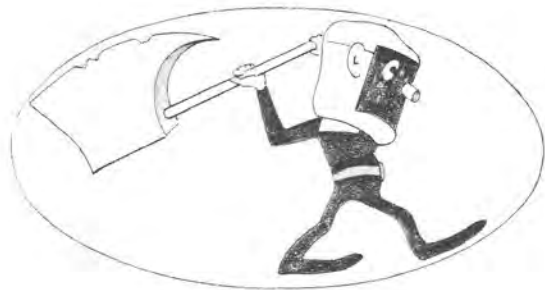


The 25th Aero Sqdn.

(Pursuit - S.E.5a's)



25TH

By JAMES J. SLOAN

PART 2

Because of limited space in the Spring issue of the JOURNAL we were obliged to break off midway through the account by (then) Lt. Joseph E. Boudwin (later Col., USAF, Ret.). In this Part 2 we will take up the balance of his story plus accounts from other pilots. First, however, "The Second Army Air Service Book" gave an excellent account, informally, of the 4th Pursuit Group of which the 25th Aero Squadron was a part. It is repeated here because of its overall description of the four squadrons whose men had heretofore been integrated to a remarkable degree with the Royal Air Force.

THE FOURTH PURSUIT GROUP

Spicy Extracts from its Unofficial History

"As late as October 26, 1918, an American ace, no other than Capt. Chas. J. Biddle, and his sergeant-major drove up to Gengoult Field, (located a few miles north of the M.P.'s guarding the gates of the walled city of Toul) took command of the post and notified the 141st and 25th Pursuit Sqdns. that the Fourth Pursuit Group headquarters were on the job. The mentioned outfits were already at home in their nifty concrete barracks which, as rumor - true this time - was noised around, had housed the famous Lafayette Escadrille.

The Commanding Officer had hardly gotten through congratulating his old pal, Capt. "Hobey" Baker, for bringing down the Group's first Fokker on October 28 when he, himself, was congratulated on becoming a

Major in recognition of his position as C.O. of the Fourth Pursuit Group (19).

Hallowe'en night the 6th Air Park blew in and at once assumed its duties, in addition to transporting the officers on "business trips" around the Second Army area, supplying the Group with a part of the articles they requisitioned, turning out cabinet work from supply boxes, rigging up a machine-engine-blacksmith shop for the production of souvenirs (on the side), and heating bath water in the air-cooled refrigerator spoken of as the Group Bath House. (20)

The stove and furniture problem was solved by trips to the villages recently abandoned by the retreating

(19) Major Biddle was pictured on the Inside Rear Cover of Vol. 4, No. 4 (Winter 1959) of the JOURNAL. He attended the Air Service Reunion at Dayton in June 1961.

Shortly after the Armistice - Pilots of the 25th A.S. Capt. Paul Burwell was then in command. Standing (l. to r.) - Ryan, Niemi, Cupp, Polk, Wilkenson, Fisher, Stephenson, Calhoun, Klubock, Blackburn, Lwrey, Kneeling-Gustafson, Kent, Watts, Poler, Burwell, Diamond, Boudwin.



Huns who tried to shell the Packards as they were making away with the loot. There were no casualties but there should have been according to the yarns that were spun.

In less than a week the Group was fully organized, the 17th and 148th Pursuit Sqdns. having arrived from the British Front with a "bloke" vocabulary, and a record of Hun planes to their credit that would have made the most boastful Yank confine himself to the truth in advertising American arms. (21) They were assigned SPAD's and while they cussed these and praised the Sopwith "Camels" the 25th Squadron was awaiting pilots for their S.E. Fives and the 141st was patrolling the fifty-kilometer sector, Vignuelles to Custines, alone.

On November 5, 1918, the Group's patrol encountered a lone Halberstadt returning from a propaganda mission. All five of them attacked and the poor enemy plane endeavored to escape in the unequal battle by turning over on its back and dropping a thousand meters when it straightened out and headed for its own lines. But Lt. Richard D. Shelby had dived and was shot on its tail and was pouring a stream of machine gun bullets into it at close range. It crashed to earth and, though our planes circled it at fifty meters, neither pilot nor observer were seen to get out. The next day some of our pilots were not available for war flying. They were out scouring the country in quest of confirmation from the dough boys and artillerymen who had witnessed the thrilling exploit.

When Battle Orders No. 1 and No. 2, Air Service, Second Army came out on November 9th and 10th respectively the Fourth Pursuit Group had every pilot and plane on the alert before daybreak ready to carry out

the order to render all possible aid in the advance and be especially watchful for ground movements of the enemy. As luck would have it a ground haze prevented much activity and the pilots of the Group had to be content with a forced landing and the excitement of possibilities if the skies should clear.

The morning of November 11 patrols were ordered to keep behind their own lines and not to seek combat with the enemy.

Then came the end. After that the souvenir business and seeing the front on wood details diverted our attention from the overworked topic of a speedy homecoming.

The Commanding Officer was the first to pull strings and get his "overseas order". Shortly afterward the 17th and 148th gave us the hee-haw as they started homeward bound. We did the same to them whenever we passed them building roads at Colombey for the next six weeks but they got the last laugh finally. (*)

Major M.F. Davis succeeded Major Biddle in command of the group and continued the liberal policy of his predecessor in making life as pleasant as possible for us "homeseekers". All we wanted were passes to Nancy.

There was a period of sadness in the camp when Capt. H.A.H. Baker was killed. (22)

All imaginable rumors have been exhausted and the guys overhearing confidential reports have long since been discredited. Still, we won't believe that the Army of Occupation is to get us. We believe we are going home before Hell freezes over.

(*) On March 1st the laugh switched again, when a communique came in saying that they were still doing fatigue at St. Maxient."

End of quotes from The 2nd Army Air Service Book

(20) Ibid. The Insignia of the 6th Air Park, plus the other Squadrons, 17th, 141st and 148th is shown.

(21) Ibid. See "148th American", the history of the 148th Aero Squadron, pp. 253-264.

(22) A very unlucky crash, described by Charles R. D'Olive, formerly of the 93rd Aero Sqdn. (Pursuit) in the Cross & Cockade Journal, Vol. 1, No. 1, (Spring 1960) p. 13.

The recapture of Peronne by British troops 1 Sept. 1918 was part of the final general offensive that ended at the Armistice. This is the valley of the Somme River, scene of bitter battles throughout the War. No. 84 Sqdn. occupied an aerodrome at Assevilliers (left center), as the Allies advanced in late September. (Drawing reproduced courtesy of Mr. Boudwin.)





"B" Flight, No. 40 Sqdn., R.A.F., June 1918. Paul Burwell is second from left; Don Poler second from right (Photo - Poler).

In the Spring issue of this Journal Lt. Joseph F. "Shorty" Boudwin was describing the attack on August 8th which gained twelve miles into German occupied territory and netted 7000 prisoners for the Allies. To resume:

"On August 11th our flight, on patrol alone, met up with twelve Hun planes, scouts. After a short decisive fight, three of us managed to shoot down a Hun apiece. It was a great satisfaction to see my Hun take his last ride--and again very satisfying to have his fall confirmed.

"The 22nd of August our flight was ordered to drive down all the enemy balloons on our front. That day I was deputy leader. We drove them all down by attacking them one after another and succeeded in burning two of them. There were five Hun sausages in the air and by the time we dove on their last one, all of the 'A.A.' far and near were giving us a warm reception. The Hun balloon protection is very efficient. They are lavish with their motor batteries, and also their machine guns using incendiary bullets and their "Flaming onions"--a form of unpleasant skyrocket. Balloon chasing, with the necessary low altitude and consequent danger of falling prisoner with a bullet in the engine, is not nearly as nice a sport as Hun bird hunting.

"As I have said, in our sector of the front we had to hunt the Huns inside their own lines and when we did meet up with them it was usually to find a flock many times our number. An example occurred on August 24th when we met fourteen of them with our usual flight of five. Nevertheless we managed to drop two of them, altho it cost us one of our men.

A crash - No. 2 of 25th Aero Sqdn., S/N F.8028. Pilot unknown (Photo - Courtney Bergen Hardesty).



Capt. A. W. B. Proctor, Flight C.O., "B" Flight, No. 84 Sqdn. R.A.F. (Photo-Boudwin).

"That same night I underwent a frightful experience on the ground--more terrible than any air battle, for I had one of my best friends mangled and killed beside me. While visiting a neighboring Squadron, (No. 48 Sqdn., R.A.F.) six Hun planes came over after dinner and wiped out the Squadron entirely, burning the hangars, destroying the aeroplanes, killing four men and wounding thirty with their bombs. Altho I had one eye shut and my face cut by falling splinters, I managed to bandage another comrade who had a shattered arm. Such a picture of horror as the camp presented with its fires and screams of the wounded, I shall never forget.

"As soon as I had recovered, three of us were sent out, on the 27th, to shoot down a balloon that was hindering the Australian's advance. As this particular balloon was guarded by eight Fokkers, we had to draw them south at first, then elude them, dive thru the clouds to the north and attack. Altho the eight came back in time to make it hot for us, we got the balloon in flames. We can at least give the Hun credit for close work with his "Archies". But altho they often made it unpleasant for me, they never really got me until Sept. 2nd, then a piece of shell in my motor brought me down--but fortunately, I reached our lines.

"Our flight again helped our infantry on Sept. 5th and gave the enemy infantry a hard time, so much so that our Flight Commander was thanked personally by the Officer Commanding the Fifth Army. We shot up a column of grey coats, watching our tracer bullets go into and thru them and seeing the dead along the same road next day. We also hit the horse drawn cannon with good results.

Sunning themselves - (l. to r.) Gustafson, Poler, Murray, Field E. Kindley (then with 141st Aero Sqdn.) Niemi, Ryan, Kent.



"On September 6th my last patrol with the British, the whole Squadron flew over St. Quentin, dropped our bombs and to make it a good day, burned four Hun balloons on the way back. And so, after having been in an English Squadron since July 3rd, I was ordered to report to Issoudun. It was a disappointment to leave them so soon, as I could never expect to have better treatment, finer associates and more interesting work than I had with them."

In regard to the markings and other details of his airplane and of his notable experience of being shot down by shellfire "Shorty" Boudwin wrote this author:

"Our airplanes didn't have a number in No. 84 Sqdn. We had a distinctive marking, the two diagonal stripes, one on each side of the roundel on the fuselage.

"The Flight Commander whom I mentioned earlier was Capt. Rawlson, and I don't remember who was given credit for that balloon on July 20th. Capt. Rawlson, wounded on the 25th, didn't return to the squadron while I was there. I did not get credit for the two enemy airplanes that collided in the fight of August 30th. In fact, I didn't see the collision, and it was a day or so later that Capt. Proctor was discussing the fight and asked who shot the Hun off his tail. We were very likely too busy to confirm it then.

"The experience on Sept. 2nd was interesting. We had been briefed prior to this flight on just where the front lines were. I had dropped my four small bombs and shot up some ground troops and returned to what I thought was our side of the lines to relax when all hell let loose from the ground. I found out later that the Huns had recaptured this area just after we took off from our aerodrome. A shell exploded just below me, and pieces of it hit my engine. I was quite low, but glided as far west as I could, picked out the softest shell hole I could find and slid in. I was indeed surprised when I was machine gunned from the ground and managed somehow to get out of the hole and into a trench and run like hell, where I did not know. Yes, I was scared. More so when I turned a corner and ran into a Hun. Fortunately he had been gassed and was dead.

"Running with full flying gear on wasn't easy, so I really became exhausted. When I decided to stop and look around I peered over the top of the trench and saw French soldiers crawling toward my airplane. I called to them and they got me to the rear of the lines. I was lucky, for if I had cracked up a few hours earlier this would have been Hun territory. It took me all night to get back to my base, for everyone was coming toward the lines for the big push."

A. A. H. S. Member Kimbrough S. Brown and Robert E. Rogge interviewed Raymond Watts last June at the Air Service Reunion in Dayton, chiefly concerning Watts' remembrance of the circumstances of von Richthofen's death. Lt. Watts had just been assigned to No. 84 Sqdn., R.A.F. (S.E.5a's) and, on April 21st, 1918 he was assigned to go with the Squadron Medical Officer to the chapel in Bertangles where the body of a German flying officer had been brought. It was that of von Richthofen and as soon as the M.O. realized it he ordered Watts back to bring up the Commanding Officer of No. 84.

However, according to Robert Rogge (23) one anecdote about Field Kindley was very interesting. Lts. Watts and Kindley were assigned to ferrying "Camels" across the Channel to France. On one particular day they got as far as Dover when fog closed in and they landed. Kindley had a date with a girl in Calais that night and was determined to get over but Watts declined in favor of the more positive pleasure at the officer's

club bar in Dover. Kindley took off alone, got lost in the fog almost immediately and flew into the cliffs below the club.

Lt. Watts remembered very well the aftermath. The first he knew of Kindley's crash was when Kindley came up the steps from the beach looking rather battered and bruised, and cussing the fog. They went down and examined the Camel and decided it was a complete washout. So back to the bar they went for more than a few.

In the same vein, Reed Landis, Joe Diamond and Lawrence Polk got to reminiscing recently in an interview arranged by Bergen Hardesty. Polk lives on Highway 49 near Chattanooga and had been in business 33 years with Hunter MacDonald, formerly of the 135th Aero Squadron. As stated previously he had not come to the 25th Aero Squadron from the RAF. He trained in the U.S. and was a test pilot at Orly from May to July, then was assigned to the 27th Aero Squadron, then engaged at Chateau Thierry. He served there from 2 July to 22 August and then went back to Orly. He was there when the first American-built DH-4 arrived from the U.S. and after it was set up, took it up for its first flight. When he brought it down the ground crew filled the tanks again but too full. Raw gas somehow spilled out through the overflow pipe onto the hot engine and the resulting fire burnt it to the ground.

Landis recalled that he had put in a requisition for an Operations Officer, with the proviso that he also be a piano player. Lt. Jesse Crafton was assigned, and turned out to be a very talented officer. He became a stock company player after the war and during the war his "Extraordinary Entertainers", a band of enlisted men formed within the Squadron, put on shows for weeks after the Armistice. The shows were written by Lt. David E. Lewis. (Lewis remained in France a number of years after the War, was last reported with the U.S. Department of State.)

Following is a poem written by Lt. Crafton for the "2nd Army Air Service Book". It ranks among the finest of poetry to come out of the War.

PAGEANTS

Alone in the night, on a blasted tree
My thoughts beat time to the distant gun
As it takes its toll; and my closed eyes see
(In the far-off day when the war is done)
A glittering pageant of unleashed mirth;
A great, wild pageant that girdles the earth:

The dark gate opens on ringing days;
Love's rich welcome is lost in tears.
The wide world stages a pageant of Praise
For us, its warriors. Oh, the cheers,
The freedom, the glory of victory!...
We are kings while our pageant passes by.

Silent the gun; and now in the dark and the quiet,
Silent the triumph of victory, silent the riot
Of passionate cheers, dim-shining through doubt and
Derision
Then slowly unrolling, expanding a pageant again wakes
My vision.

Crossing the chasm of time with infinite labor and
Sorrow,
Swept by the crimson tide but staunch to pursue with
The morrow,
The patient builders strove on for shadowed ages
Upbreeding the pageant of Peace.
When the pageant appears there arises no volume of
Glorious cheering;
Only the glory of hearths and hand-clasps and unmocked
Flowers,
Of glinting fields and furrows; these are the heart-
treasured dowers,
Of calm, strong Peace.
And... the pageant of warrior powers
Is forgot in Peace

(23) Robert Rogge is T/Sgt., USAF, and the author (under the name Robert Elliot) of "The Eagle's Height"

S.E.5a MARKINGS See Vol. 7, No. 1, Pages 32 and 33

Bergen Hardesty's drawing of the 25th Aero Squadron S.E.5a airplanes was accompanied by the following description. It was omitted by oversight on the part of ye Editor.

Bergen has since advised that the photographs shown on Pages 34 and 35 show the details of the American (Curtiss-built) S.E.5a cockpit. The stabilizer shown on Page 35 is actually the elevator. Also, the compartment directly behind the cockpit was labeled "Oxygen equipment" on the original photographs which were reviewed for this presentation.

COLOR AND DETAIL NOTES

In the accompanying illustration of the bottom view of F.8038, No. 15, used by Lt. A.F. Diamond, through the necessity to clearly depict the design of the squadron number, the location was transposed. Actually, the number 15 was carried on the lower left hand wing panel. The number 15 was probably black and the flight stripe either red or black. F.8005, No. 13, piloted by Capt. Landis, displayed a red diamond on the upper fin. From photos, carefully scrutinized, it is quite evident that F.8010, No. 19, piloted by Lt. Boudwin, had a blue flight stripe on the under surface of the lower right wing panel. The diamond motif of the fuselage side was blue, edged in white. The blue wheel covers had a white circle around the axle hub and the hub itself was white.

Known markings of other machines are as follows; F. 8028, No. 2, red flight trim; F.8040, No. 11, white flight trim; F.8008, No. 12, white flight trim; F.8015, No. 9, white trim - this machine also carried a white fuselage diamond just aft of the insignia, with the forward point of the diamond partially overlapped by the insignia; F.8038, No. 15, white flight trim; F.8010, No. 19, blue flight trim.

From the pattern established on markings of known machines, it is assumed that airplanes Nos. 1, 2, 3, 4, 5, 6, and 7 had red flight trim. Planes Nos. 8, 9, 10, 11, 12, 13, 14, and 15 had white flight trim. Planes Nos. 16, 17, 18, 19 and 20 had blue flight trim.

The insignia of the 25th Squadron, "the Executioner" had a white oval background. The figure was black and white with red on the axe blade, red belt and red tip on the nose. Variations existed in that the belt of the figure on F.8015, No. 9, was white.

It is interesting to note that all of the available photos of S.E.5a's of the 25th Squadron, were in the F.8000 series and built by Austin. Another point of interest is that the national markings were applied at the factory. This is evidenced by the over-stenciling of the component Schedule number and factory stores number on the correctly marked rudder.

The propellers were fabric covered and varnished to prevent splitting. All wing and tail upper surfaces and fuselage were khaki green.

THE S.E.5a AS AN ENGINE TEST-BED

In 1915, the introduction of the newly designed Hispano-Suiza engine provided the inspiration for many of the aircraft developed by the Allied powers. The S.E.5 was one of these aircraft, designed specifically to utilize the promising power of this new motor. The design staff at the Royal Aircraft Factory (later Royal Aircraft Establishment) produced the prototype machine in late 1916, and initial trial tests were conducted in December of that year. As with most aircraft of that era, failures were encountered and a need for design correction was evident in some components. Design improvements continued, in both airframe and engine, until the close of the War.

Early in 1918, well over a year after the prototype had been tested and the design had evolved into the S.E.5a, troubles continued to plague the aircraft. An

unfortunate situation came about when the assembly of airframes surpassed engine production. To expedite service machines to the forward areas and relieve the problem of congestion in the airframe assembly plants, many machines were fitted with faulty engines. This did little to engender pilot confidence in the S.E.5, but fortunately for the reputation of this scouting machine the condition was short lived.

It would appear that the S.E.5a airframe was literally a test bed for various models of the Hispano-Suiza engines. The S.E.5a undoubtedly was fitted with more engine variations than any scouting machine during the War. Both French and British built Hispano-Suiza engines with numerous differences in compression ratios, reduction gearing and horsepower were used in the S.E.5a. When Wolseley Motors Ltd., a subsidiary of Vickers, Ltd., finally perfected the W.4A "Viper" and W.4B "Adder" engines, the most suitable motor to airframe combination was achieved.

Thus, the S.E.5a soon became the pride of the Squadrons, a rugged and aggressive fighting scout demanding the respect of the best enemy pilots. From the pilots' point of view, the S.E.5a was comfortable, easy to handle and stated by many as the most stable gun platform in the air. Though conceding some ability in speed and maneuvering, the S.E.5a could match the diving performance of any of its contemporaries and out-zoom anything in the air. From the excellent accounts related in Five Years in the R.F.C., by Capt. J.T.B. McCudden, the virtues of the S.E.5a are extolled in detail. These are the accounts from one who was not only a brilliant pilot, but an experienced mechanic and rigger with thorough technical knowledge of the machine and its capabilities.

The following excerpts from Five Years in the R.F.C. provide numerous detailed descriptions of the S.E.5a in action, performing under full military load exposed to adverse wartime conditions.

"The S.E.5 (referring to B/519 built by Vickers) which I was now flying was a most efficient fighting machine, far and away superior to the enemy machines of that period." (recorded on or about 18 Aug. '17, p. 217).

"Other good points of the S.E.5 (B/519) were its great strength, its diving and zooming powers, and its splendid view. Apart from this, it was a most warm, comfortable and easy machine to fly." (p.218)

"We crossed the lines over Armentieres at 16,500 feet. By the time we reached Lille at 17,000 feet, my machine (B/519) was about up against its ceiling, that is, it was as high as it would go." (p.227)

"Just short of St. Omer the Rumpler turned and flew south-east over Aire at 21,000 feet, whilst I had just got to my limit of 19,000 feet." (A/4863 a Factory built machine received by McCudden on or about 4 Sept. 1917, p. 251)

"My new S.E. was numbered A/4891, (a Factory built machine received on or about 3 Dec. '17) and was fitted with elevators with a narrow chord, which was an improvement, and it also had a new type of undercarriage which was much stronger than the others." (p.283).

"I expect some of those Huns got a shock when they came over at 18,000 feet and were dived on by an S.E. (A/4891) from above, for in the winter it was an exception to the rule to see an S.E. above 17,000 feet, which was the ceiling of the average 200 h.p. S.E. with its war load. My machine had so many little things done to it that I could always go up to 20,000 feet whenever I liked, and it was mainly the interest which I took in my machine which enabled me to get up so high." (late Dec. 1917, p.297)

In the realm of speed McCudden describes A/4891 in his statement "In addition, the spinner increased the streamline of my machine and made it three miles an hour

(Continued on Page 154)

EDITORIAL By George A. Hardie, Jr., President, A.A.H.S. (1961-62)

A "GRASS ROOTS" PROGRAM FOR AAHS

"Great oaks from little acorns grow" is a familiar quotation with obvious truth. Now in its seventh year, the present stage of growth of the American Aviation Historical Society can be likened to that of a young sapling. The direction of growth and the ultimate size of our Society will depend upon how we tend our "tree" in these critical years. To achieve the success for which we strive, it is important that we all agree upon a program to further our ideals and goals, and then work vigorously to carry it forward.

It is becoming increasingly evident that our most important immediate objective is to preserve the raw material from which history is written. This includes the personal papers, memoirs and collections of all who participated in the development of aviation, as well as the records and data now stored in the files of government and other institutions and private companies. In the face of urgent need for action to save and preserve as much of this raw material as is humanly possible, how can we best organize our resources to concentrate our efforts most efficiently? This is the basic question we have attempted to answer with our "Administrative Organization for AAHS" program as presented in the Spring 1962 Journal.

The success of this program depends heavily upon a complete understanding of its purpose and the whole-hearted support of the entire AAHS membership. We must depend upon the membership to assume some responsibility for a part of the work necessary to advance our Society. That is why we chose to seek establishment of separate local groups affiliated with a national AAHS organization, rather than to set up a system of chapters. The ultimate result is the same, and the administrative workload is reduced considerably. In addition, each group is free to formulate a program stressing the particular phases of activity which meet their local needs and are best adapted to their own circumstances.

This program has been devised to provide the means whereby AAHS members living near one another can com-

bine their efforts to promote a local program, and at the same time participate in a national program through affiliation with AAHS. These local groups will be able to seek out and preserve the aviation history material in their own areas, coordinating their efforts with the national program. This will become the true "grass roots" program designed to preserve the aviation heritage of our country before it is lost forever. It will require the vision and enthusiastic support of all members to make this program work, but the system has already succeeded in other organizations and there is no reason why it cannot work in ours.

A local group does not require a large number of members to get started. The important factors are enthusiasm and a willingness to work. Bearing in mind the basic purpose of forming a local group - to seek out and preserve the aviation history of the local area - members participating will find they have a rich field before them and will be rewarded with many unusual and educational experiences. Every part of our country has some aviation history to record - some more than others, it is true, but there is enough for all. Local groups in a state can associate to form a state group in order to consolidate their efforts. The Connecticut Aeronautical Historical Association is demonstrating the success of such an approach. State historical societies can offer valuable assistance and guidance. The possibilities are limitless if we will but recognize our opportunities.

We are presently working on a booklet to serve as a guide for leaders of these local groups, entitled "A Development Program for AAHS", it includes chapters on basic organization of AAHS, how to form a local group, details of affiliation with AAHS, and a description of the national program. It is expected that this booklet will be available soon. Meanwhile I will be very interested in receiving your suggestions and ideas on this program. We will need the support and constructive criticism of all interested members if we are to achieve our greatest success. Your help is earnestly solicited.

Errata

Reference was made on Page 12 of The Flying Minute Men. It was published by Duell, Sloan and Pearce, New York, 1948. Mayborn had forwarded this information but we failed to include it with his article, "The S-39".

And now to catch up on some more necessary corrections. Jesse Davidson has called attention to an error on Page 263 of the Winter 1961 JOURNAL in which it was stated that Floyd Bennett flew a distance of 15,596 miles in July 1933, etc., etc. However Floyd Bennett died in April 1928 after contracting pneumonia during the rescue attempt of the ill-fated Bremen which landed on Greenley Island in Canada. Bennett died at Murray Bay, Canada, and therefore probably could not have been around to make a long distance flight in 1933.

Further corrections in Volume 6: Harvey Lippincott wrote in to say that the caption on the photo on Page 255 (Winter 1961) should read - "Lawrence's J-3 engine which ...", and not the J-1.

On Page 148 of the Summer 1961 issue we gave a description of the photo on Page 83 as one showing Curtiss SOC-1's. Actually, the foreground airplane has SOC-3 right there on the rudder. Then, on Page 130 of the same issue, the captions for photos Nos. 14 and 15 were reversed. We know a PT-17 is a biplane!

In our pasteup process we omitted the leading phrase of a piece concerning Ed Sterne and the Lincoln Beachey Story. On Page 130 of Volume 6, No. 2 (Summer 1961) the headline, LINCOLN BEACHEY MOMENTOS, should have been followed by "Ed Sterne recalled a poster in his bookstore and took it down from the ----- etc."

Then Peter Bowers wrote in regarding captions on the photos on Page 230 of Volume 6, No. 4. He says, "... bottom right. The F4F-3 is not with PREWAR tail stripes. These were adopted in January 1942, after Pearl Harbor. And on Page 236, the picture of the factory interior could not possibly have been taken in 1943. The tail stripes on Navy Airplanes were abolished in June 1942 and the type of British markings shown was changed in March or April 1942."

25th Aero Sqdn. (Purs. - S.E.5a)

(Continued from Page 130)

faster, so that now at 10,000 feet my S.E. flew over 120 miles per hour."

For a short while McCudden was mounted on a Martinsyde machine No. B/35 of which he states; "was very fast, I soon found out.". Little mention is made of the Martinsyde machine for McCudden was shortly remounted on A/4891. The preceding accounts are ample testimony to the design and performance of the S.E.5.

In the final portion of this History of the 25th Aero Squadron we will take up the careers of some of the men not yet heard from. Several had very interesting experiences with other service outfits during the war, some of which have been obscured because they did not fit into the general pattern of organization tables.

Also, concerning the S.E.5a, we have an excellent account of the American-built machines, prepared by Bergen Hardesty.