July 1925. Major Corliss C. Moseley, the 115th C.O., was a former aide to Mitchell in Washington, D.C.

DOUGLAS O-38 (\$10,895.00)

s/n 31-372

Manufactured	02 Jun 1930	
Assigned to Calif. N.G. (115th O.S.)	26 Dec 1930	8
Damaged at Salt Dale Dry Lake, CA by Lt. F. Miller, pilot	03 Apr 1932	362
Assigned to R.A.D. for overhaul	15 Sep 1932	448
Assigned to Calif. N.G.	22 Dec 1932	449
Assigned to the Western Zone, Army Air Mail Service	09 Mar 1934	974
Assigned to R.A.D. for 2nd overhaul	18 May 1934	1084
Assigned to Calif. N.G.	05 Jun 1934	1085
Assigned to R.A.D. for 3rd overhaul	11 Dec 1934	1308
Assigned to Calif. N.G.	29 Apr 1935	1310
Loaned for 1 month to Wash. N.G.	Jun 1936	1738
Assigned to R.A.D. for 4th overhaul	03 Feb 1937	1942
Assigned to Calif. N.G.	05 Apr 1937	1946
Assigned to S.A.D. for survey	14 Mar 1939	2652
Surveyed at S.A.D.	23 May 1939	2652

s/n 31-373

Manufactured	02 Jun 1930	
Assigned to Calif. N.G.	26 Dec 1930	2
Assigned to R.A.D. for overhaul	17 Feb 1933	668
Assigned to Calif. N.G.	26 Jun 1933	670
Damaged at dawn in fog in collision with 31-375 at G.P. Maj. E. Peterman, pilot	01 Feb 1934	872
Assigned to R.A.D. for 2nd overhaul	23 Feb 1934	872
Assigned to Calif. N.G.	11 May 1934	874
Assigned to R.A.D. for 3rd overhaul	03 Mar 1936	1549
Assigned to Calif. N.G.	09 Jun 1936	1553
Surveyed at Calif. N.G.	31 Oct 1938	2938

s/n 31-374			
Manufactured	02 Jun 1930		
Assigned to Calif. N.G.	26 Dec 1930	3	
Damaged at G.P. by Lt. Russell Larson, pilot	31 Aug 1931	219	
Assigned to R.A.D. for overhaul	22 Dec 1932	457	
Assigned to Calif. N.G.	26 Apr 1933	459	
Assigned to Colo. N.G.	14 May 1933	510	
Assigned to the Western Zone, Army Air Mail Service	19 Mar 1934	757	
Assigned to R.A.D. for 2nd overhaul	08 May 1934	811	
Assigned to Colo. N.G.	14 May 1934	811	
Assigned to S.A.A.D. for 3rd overhaul	04 Dec 1934	1068	
Assigned to Ark. N.G.	11 Mar 1935	1070	
Loaned for 1 month to Mo. N.G.	Jul 1935	1323	
Assigned to F.A.D. for 4th overhaul	14 Dec 1935	1474	
Assigned to Ark. N.G.	04 Mar 1936	1475	
Assigned to S.A.A.D. for 5th overhaul	05 Apr 1937	2130	
Assigned to Ark. N.G.	14 Jun 1937	2133	
Surveyed at Ark. N.G.	06 Jun 1939	2916	

s/n 31-375			
Manufactured	02 Jun 1930		
Assigned to Calif. N.G.	26 Dec 1930	2	
Assigned to R.A.D. for overhaul	26 Apr 1933	529	
Assigned to Calif. N.G.	03 Aug 1933	533	
Wrecked in fog at dawn in collision with 31-373 at G.P. by Capt. Richard Bullis, pilot	01 Feb 1934	654	
Surveyed at Calif. N.G. via A/C Accident Report	28 Feb 1934	654	

s/n 31-376			
Manufactured	02 Jun 1930		
Assigned to Calif. N.G.	27 Dec 1930	2	
Assigned to R.A.D. for overhaul	15 Sep 1932	442	
Assigned to Calif. N.G.	13 Jan 1933	446	
Assigned to the Western Zone, Army Air Mail Service	09 Mar 1934	729	
Assigned to R.A.D. for 2nd overhaul	May 1934	968	
Assigned to Calif. N.G.	19 May 1934	969	
Assigned to R.A.D. for 3rd overhaul	20 Feb 1935	1315	
Assigned to Calif. N.G.	14 May 1935	1316	
Loaned to Wash. N.G. for 1 month	Jun 1936	1821	
Assigned to R.A.D. for 4th overhaul	13 Jan 1937	2242	
Assigned to Calif. N.G.	29 Mar 1937	2245	
Assigned to S.A.D. for survey	14 Mar 1939	3039	
Surveyed at S.A.D.	23 May 1939	3039	

NOTE: Right-hand column denotes flight hours.

O-38 Writeoff—In the early morning of 1 February 1934 at Griffith Park National Guard Field, California, Capt. Richard Bullis, pilot and flight surgeon, with Sgt. Al Aronson in the rear seat, taxied out O-38, NG 31-375, No. 7, to take off for a local flight. It was a very foggy morning with poor visibility. Major Eldo Peterman, 115th Observation Squadron, C.O. and S/Sgt. Ed Hall were in O-38, NG 31-373, No. 5, warming up, preparing to follow Capt. Bullis into the wild blue. Captain Bullis lined up on the runway as best he could, pushed the throttle forward and started his takeoff run. It was followed very quickly by a terrific crunch. In the fog, '375 had run into '373 on the ground. When the fog had lifted and the extent of the damage could be assessed, '375 was found to be a writeoff and '373 was badly damaged but repairable. A very fortunate thing was that none of the four people involved was injured.

DOUGLAS O-38B

s/n 31-429			
Manufactured	09 Dec 1930		
Assigned to March Army Air Field	24 May 1931	4	
Assigned to Bolling Army Air Field	13 Aug 1931	180	
Assigned to M.A.D. for overhaul	29 Feb 1932	246	
Assigned to Bolling Army Air Field	21 Apr 1932	249	
Assigned to M.A.D. for 2nd overhaul	02 Jun 1933	782	
Assigned to Bolling Army Air Field	11 Jun 1933	786	
Assigned to the Eastern Zone, Army Air Mail Service	26 Feb 1934	959	
Assigned to Bolling Army Air Field	09 May 1934	1083	
Assigned to M.A.D. for 3rd overhaul	05 Oct 1934	1237	

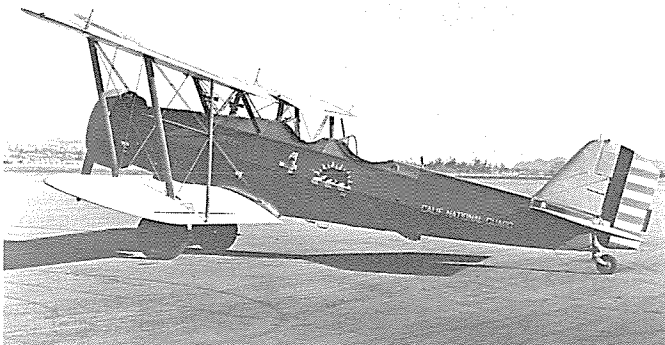


O-38B NG31-375 No. 7 in foreground with NG31-373 in background. Both show damage from the fog-shrouded collision earlier that day, 1 Feb. 1934.

Assigned to Md. N.G.	03 Dec 1934	1240
Ran off runway at Winchester, VA by 2nd Lt. J.W. Row	03 May 1936	1659
Assigned to M.A.D. for repairs	06 May 1936	1659
Assigned to Md. N.G.	26 Jun 1936	1662
Assigned to M.A.D. for 4th overhaul	19 Jul 1936	1683
Assigned to Md. N.G.	05 Aug 1936	1686
Assigned to Calif. N.G.	11 Feb 1937	1885
Assigned to R.A.D. for survey	09 Sep 1938	2706
Surveyed at R.A.D.	31 Oct 1938	2706

s/n 32-326			
Manufactured for \$9,833	22 Aug 1931		
Assigned to Wash. N.G.	16 Dec 1931	15	
Assigned to R.A.D. for overhaul	17 Nov 1933	662	
Assigned to Wash. N.G.	05 Feb 1934	663	
Assigned to the Western Zone, Army Air Mail Service	09 Mar 1934	704	
Assigned to R.A.D. for overhaul	08 May 1934	784	
Assigned to Wash. N.G.	25 May 1934	784	
Assigned to R.A.D. for 2nd overhaul	19 Feb 1936	1782	
Assigned to Wash. N.G.	20 May 1936	1784	
Assigned to R.A.D. for 3rd overhaul	25 Mar 1938	2941	
Assigned to Wash. N.G.	07 Jun 1938	2942	
Assigned to Calif. N.G.	15 Mar 1939	3384	
Ground-looped at Long Beach, CA by 1st Lt. Harry E. Gilmore	21 Dec 1939	3653	
Surveyed at Calif. N.G.	29 Mar 1940	3653	

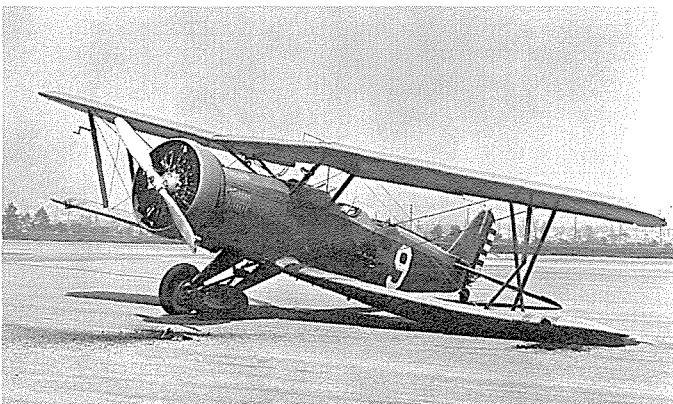
s/n 32-328			
Manufactured for \$9,833	22 Aug 1931		
Assigned to Calif. N.G.	04 Feb 1932	12	
Assigned to R.A.D. for overhaul	08 Jan 1934	555	
Assigned to the Western Zone, Army Air Mail Service	24 Feb 1934	559	
Assigned to R.A.D. for 2nd overhaul	17 May 1934	674	
Assigned to Calif. N.G.	29 May 1934	675	
Assigned to R.A.D. for 3rd overhaul	29 Jan 1936	1372	
Assigned to Calif. N.G.	16 May 1936	1374	
Loaned to Wash. N.G. for 1 month	Jun 1936	1411	
Damaged at S.L.O. beyond repair	08 Jan 1938	2009	
Surveyed at S.L.O., Calif. N.G.	12 Jan, 1938	2009	



Douglas O-38B NG31-372 No. 4 at Griffith Park.



O-38B NG31-376 No. 8 in the air over the Los Angeles basin.



O-38B NG32-333 No. 9 at Griffith Park after a groundloop on 30 April 1939. Repaired at Griffith Park. Damage was not recorded on Aircraft History Card.



O-38B NG31-373 in the air after being repaired.

s/n 32-331

Manufactured for \$9,833	22 Aug 1931	
Assigned to Md. N.G.	04 Feb 1932	28
Assigned to M.A.D. for overhaul	12 Mar 1934	451
Assigned to Md. N.G.	12 May 1934	453
Assigned to M.A.D. for 2nd overhaul	13 Apr 1936	1070
Assigned to Md. N.G.	28 May 1936	1074
Assigned to Wash. N.G.	06 Mar 1937	1319
Assigned to R.A.D. for 3rd overhaul	30 Mar 1938	1973
Assigned to Wash. N.G.	11 Jun 1938	1975
Assigned to Calif. N.G.	15 Mar 1939	2363
Assigned to S.A.D. for 4th overhaul	05 Oct 1939	2596
Assigned to Calif. N.G.	04 Aug 1940	2596
115 Obs. Sq. activated to federal service	03 Mar 1941	2690
Squadron moves to Paso Robles, CA	13 Mar 1941	
Damaged in landing at Salinas, CA by 2nd Lt. Miles L. McCory. A/C repaired.	09 Aug 1941	2638
Loaned to 82 Obs. Sqdn.	28 Aug 1941	2649
Returned to 115 Obs. Sqdn.	07 Oct 1941	2930
Squadron moved to Morrow Field, CA	13 Dec 1941	2981
Squadron moved to Ontario Muni. Airport	29 May 1942	3087
Assigned to March Sub Depot	09 Jul 1942	3098
Assigned to San Bernardino Sub Depot and surveyed	28 Aug 1942	3098

s/n 32-333

Manufactured for \$9,833	22 Aug 1931	
Assigned to N.J. N.G.		
Assigned to M.A.D. for overhaul	29 Nov 1932	266
Assigned to N.J. N.G.	23 Dec 1932	269
Assigned to Eastern Zone, Army Air Mail Service		
	26 Feb 1934	540
Assigned to F.A.D. for 2nd overhaul	14 May 1934	623
Assigned to N.J. N.G.	29 Aug 1934	624
Assigned to Mass. N.G.	03 Apr 1935	830
Assigned to M.A.D. for 3rd overhaul	16 Jan 1936	1189
Assigned to Mass. N.G.	28 Mar 1936	1192
Assigned to Wash. N.G.	30 Nov 1936	1476
Assigned to R.A.D. for 4th overhaul	19 Mar 1938	1975
Assigned to Wash. N.G.	10 Jun 1938	1978
Assigned to Calif. N.G.	15 Mar 1939	2213
Surveyed at Calif. N.G.	01 Sep 1939	2248

NOTE: Right-hand column denotes flight hours.

DOUGLAS O-38E (\$12,165.25)

s/n 33-4		
Manufactured	18 Nov 1932	
Assigned to Calif. N.G.	01 May 1933	21
Assigned to Western Zone, Army Air Mail Service	09 Mar 1934	164
Assigned to Calif. N.G.	26 Mar 1934	166
Assigned to R.A.D. for overhaul	03 Dec 1935	868
Assigned to Calif. N.G.	03 Mar 1936	871
Assigned to R.A.D. for 2nd overhaul	18 Feb 1937	1761
Assigned to Calif. N.G.	05 Apr 1937	1764
115 Obs. Sqdn. activated to federal service	03 Mar 1941	2862
Squadron moved to Paso Robles, CA	13 Mar 1941	
Wrecked at Neponset, CA while in flight, locked wings with 33-6. 2nd Lt. Bert F. Meyers, pilot, parachuted successfully.	01 Aug 1941	3029
Surveyed via A/C Accident Report	04 Aug 1941	3029

s/n 33-6		
Manufactured	18 Nov 1932	
Assigned to Minn. N.G.	27 May 1933	22
Assigned to Western Zone, Army Air Mail Service	05 Mar 1934	177
Assigned to Calif. N.G.	23 Mar 1934	201
Assigned to R.A.D. for overhaul	04 Nov 1935	921
Assigned to Calif. N.G.	29 Jan 1936	924
Assigned to R.A.D. for 2nd overhaul	26 Jan 1938	1899
Assigned to Calif. N.G.	14 May 1938	1905
115 Obs. Sqdn. activated to federal service	03 Mar 1941	2902
Squadron moved to Paso Robles, CA	13 Mar 1941	
Wrecked at Neponset, CA while in flight, locked wings with 33-4. 2nd Lt. John C. Rounsaville, pilot, killed in flying accident.	01 Aug 1941	3080
Surveyed via A/C Accident Report	04 Aug 1941	3080

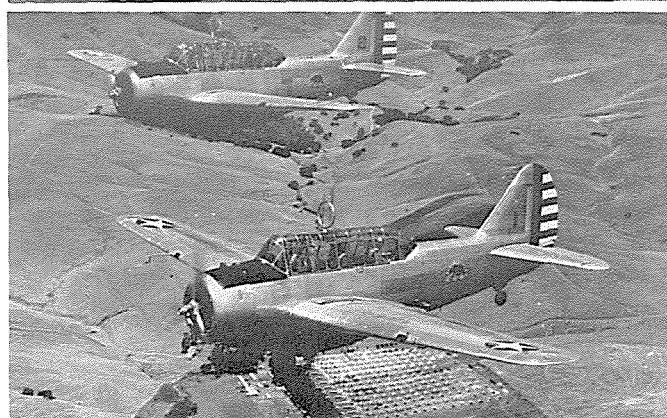
s/n 33-7		
Manufactured	18 Nov 1932	
Assigned to Ill. N.G.	03 Jun 1933	28
Assigned to Western Zone, Army Air Mail Service	08 Mar 1934	208
Assigned to Calif. N.G.	27 Mar 1934	215
Assigned to R.A.D. for overhaul	14 Aug 1935	824
Assigned to Calif. N.G.	03 Dec 1935	826
Assigned to R.A.D. for 2nd overhaul	23 Sep 1937	1757
Assigned to Calif. N.G.	12 Feb 1938	1761
Assigned to S.A.D. for survey	21 Mar 1940	2825
Surveyed at S.A.D.	28 Nov 1940	2825

NOTE: Additional information regarding the write-off of O-38E's 33-4 and 33-6. Both aircraft were assigned to the 115th Observation Squadron but queries to those that were in the squadron at that time drew complete blanks. An inquiry to the USAF Accident and Safety section revealed that at the time of the accident, both the aircraft were on loan to the 82nd Observation Squadron at Salinas, CA, so the people involved were members of that squadron. A copy of the accident report revealed that there were three fatalities and only Lt. Meyers survived.

NORTH AMERICAN O-47A (\$33,217.90)

s/n 37-334		
Manufactured	05 Oct 1938	
Assigned to Calif. N.G. (115th O.S.)	05 Oct 1938	4
Assigned to S.A.D.	21 Aug 1939	558
Assigned to Calif. N.G.	23 Sep 1939	559
115 O.S. activated to federal service	03 Mar 1941	1082
Squadron moved to Paso Robles, CA	13 Mar 1941	1101
Squadron moved to Morrow Field, CA	13 Dec 1941	
Squadron moved to Ontario Muni. Airport, CA	29 May 1942	1623
Assigned to March Sub Depot	02 Jun 1942	1748
Assigned to 115 Obs. Sq. at Ontario Muni. Apt.	10 Aug 1942	1787
Squadron moved to Laurel, MS	11 Nov 1942	1943
Squadron moved to Esler A.A.F., LA	30 Mar 1943	
Assigned to DeRidder A.A.F., LA	30 Jun 1943	
Surveyed to category 26 at McKellar A.A.F., TN	16 Aug 1944	

s/n 37-347		
Manufactured	17 Nov 1938	
Assigned to Calif. N.G.	17 Nov 1938	3
115 O.S. activated to federal service	03 Mar 1941	1044
Squadron moved to Paso Robles, CA	13 Mar 1941	1066
Assigned to S.A.D.	03 Sep 1941	1236
Assigned to 115 O.S. at Morrow Field, CA	05 Apr 1942	1244
Squadron moved to Ontario Muni. Airport	29 May 1942	1322
Type C-4 Windlass installed	23 Jul 1942	1426
Condemned per Budget Report; wrecked at McClellan	21 Aug 1942	
Surveyed	05 Nov 1942	



Two new North American O-47As in formation flight over Camp San Luis Obispo circa 1938. NG37-334 was No. 1 and NG37-347 was No. 2.

NORTH AMERICAN O-47B

s/n 39-135		
Manufactured	15 Feb 1940	
Assigned to Calif. N.G.	15 Feb 1940	4
115 O.S. activated to federal service	03 Mar 1941	414
Squadron moved to Paso Robles, CA	13 Mar 1941	439
Assigned to Oakland Sub Depot (Project X ?)	24 Nov 1941	733
Assigned to Hamilton A.A.F., CA	31 Jan 1943	855
Surveyed to category 26	Dec 1943	1086

s/n 39-136		
Manufactured	26 Feb 1940	
Assigned to Calif. N.G.	26 Feb 1940	3
115 O.S. activated to federal service	03 Mar 1941	502
Squadron moved to Paso Robles, CA	13 Mar 1941	514
Squadron moved to Morrow Field, CA	13 Dec 1941	963
Squadron moved to Ontario Muni. Apt.	29 May 1942	1121
Assigned to March A.A.F., CA	30 Jun 1942	1165
Assigned to 115 O.S. at Ontario Muni. Apt.	17 Oct 1942	1404
Squadron moved to Laurel, MS	11 Nov 1942	
Squadron moved to Esler Field, LA	30 Mar 1943	
Assigned to Esler Field Sub Depot	31 Aug 1943	
Assigned to Stuttgart, AR	05 Oct 1943	
Surveyed to category 26	31 Dec 1943	

s/n 39-137		
Manufactured	29 Feb 1940	
Assigned to Calif. N.G.	29 Feb 1940	3
115 O.S. activated to federal service	03 Mar 1941	405
Squadron moved to Paso Robles, CA	13 Mar 1941	426
Squadron moved to Morrow Field, CA	13 Dec 1941	788
Squadron moved to Ontario Muni. Apt., CA	29 May 1942	1081
Squadron moved to Laurel, MS	11 Nov 1942	1292
Surveyed to category 26	16 Mar 1943	1314

s/n 39-138		
Manufactured	29 Feb 1940	
Assigned to Calif. N.G.	29 Feb 1940	2
115 O.S. activated to federal service	03 Mar 1941	523
Squadron moved to Paso Robles, CA	13 Mar 1941	537
Squadron moved to Morrow Field, CA	13 Dec 1941	788
Squadron moved to Ontario Muni. Apt.	29 May 1942	1182
Assigned to March Sub Depot	12 Jun 1942	1203
Assigned to 115 O.S. at Ontario Muni. Apt.	10 Aug 1942	1216
Squadron moved to Laurel, MS	11 Nov 1942	1468
Assigned to Atlanta, GA	24 Dec 1942	
Assigned to Warner-Robbins A.D., GA	31 Dec 1942	
Assigned to 115 O.S., Laurel, MS	12 Feb 1943	
Squadron moved to Esler Field, LA	30 Mar 1943	
Assigned to Esler Field, when squadron moved to Pollack Field, LA	20 May 1943	
Wrecked at DeRidder A.A.F., LA, when ground-looped upon landing by 2nd Lt. William O. Cannon, pilot	07 Aug 1943	
Surveyed to category 26	10 Oct 1943	



115th O-49 (aka L-1) 40-3113 at San Ignacio, Baja California, during Expedition E in December 1941-January 1942. Note U.S. insignias overpainted.



Aircraft lined up at Griffith Park circa 1938. From right to left: O-38B NG32-326 No. 7; O-38E NG33-4 No. 11; O-38B NG32-331 No. 6; O-38E NG33-7 No. 3; O-38E NG33-6 No. 12; and visiting B-18A.



Two of the new O-47Bs doing some formation flying, possibly over the San Fernando Valley. No. 5 was NG39-137 and No. 6 was NG39-138, the last O-47 built.

NORTH AMERICAN BC-1A (\$20,968)

s/n 40-716

Manufactured	14 Mar 1940	
Assigned to Calif. N.G. (115th Obs. Sq.)	14 Mar 1940	3
Damaged in taxi accident at Paso Robles, CA, by 2nd Lt. Lowell S. Johnson	19 Oct 1941	903
Assigned to Bolling Army Air Field, D.C.	18 Dec 1941	958
Damaged at Harrisburg Apt. by Lt. Col. John G. Moore, pilot	18 Apr 1942	1138
Surveyed at Bolling A.A.F., D.C.	14 Oct 1942	1402

STINSON/CONSOLIDATED-VULTEE O-49 (\$17,426) REDESIGNATED L-1 02 Apr 1942

s/n 40-268

Manufactured	01 Aug 1941	
Assigned to Fort McClellan	Aug 1941	23
Assigned to 115 Obs. Sq. at Morrow Field, CA	27 Dec 1941	110
Assigned to S.A.D.	Aug 1942	295
Assigned to Lanasa, TX	Oct 1942	541
Assigned to F.A.D.	17 Nov 1943	576
Crated and shipped to 10th A.F. in C.B.I.	13 Jan 1944	576
Subsequent history and write-off unknown		

s/n 40-3112

Manufactured	07 Sep 1941	
Assigned to 115 Obs. Sqdn. at Paso Robles, CA	04 Oct 1941	53
Damaged south of Ensenada, Mexico, at Hamilton Ranch by 1st Lt. John E. Daugherty.		
Repaired on site.	17 Jan 1942	109
115 Obs. Sqdn. moved to Morrow Field, CA	19 Jan 1942	121
Assigned to S.A.D.	23 Feb 1942	155
Modified to be able to tow gliders	30 Mar 1942	
Assigned to Twentynine Palms Field	08 Apr 1942	216
Damaged by high winds on ground at Twentynine Palms	23 Apr 1942	
Assigned to S.A.S.C., McClellan Field, CA	15 Aug 1942	1253
Crated and shipped to 10th A.F. in C.B.I.	07 Feb 1944	
Subsequent history and write-off unknown		

s/n 40-3113

Manufactured	10 Sep 1941	
Assigned to 115 Obs. Sqdn. at Paso Robles, CA	04 Oct 1941	51
115 Sqdn. moved to Morrow Field, CA	19 Jan 1942	152
Assigned to March A.A.F., CA	30 Mar 1942	251
Assigned to 115 Sqdn. at Morrow Field	01 Apr 1942	289
Assigned to March A.A.F., CA	02 May 1942	398
Assigned to San Bernardino A.D., CA	15 Nov 1942	539
Damaged by fire at S.B.A.D., CA	18 Nov 1942	539
Surveyed at S.B.A.D.	23 Nov 1942	539

NOTE: O-49s 40-3112 and 40-3113 participated in Expedition E, Baja California.

115th Observation Squadron Aircraft

