

History of the 115th Observation Squadron, California National Guard 1926-1939

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40th DIVISION AVIATION

115th OBSERVATION SQUADRON

✓ 40th Division Aviation (formerly 40th Division Air Service)
✓ 115th Observation Squadron, California National Guard

✓ Reference: Adjutant General Files

✓ Location: Los Angeles, Los Angeles County

- ✓ Mustered in June 16, 1924 *
- ✓ Redesignated Sept. 10, 1926 **
- ✓ Redesignated Jan. 25, 1927 ***
- ✓ Redesignated Feb. 13, 1929 ****

Commanding Officers

<u>Name</u>	<u>Rank</u>	<u>Commission</u>
Corliss C. Moseley, First Lieut.	***** June 16, 1924	Aug. 30, 1924
(United States Army) (Promoted Major, Aug. 30, 1924)		

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*✓ 115th Observation Squadron, 40th Division Air Service, accepted into the State Service Jan. 16, 1924, General Orders, 1924, A.G.O. page 10, General Order No. 48.

**✓ 40th Division Air Service, redesignated 40th Division Air Corps, Sept. 10, 1926, General Order, A.G.O., 1926, General Order No. 25, General Order No. 25, dated Sept. 10, 1926.

***✓ 40th Division, Air Corps, redesignated 40th Division Air Service, Jan. 25, 1927, General Order and Circulars, A.G.O., 1927, Circular No. 4, dated January 25, 1927.

****✓ 40th Division Air Service, redesignated 40th Division Aviation, Feb. 13, 1929, General Orders and Circulars, A. G. O., 1929, Circular No. 6, dated Feb. 13, 1929.

*****✓ Corliss C. Moseley, 1st Lieut., U.S.A., temporarily in command of Squadron, June 16, 1924, to Aug. 30, 1924. when Lieut. Moseley was commissioned Major and assigned to the command of the Squadron.)

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40th DIVISION AVIATION
115th OBSERVATION SQUADRON

COMMANDING OFFICERS(Continued)

<u>Name</u>	<u>Rank</u>	<u>Commission</u>
Corliss C. Moseley, Major (Resigned July 2, 1928)	Aug. 30, 1924	Aug. 30, 1924
John M. Jeffers, Captain (In Lieu of Major, July 2, 1928) (Promoted Major Aug. 10, 1928)	June 16, 1924	June 16, 1924
John M. Jeffers, Major Promoted to Lt. Col. Feb. 21, 1931) (Transferred to Aviation Section Hdq., 40th Div. Feb. 21, 1931)	Aug. 9, 1928	Aug. 10, 1928
Eldo A. Peterman, Captain (In lieu of Major, Feb. 21 to Apr. 20, 1931) (Promoted to Major, Apr. 20, 1931)	July 30, 1928	Aug. 10, 1928
Eldo A. Peterman, Major	Apr. 6, 1931	Apr. 20, 1931

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115TH OBSERVATION SQUADRON

(Continued)

40TH DIVISION AVIATION

Commanding Officers

Captains

<u>Name</u>	<u>Rank</u>		<u>Commission</u>
James W. Osgood, Captain (Assigned to temp. Com. of 40th Div. Air Service, Sept 1, 1926 to Jan. 1, 1927) (Trans. to unassigned list Mar. 14, 1927) (Resignation accepted Mar. 26, 1927)	June	16, 1924	June 16, 1924
John H. Jeffers, Captain (Hon. Discharge Dec. 20, 1924) (Discharge revoked Jan. 29, 1925) (Promoted Major Aug. 10, 1928)	June	16, 1924	June 16, 1924
Howard G. Rath, Captain (Discharged Dec. 20, 1924)	June	16, 1924	June 16, 1924
Paul P. Baer, Captain (Resigned Jan. 30, 1926)	June	14, 1925	June 17, 1925
Richard O. Bullis, Captain (Transferred to unassigned List Nov. 1, 1926) (Resigned Jan. 11, 1927)	May	2, 1925	May 2, 1925
Harry C. Claiborne, Captain (Trans. to Nat Guard Res. Nov 29, 1929)	Dec.	24, 1926	Dec. 30, 1926
Maurice F. Graham, Captain (Trans. to Nat Guard Res. Sept 26, 1929) (Died Jan. 10, 1930. Forced down in storm while flying Air Mail for West'n Air Ex. Co. between Salt Lake City & Los Angeles. Body found July 1930)	Jan.	25, 1926	Feb. 4, 1926
Eldo A. Peterman, Captain (Promoted Major Apr. 20, 1931)	July	30, 1928	Aug. 10, 1928
Earl H. Robinson, Captain	June	8, 1931	July 16, 1931
George C. Sherwood, Captain (Died Aug. 31, 1935)	Jan.	13, 1930	Jan. 18, 1930
Russell C. A. Larsen, First Lieut (Transferred from Photo Sect. Sept 10, 1935) (In lieu of Captain Sept 10, 1935 to Oct. 21, 1935) (Promoted Captain Oct. 21, 1935)	Jan.	15, 1930	Jan. 31, 1930
Russell C. A. Larsen, Captain	Oct.	21, 1935	Oct. 21, 1935

115TH OBSERVATION SQUADRON

(Continued)

40TH DIVISION AVIATIONCommanding OfficersCaptains (Continued)

<u>Name</u>	<u>Rank</u>	<u>Commission</u>
Allan A. Barrie, Captain	Dec. 8, 1930	Dec. 12, 1930
Francis M. S. Miller, Captain	Oct. 17, 1932	Oct. 21, 1932
John W. Sewall, Captain	Jan. 8, 1933	Jan. 13, 1933

First Lieutenants

Charles R. Melin, First Lieut (Resigned June 17, 1925)	June 16, 1924	June 16, 1924
Robert P. Elliott, First Lieut (Resigned April 17, 1925)	June 16, 1924	June 16, 1924
Maurice F. Graham, First Lieut (Promoted Captain Feb. 4, 1926)	June 16, 1924	June 16, 1924
William W. La Force, First Lieut (Resigned January 15, 1926)	June 16, 1924	June 16, 1924
Franklin O. Booth, First Lieut (Resigned June 30, 1925)	June 16, 1924	June 16, 1924
Carleton W. Christian, First Lieut (Resigned Dec. 31, 1926)	June 7, 1925	June 11, 1925
Fred W. Kelly, First Lieut (Trans. to Nat Guard Res. Aug 10, 1928)	May 17, 1925	May 28, 1925
Daniel P. Brill, First Lieut (Resigned July 11, 1927)	Jan. 25, 1926	Feb. 18, 1926
Harry C. Claiborne, Second Lieut (Adjutant in lieu of 1st Lieut. Oct 31, 1925) (Promoted 1st Lieut. Dec. 31, 1925)	June 7, 1925	June 11, 1925
Harry C. Claiborne, 1st Lieut (Promoted Captain Dec. 30, 1926)	Dec. 29, 1925	Dec. 31, 1925
John B. Taylor, First Lieut (Resigned Sept. 19, 1927)	Mar. 7, 1927	Mar. 11, 1927
Clinton A. Burrows, First Lieut (Trans. to Nat. Guard Res. Oct. 31, 1929)	Mar. 21, 1927	Mar. 24, 1927
Charles N. James, First Lieut (Resigned June 20, 1928)	July 25, 1927	July 28, 1927
Alva R. De Garmo, First Lieut (Resigned June 4, 1928)	July 25, 1927	July 28, 1927
Eldo A. Peterman, First Lieut (Promoted Captain Aug. 10, 1928)	Mar. 7, 1927	Mar. 11, 1927
Earl H. Robinson, First Lieut (Trans. to com. of 115th Photo Sect. Oct. 1, 1928)	July 30, 1928	Aug. 10, 1928
Francis M. S. Miller, First Lieut (Promoted Captain Oct. 21, 1932)	July 30, 1928	Aug. 10, 1928

115TH OBSERVATION SQUADRON

40TH DIVISION AVIATION

Commanding Officers

First Lieutenants

<u>Name</u>	<u>Rank</u>		<u>Commission</u>
Allan A. Barrie, First Lieut (Trans. to Nat Guard Res. Aug 16, 1929)	July	30, 1928	Aug. 10, 1928
George C. Sherwood, First Lieut (Trans. from 115th Photo Sect., 40th Div. Aviation, Oct. 1, 1928) (Promoted to Captain, Jan. 18, 1930)	Mar.	21, 1927	Mar. 24, 1927
Allan A. Barrie, First Lieut (Promoted Captain Dec. 12, 1930)	Nov.	18, 1929	Nov. 19, 1929
Russell C. A. Larsen, First Lieut (Trans. to 115th Photo Sect., June 18, 1931)	Jan.	15, 1930	Jan. 31, 1930
John W. Sewall, First Lieut (Promoted Captain Jan. 13, 1933)	Jan.	15, 1930	Jan. 31, 1930
Earl J. Noe, First Lieut (Resigned Feb. 19, 1932)	July	20, 1930	July 25, 1930
Harry C. Claiborne, First Lieut (Resigned Feb. 5, 1934)	Oct.	19, 1930	Oct. 30, 1930
Clinton A. Burrows, First Lieut	Jan.	25, 1931	Jan. 28, 1931
Nelson P. Whittier, First Lieut (Resigned May 18, 1937)	May	11, 1931	June 6, 1931
John V. Wallen, First Lieut	July	12, 1931	July 16, 1931
Clifford R. Gard, First Lieut	Apr.	16, 1933	Apr. 20, 1933
Harry E. Gilmore, First Lieut	Apr.	15, 1933	Apr. 20, 1933
Leonard E. Thomas, First Lieut	Apr.	17, 1933	Apr. 20, 1933
Charles W. Haas, First Lieut	Oct.	25, 1935	Oct. 25, 1935
Otis D. McKenzie, First Lieut	Apr.	7, 1938	Apr. 7, 1938
Lester C. Holtan, First Lieut	Apr.	7, 1938	Apr. 7, 1938

Second Lieutenants

Fred W. Kelly, Second Lieut (Promoted 1st Lieut. May 28, 1925)	June	16, 1924	June 16, 1924
Daniel P. Brill, Second Lieut (Dropped from rolls of C. N. G., Nov. 13, 1924) (Reappointed June 17, 1925)	June	16, 1924	June 16, 1924
Harry C. Claiborne, Second Lieut (Adj. 115th Obser. Squad in lieu of 1st Lieut. Oct. 31, 1925) (Promoted 1st Lieut., Dec. 31, 1925)	June	7, 1925	June 11, 1925
Daniel P Brill, Second Lieut (Promoted 1st Lieut Feb. 18, 1926)	June	14, 1925	June 17, 1925
Clinton A. Burrows, Second Lieut (Promoted 1st Lieut. Mar. 24, 1927)	Dec.	20, 1925	Dec. 26, 1925
Charles N. James, Second Lieut (Resigned Mar. 22, 1926)	Jan.	11, 1926	Jan. 14, 1926

115TH OBSERVATION SQUADRON

(Continued)

40TH DIVISION AVIATIONCommanding OfficersSecond Lieutenants (Continued)

<u>Name</u>	<u>Rank</u>		<u>Commission</u>
Eldred L. Remelin, Second Lieut (Resigned Apr. 23, 1926)	Jan. 25, 1926		Feb. 3, 1926
George C. Sherwood, Second Lieut (Promoted 1st Lieut. Mar. 24, 1928) (Relieved from 115th Ob. Sq., assigned to 115th Photo Sec. May 3, 1926) (Promoted 1st Lieut., Mar. 24, 1927)	Feb. 8, 1926		Feb. 17, 1926
Raymond J. Schirm, Second Lieut (Resigned May 6, 1927)	Mar. 21, 1926		Mar. 24, 1926
John B. Taylor, Second Lieut (Promoted 1st Lieut., Mar. 11, 1927)	Apr. 19, 1926		Apr. 23, 1926
Eldo A. Peterman, Second Lieut (Promoted 1st Lieut., Mar. 11, 1927)	May 4, 1926		May 7, 1926
Francis H. S. Miller, Second Lieut (Promoted 1st Lieut., Aug 10, 1928)	Aug. 1, 1926		Aug. 3, 1926
John W. Sewall, 2nd Lieut (Promoted 1st Lieut. Jan 31, 1930)	Aug. 9, 1926		Aug. 16, 1926
Earl H. Robinson, Second Lieut (Promoted 1st Lieut Aug. 10, 1928)	Mar. 7, 1927		Mar. 11, 1927
Earl J. Nee, Second Lieut (Promoted 1st Lieut July 25, 1930)	Mar. 21, 1927		Mar. 24, 1927
Minton W. Keye, Second Lieut (Resigned Mar. 6, 1929)	Mar. 21, 1927		Mar. 24, 1927
William P. Williams, Second Lieut (Hon. Discharge May 10, 1927) (Discharge revoked Oct. 19, 1927) (Resigned Aug. 5, 1929)	Apr. 4, 1927		Apr. 6, 1927
Russell C. A. Larsen, Second Lieut (Promoted 1st Lieut Jan. 31, 1930)	Apr. 4, 1927		Apr. 6, 1927
Nelson P. Whittier, Second Lieut (Promoted 1st Lieut June 6, 1931)	Apr. 10, 1927		Apr. 12, 1927
Allan A. Barrie, Second Lieut (Promoted 1st Lieut., Aug 10, 1927)	Apr. 18, 1927		Apr. 26, 1927
Silas A. Morehouse, Second Lieut (Resigned June 20, 1928)	June 6, 1927		June 7, 1927
Norman H. Ives, Second Lieut (Resigned June 20, 1928)	May 14, 1928		May 21, 1928
John V. Wallen, Second Lieut (Promoted 1st Lieut July 16, 1931)	Oct. 20, 1929		Nov. 2, 1929
Harry E. Gilmore, Second Lieut (Promoted 1st Lieut Apr 20, 1933)	Sept. 29, 1929		Nov. 12, 1929
Cyril Chappallet, Second Lieut (Resigned July 1, 1930)	Dec. 6, 1929		Dec. 7, 1929

40TH DIVISION AVIATIONCommanding OfficersSecond Lieutenants (Continued)

<u>Name</u>	<u>Rank</u>	<u>Commission</u>
Clifford R. Gard, Second Lieut (Promoted 1st Lieut Apr 20, 1933)	Dec. 12, 1929	Dec. 23, 1929
Walter C. Maxey, Second Lieut (Resigned May 26, 1932)	Dec. 22, 1929	Dec. 31, 1929
Leonard E. Thomas, Second Lieut (Promoted 1st Lieut Apr 20, 1933)	Feb. 16, 1930	Mar. 11, 1930
Richard H. Hoffman, Second Lieut (Resigned Mar. 15, 1932)	June 26, 1930	July 26, 1930
Wendall H. Sanford, 2nd Lieut (Resigned October 14, 1932)	Oct. 1, 1930	Oct. 1, 1930
Richard O. Bullis, Second Lieut (Promoted Capt. Med. Corps Jan. 15, 1932) (Assigned as Flight Surgeon to 115th, Med. Dept. Detach. Jan. 15, 1932)	June 28, 1931	July 1, 1931
Charles W. Haas, Second Lieut (Promoted 1st Lieut Oct. 25, 1935)	May 31, 1932	June 1, 1932
Otis D. McKenzie, Second Lieut (Promoted 1st Lieut Apr. 6, 1938)	June 3, 1932	June 6, 1932
Loyd C. Waldorf, 2nd Lieut (Resigned June 14, 1935)	Nov. 7, 1932	Nov. 18, 1932
Walter E. Lawrence, Second Lieut (Resigned Sept 12, 1933)	May 8, 1933	May 17, 1933
Lester C. Holtan, Second Lieut (Promoted 1st Lieut Apr 6, 1938)	May 28, 1933	June 3, 1933
Charles P. Roberts, Second Lieut (Trans. to 115th Photo Sec. in Lieu of 1st Lieut Sept 10, 1935)	Oct. 27, 1933	Oct. 27, 1933
Aubrey S. Hurren, Second Lieut (Resigned June 17, 1938)	Nov. 23, 1934	Nov. 23, 1934
Jack S. Southard, Second Lieut	Sept. 20, 1935	Sept. 20, 1935
Clarence A. Shoop, Second Lieut	Oct. 21, 1935	Oct. 21, 1935
Orville E. Mehler, Second Lieut	Oct. 8, 1936	Oct. 10, 1936
Cecil E. West, Second Lieut	June 10, 1937	June 16, 1937

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40TH DIVISION AVIATION

Activities:

The history of the 115th Observation Squadron, 40th Division Aviation, dates from March 25, 1924, when General R. E. Mittelstaedt, Adjutant General of the State of California, addressed a letter to the Militia Bureau, Washington, D. C., stating that the time to organize an Air Service Unit in California, was at hand, and that the office of the Adjutant General was willing and anxious to proceed with its formation, providing the Militia Bureau would authorize same.

In reply to the Adjutant General's letter, the Militia Bureau, on April 5, 1924, authorized the immediate organization of the 115th Observation Squadron, 40th Division of Aviation.*

The Adjutant General recognized the importance of organization of a unit for Air Service for State and National defense and appreciated the fact that although six years had elapsed since the signing of the Armistice after the World War, California was still without an Air Unit, regardless of the fact that Air Service was a necessary branch of the National Guard.

General Mittelstaedt, acting upon the authorization from the Militia Bureau, ordered the organization of an Air Squadron to be known and designated as the 115th Observation Squadron, 40th Division Air Service. This Unit was organized, mustered into the service of the State and Federally recognized on June 16, 1924. Hangars and eight Air Planes were furnished by the United States. Corliss C. Moseley, First Lieutenant in the United States Army, was placed in temporary command and performed the duties of flight instructor for the Squadron, from the date of its organization until August 30, 1924, when he was commissioned Major and assigned to the command of the 115th Observation Squadron, 40th Division Air Service. This Squadron was the first unit of the 40th Division Air Service to be organized in the State of California.

The 115th Observation Squadron was proud of the fact that the morale of the officers was rated among the highest in the organizations of the California National Guard. Many of the original officers of the Squadron had served in the Division of Aviation in France, during the World War, and had been decorated for valor in action. The wide experience of these officers placed the unit in excellent standing in the California National Guard.

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*Letter from Militia Bureau on file Adjutant General's Office, April 5, 1924.

40TH DIVISION AVIATION

Activities: (Continued)

When the 115th Observation Squadron, 40th Division Air Service, was formed in 1924, the Unit held its meetings at Clover Field, Santa Monica, using Reserve Equipment planes for flying. Later on, the Squadron met at the National Guard Armory and also at the University of Southern California. In 1925, several months after its organization, the Squadron moved to permanent quarters at Griffith Park, Los Angeles.*

The City of Los Angeles showed its appreciation for the Aviation unit and actively backed the organization by providing an excellent flying field in the park and appropriated \$10,000.00 to put the field in perfect condition, installing the necessary light and power lines, fences, roads and two large steel hangars which were furnished by the United States Government.** The flying field consisted of one hundred sixty acres of land and many buildings for the purpose of adequately housing the large amount of equipment assigned to the unit, and a temporary office, small but adequate, was constructed. Authority was received for the construction of additional hangars with concrete floors which were necessary for housing the planes. The flying field was admirably situated, being only fifteen minutes drive from the business district of Los Angeles.*** As soon as the air field was completed all the planes, which had been previously stored elsewhere, were placed in the hangars.

The officers of the Observation Squadron entered enthusiastically and energetically into a hard training schedule, realizing that the unit was new, and had many lessons to learn in aviation; and that hard work and earnest endeavor would reflect credit on the organization.****

The first annual encampment of the 115th Observation Squadron, 40th Division Air Service, was held at their home station, Griffith Park, Los Angeles, in July, 1925. The activities of the Squadron were termed, "The Battle of Lasky's Ranch." An imaginary enemy army having landed from sea at Ventura, had moved south along the coast highway into San Fernando Valley, taken possession of the railroad from San Francisco, and was camped in a tract of land surrounding the abandoned buildings on the Lasky ranch, making preparations to capture the city of Los Angeles. The ever alert Intelligence Section of the 115th Observation Squadron of the 40th Division Air Service, California National Guard, had been surreptitiously observing the maneuvers of the invading forces, and on the morning of July 4, 1925,

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*California Guardsman June 1936, page 27.

**California Guardsman February and March 1925, page 19.

***California Guardsman February and March 1925, page 19.

****California Guardsman February and March 1925, page 19.

Activities:

the Air Squadron, completely equipped, moved into a location at a point midway between the enemy sector and the city of Los Angeles, to observe, repulse and turn back the advancing enemy.*

Seventy-six enlisted men and ten officers had, on the evening of July 4th, established camp and erected tents on the ranch. Mess facilities were in operation and the men were working hard to prepare the six Curtiss Observation Air Planes for night flying over Los Angeles, for the purpose of aiding the Defense Day test by making an aerial reconnaissance of the scene of activities from a 3,000 foot altitude, simulating an aerial night flight and bombing ~~the enemy~~ attack on the enemy.** In place of actual bombs, Lieutenant F. W. Kelly and Technical Sergeant, A. Mac Donald, installed electrical connections and fireworks on the air plane. Both wings on each plane were equipped with 24,000 candle power magnesium flares, which were composed of a material that would leave a shower of sparks behind the plane for a distance of five or six hundred yards when set off. Flood lights for night landing were installed on top of the hangars and communication from air to ground by Very Signals was arranged. The entire city of Los Angeles was advised in advance of the anticipated flight.

Six air planes took off immediately after darkness had descended, in two Echelon formations of three each, and by means of small night flying navigation lights on the fuselages of the planes, kept in perfect formation until an altitude of 3,000 feet had been attained. The first formation was led by Major C. C. Moseley, who was followed by Lieutenant C. W. Christian and Lieutenant H. C. Claiborne in the other two ships; the second echelon was led by Captain J. W. Osgood, accompanied by Lieutenant H. F. Graham and Lieutenant F. W. Kelly.*** The roar of the air planes, which were entirely invisible from the ground caused the populace of Los Angeles, Glendale and Hollywood to realize the possibility of danger; the ease with which an enemy could attack and destroy cities by night; and brought many excited and dismayed citizens from their homes. Each pilot then touched off a fuse and two great tails of fire shot out behind each plane. The six planes, flying in two formations of three planes each, over different sections of the three cities with great streams of light projecting from the wing tips, making vaguely visible the outline of the air planes themselves, resembled giant comets shooting across the sky and demonstrated the ease with which an enemy could drop huge bombs on large office buildings, toppling them to the ground and ruining industries and homes.**** Next came the breaking up of the straight flying formations, the planes suddenly going into loops, spirals and

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*California Guardsman July and August, 1925, page 10.

**California Guardsman July and August 1925, page 10.

***California Guardsman July and August 1925, page 10.

****Calif Guardsman July and August 1925, page 10 and 11.

40TH DIVISION AVIATION

Activities: (Continued)

dives, demonstrating that an imaginary combat with the enemy forces in the skies was on.* After the flying demonstrations were over, the Squadron planes returned to the landing field and all lights were turned off so as to remain hidden from the enemy forces.

Spies were sent into enemy territory next morning and breaking through their lines laid out panels in the various movie villages so that at a signal shot from our planes as they later flew over the enemy sector, notifying of the exact location of the enemy forces and supplies, so that, simulating actual battle conditions, our bombardment and attack airplanes and artillery might destroy the hostile forces.**

The headquarters of all operations was at Griffith Park, Los Angeles. At intervals, mostly in the early morning, the Squadron would proceed into hostile territory. Owing to a shortage of Officer Observers in the Squadron, especially officers who had served with Pursuit Squadrons at the front, non-commissioned officers were chosen to act as Observers on these missions and were trained in map sketching, communication and observation duties. The Squadron was very fortunate in securing a map of the sector in question, made in 1894, and due to the many changes that had taken place in Southern California, it became necessary to sketch in many railways, reservoirs, roads etc, making the observation missions more difficult and more closely resemble actual battle conditions. However, excellent practice was afforded the newly enlisted observers in map reading and drawing, as well as in cross country flying experience.***

All these missions and maneuvers were carried out during the first week for two hours in the morning and two in the afternoon, giving the pilots and observers four hours of strenuous flying daily. In addition to the day flying a great deal of voluntary night flying was done by the pilots, sometimes until late in the night, assisted at all times by flood lights and night flying equipment erected at the airdrome.

By the end of the first week, on account of the superior modern war time equipment in use by the imaginary enemy, it was assumed that the Los Angeles airport had been made untenable and it became necessary to make a quick move of all troops, supplies and airplanes to some hidden location unknown to the hostile forces, but close enough so the Squadron could continue to function as a defensive and observation unit.**** Big Bear Lake in the mountains,

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*California Guardsman July and August 1925, page 11.

**California Guardsman July and August 1925, page 11.

***California Guardsman July and August 1925, page 11.

****California Guardsman July and August 1925, page 11.

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Activities: (Continued)

one hundred twenty miles from Los Angeles, was decided upon for an over night move. Three large auto busses were put into service to transport the troops and all necessary emergency equipment to the designated place in the mountains at an altitude of six thousand eight hundred feet. Camp was set up amidst the pine trees near The Tavern, where all was securely hidden from the prying eyes of the hostile forces.* Officers piloted their airplanes, six Curtis, one TW-3 and one DH-4B, to their destination at Big Bear Lake, in one and one half hours without a mishap and as the field resembled a meadow instead of a landing field, their planes were safely concealed among the pine trees. Officers and men were billeted for the night at The Tavern.

The people of Pine Knot, a village near the lake, gave the Squadron a reception; the men were taken for a sight seeing trip on the lake and were royally entertained during the entire evening.** From this outpost the Squadron could observe all possible movements on the part of the imaginary hostile forces through the two passes between the mountains. The Southern Pacific and Santa Fe railroads ran near by through Cajon Pass and San Geronimo.

After a supposedly prolonged encampment at Big Bear Lake, having been reinforced and with additional equipment and valuable information concerning railroads and highways the Squadron broke camp the following day and returned to their main base at Los Angeles Airport, where they again took up the offensive. Trucks with equipment and airplanes left the temporary base at the time planned and arrived at Griffith Park airport according to schedule. This same accuracy of schedule was carried out on all the movements to and from the new base at Big Bear Lake.*** The night flying of the Squadron created much favorable comment from newspapers and periodicals and many letters and telephone calls were received from various sections where the people had been able to see the fire works display. From as great a distance as twenty seven miles, the display was seen and was visible from all beach cities and as far north as Calabasas. It is believed that the 115th Observation Squadron was the only National Guard Squadron in the United States to carry on night flying and training during encampment.

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- *California Guardsman July and August 1925, page 11.
- **California Guardsman July and August 1925, page 14.
- ***California Guardsman July and August 1925, page 14.

115TH OBSERVATION SQUADRON (Continued)
40TH DIVISION AVIATION

Activities: (Continued)

The Curtis airplanes with which the 115th Observation Squadron was equipped were not practicable for the operation of parachutes from the front seats, therefore, all the airplanes of the Squadron were remodeled prior to the encampment to permit the pilot to easily and quickly eject himself from the airplane in an emergency, which previously was impossible. The compartment was rearranged, the cowling between the pilot and observer seats were cut away and aluminum seats were installed replacing the wicker seats and allowing the pilot to immediately slip out of the rear cockpit and clear himself in an emergency.* Major Henry J. F. Miller, air service representative of the Militia Bureau at Washington, D. C., visited the camp and was highly pleased with the entire encampment. He commented particularly on the change that had been made in the planes for the safety of the pilots in the use of parachutes in an emergency. Major Miller was so impressed by the improvement in the airplanes that he ordered blue-prints of the alterations prepared so that the entire National Guard Air Squadron throughout the United States might be requested to remodel their ships in the same manner.**

Many other distinguished visitors were frequent guests at the camp throughout the two weeks, including Colonel T. F. Lahm, Air Officer of the 9th Corps Area at the Presidio, who flew in and inspected the camp. General R. E. Mittelstaedt, Adjutant General of California, spent a day reviewing the maneuvers. Friend W. Richardson, the Governor of California, visited the Squadron and was guest of honor at a luncheon given by the Officers of the Aviation Unit. Colonel William Mitchell, formerly Assistant Chief of the air service, also visited the encampment and was a welcome guest owing to the fact that many of the Officers of the 115th Observation Squadron had served under Colonel Mitchell at the front. Colonel Mitchell praised the unit highly on their accomplishments, and was especially pleased with the layout in the Operations room and with the type of Missions that were carried out.***

*The chief and last maneuver at the encampment of the 115th Observation Squadron for 1925, was a flight under sealed orders to San Francisco. This flight was sponsored by one of San Francisco's leading newspapers and prizes of \$1,000.00 were offered. The airplanes were immediately overhauled, each pilot supervised the work on his own plane, while at the same time he was mapping the route to be taken and securing data in perfecting the anticipated flight. The schedule was

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*California Guardsman July and August 1925, page 19.

**California Guardsman July and August 1925, page 19.

***California Guardsman July and August 1925, page 19.

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Activities: (Continued)

worked out by Major C. C. Mosaley, commanding officer of the Squadron, and Lieutenant Eugene Bailey, regular Army Inspector, at the encampment. Sealed orders were given to each pilot, the first of which was not to be opened until the morning of departure from the Airport in Los Angeles. Orders containing instructions for each leg of the flight were handed the pilots at certain points until their arrival in San Francisco.*

The flight started at five A. M., Friday, July 17, when the first pilot left the home airdrome and the remaining pilots left at fifteen minute intervals thereafter. Stops were made at Bakersfield, Fresno, Modesto, Sacramento and San Francisco, all planes arriving safely on schedule at each point excepting the plane piloted by Captain Baer. Due to engine trouble Captain Baer made a forced landing near Sacramento, which unfortunately put him out of the running.**

The pilots and observers were received with great enthusiasm by the officials of Cressy Field, San Francisco, escorted to the city by a motorcycle squad and the following day, July 18th, the first pilot left San Francisco for Sacramento at one thirty P. M., the other planes following at fifteen minute intervals. They remained in Sacramento over night, returning to Los Angeles on Sunday, July 19th.*** The Squadron was received at Los Angeles, by an enthusiastic crowd of spectators and judges at about noon on that day. Many visiting airplanes of the United States Army, Navy and Marines arrived during the morning from San Diego, to welcome the returning air men after their flight to San Francisco and return.****

A total distance of one thousand two hundred and fifty miles was covered by the flight. Lieutenant Carleton W. Christian and his observer, Lieutenant Daniel P. Brill and Lieutenant Maurice F. Graham, with his observer Sergeant P. W. Hargrove, tied for first honors, each being four minutes off schedule; the first and second pilots' prizes of \$350.00 and \$250.00 each were pooled and divided between Lieutenant Christian and Lieutenant Graham; and the observers' prizes of \$150.00 and \$100.00 were handled likewise. Lieutenant F. W. Kelly, with his observer, Sergeant Russell took third prize of \$100.00 and \$50.00 respectively. +

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- *California Guardsman July and August 1925, page 19.
- **California Guardsman July and August 1925, page 19.
- ***California Guardsman July and August 1925, page 19.
- ****California Guardsman July and August 1925, page 20.
- +California Guardsman July and August 1925, page 20.

40TH DIVISION AVIATION

Activities: (Continued)

The 115th Observation Squadron enjoyed a successful year in 1925. With eleven officers and ninety-five enlisted men, they maintained an average weekly percentage of attendance at drills of 77.83%.*

On Saturday morning, September 4, 1926, the 115th Observation Squadron, 40th Division Air Service, California National Guard, assembled at their home station at Griffith Park, Los Angeles, for another yearly encampment, the second to be held by the squadron. Captain James W. Osgood, in the absence of Major C. C. Moseley, who was on leave, was in command of the Squadron. The encampment lasted two weeks with intense training in all branches of aviation. Instruction was given on motors, rigging, theory of flight, photography, developing, printing and various other important details.** A general routine was followed during the entire encampment and included a flight to Ventura, California, on Saturday, September 11th, in quest of recreation and to gain greater knowledge of war maneuvers. The flight was completed September 12th.

The 115th Observation Squadron stood third among the National Guard units in the United States in actual hours spent in the air in 1926, according to a statement from the Chief of the Militia Bureau at Washington, D. C.*** During three years of activities and intense training of the Observation Squadron no fatalities occurred, thus proving that the unit was efficient and capable of handling their airplanes.****

On November 24, 1927, an attempted prison break occurred at Folsom Prison, near Sacramento, and Adjutant General R. E. Mittelstaedt, ordered two airplanes equipped with machine guns and radio to proceed to Mather Field, Sacramento, to be held in readiness for duty at any moment. The two airplanes with seven men proceeded from Los Angeles to Mather Field as directed but as none of the prisoners at Folsom escaped, the planes were not needed and returned to the home station at Griffith Park, Los Angeles.+

One of the outstanding pilots of the 115th Observation Squadron, 40th Division Air Service, was Captain John H. Jeffers, who was promoted to Major on August 10, 1928. Major Jeffers who had actual war time experience with the first American Squadron at the front, known as the Hat in the Ring Squadron,+ had received

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*California Guardsman February 1926, page 23.

**California Guardsman September 1926, page 3.

***California Guardsman September 1926, page 7.

****California Guardsman March 1927, page 10.

+California Guardsman March 1927, page 10.

+California Guardsman September 1928, page 8.

40th DIVISION AVIATION

Activities: (Continued)

many decorations for bravery and also received the Distinguished Service Cross in the name of the President.

One important part of the operations of the Observation Squadron was the collecting of meteorological data which serves to determine flying conditions in fog and stormy weather. The collecting of such data was begun by the Squadron in 1928, and proved to be of great value to the fliers.*

The annual field training and encampment of the Squadron for the year 1928, was again held on their own field at Griffith Park, Los Angeles, August 11th to 25th inclusive, with Major John E. Jeffers commanding. During the two weeks training and encampment the Squadron was inspected by Lieutenant Walthall, United States Army Operations Officer from Crossy Field, San Francisco. The encampment was visited by Brigadier General E. E. Mittelstaedt, the Adjutant General of California. Many activities and much training were performed by the Squadron, including an over night bivouac at Rockwell Field, San Diego. The Squadron camped near Spanish Bight on North Island, the night of August 15, 1928. While at Rockwell field they participated in a massed formation flight leading nearly four hundred airplanes that were there for the Air Meet on August 15th, 1928.** The Squadron participated in the air races held in Los Angeles, in 1928, and although the Squadron airplanes were of inferior quality they made a good showing.***

Early in 1929, many changes were made in the manner of training the 115th Observation Squadron. The personnel was divided into groups or sections: - Armament, Communication, Transportation, Engineering, Headquarters and Supply. Provisions were made whereby each section was under the personal supervision of an officer who gave each man personal and individual training. The system changed the plans and centralized the unit for all instructional work and created a decentralized organization for specialized training and instruction. This was done for the purpose of creating specialists among the officers and men in their particular line of activity.**** Evidence of the special and intensive training of the fliers since the organization of the Squadron in 1924, was apparent from the splendid showing they made. The Observation Squadron of the California National Guard

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- *California Guardsman September 1928, page 8.
 - **California Guardsman September 1928, page 11.
 - ***California Guardsman October 1928, page 18.
 - ****California Guardsman January 1929, page 18.
- Order No. 4.

40TH DIVISION AVIATION

Activities: (Continued)

led the entire National Guard in the United States with their excellent record for miles safely flown. During the past four years the Squadron had flown over 1,260,000 miles without a single fatality or serious accident to war its record*

For the first time since its organization, the annual Field training and Encampment for the year 1929, was held at San Luis Obispo, in conjunction with the Signal Corps and other units of the California National Guard, July 21st to August 4th inclusive. The air Squadron proved of great value and assistance in the maneuvers as the different units were supplied with spotting information from the air which hitherto had been unavailable to them.

The annual Field Training and Encampment for the year 1930, was held July 26th to August 9th, with the usual activities and training in the different branches of the Aviation Service.

At all times Armory Drills and Encampments were strictly under Military Organization and all other operations were under direct charge of the Field Superintendent, who was responsible to the Commanding Officer for the proper functioning of all activities, and all airplanes assigned to the Squadron were flown by regular National Guard pilots or Regular Army Instructors only. Every flight had a mission with a definite objective covered by proper orders. Reports of all missions were turned in at the instructors' office immediately upon completion of a flight. Cross country flights of the 115th Observation Squadron were made only when the officer in charge authorized the flight. A cross country flight was defined as one in which a premeditated landing was made away from a home station. On all cross country flights, telegraphic reports of the time of arrival and departure from all stations must be issued in advance of any anticipated flight. All telegrams were addressed to Commanding Officer, Griffith Park, Los Angeles, California. No pilot was allowed to depart on a cross country flight without first securing information on flying conditions, and that the elements were suitable for making such flights.**

On May 13, 1931, five airplanes of the 115th Observation Squadron, 40th Division Aviation, took off from the Glendale National Guard Airport for Dayton, Ohio, for the purpose of attending the National Air Corps Maneuvers. This flying unit of the 115th Observation Squadron was commanded by Captain George Sherwood, Lieutenants John Sewell, Paul Whitten and Richard Hoffman. Lieutenant James Carroll, Army instructor, was in charge of one of the airplanes. The

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*California Guardsman January 1929, page 18.

**Orders 40th Division Aviation 1930, General Order No. 4.

40TH DIVISION AVIATION

Activities: (Continued)

Five airplanes of the 115th Observation Squadron, California National Guard, were upon arrival at Dayton, Ohio, organized into the 22nd Observation Wing. National Guard Air Units from nineteen states, ranging from Massachusetts and New York to Washington and California, and from Michigan to Texas, took part in the National Air Corps exercises. Each state was represented with five airplanes, making a total of ninety-five planes. This was the first time in the history of the flying Corps that National Guard Units were called upon to participate in National Air Corps exercises.*

Flying in an Air Division was a new experience for the pilots of the California Air Unit participating in the exercises. It was determined at this Air Meet that each state had performed many valorous deeds through its branch of the Air Service. Doing relief work, observing forest fires and delivering food, were among them. The California unit was especially mentioned for its work in carrying mail, caring for the sick and quelling prison breaks.**

When the air maneuvers were over at Dayton, Ohio, the representative unit of the 115th Observation Squadron, returned to its home at Griffith Park, Los Angeles, California, arriving there June 3, 1931. Each airplane of the 115th Squadron that participated in the National Air Corps maneuvers had flown approximately one hundred hours including time from Griffith Park, Los Angeles, to Dayton, Ohio, and return.*** Chief of Staff of the United States Army, General Douglas MacArthur, commended the officers of the Aviation unit of the California National Guard, for the efficient manner in which they performed the work that was assigned to them during the National Air exercises at Dayton. The unit demonstrated a high degree of training and morale which placed them on an equal footing with the National Air Corps. The Chief of the Militia Bureau, W. H. Waldron, also expressed his personal gratification for the co-operation of the unit which assisted so greatly in making the maneuvers a complete success and especially for the manner in which the safety maneuvers were carried out.****

The annual State Field Training and Encampment of the 115th Observation Squadron was held July 19th to August 2nd, 1931, at San Luis Obispo. Eighteen Officers and eighty enlisted men with nine airplanes participated. During the training, three hundred eighty-five aircraft hours were flown, with fifty-seven

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*California Guardsman May 1931, page 4.

**California Guardsman May 1931, page 4.

***California Guardsman June 1931, page 13.

****California Guardsman August 1931, page 13.

40TH DIVISION AVIATION

Activities: (Continued)

observer hours to the credit of the unit. The flying equipment used were five Douglas O-17's.* Many cross country flights were made during the encampment. The personnel of the Squadron, while in training at San Luis Obispo, was entertained July 29, 1931, by the Hancock School of Aviation at Santa Maria, California. Through Major Ross McBride, Executive Officer, the school extended the hospitality of quarters and meals to some of the officers who were interested in the advanced methods of instruction practiced in the school. The Squadron was divided into three flights demonstrating modern aerial bombing methods on the Hancock Field and for the benefit of the residents of Santa Maria, the Squadron maneuvered after dark to demonstrate night formation flying.

Again on November 11, 1931, two airplanes of the Squadron proceeded to Ventura, California, where they participated in the American Legion Armistice Day celebration and on completion of the air maneuvers, the planes, piloted by Lieutenants Wallen and Sewell returned to Los Angeles.**

On May 15, 1932, the 115th Observation Squadron, 40th Division Aviation, was inspected by Captain E. B. Bayley, Aviation Corps Unit instructor. In the afternoon of the date of inspection, a problem between the 115th Squadron, the Army Air Corps Reserve of Long Beach and the Naval Reserve Aviation of the same Station took place. The problem was carried out off the coast, between Fort McArthur, San Pedro and Oceanside, California. It involved radio communications, the time element, light bombardment, observation and pursuit tactics. After the problem was completed all ships that participated were landed at Long Beach, California, where a critique was held.*** One of the radio equipped planes, piloted by Lieutenant J. V. Wallen, with staff Sergeant, A. Windberg as operator, flew several miles off shore and welcomed to California on behalf of the 40th Division, California National Guard, Major General George E. Leach, Chief of the Militia Bureau, who was aboard the Transport Republic, enroute to San Francisco via the Panama Canal.

General Leach accompanied by Brigadier General Seth E. Howard, The Adjutant General of the State of California, Lieutenant Colonel John N. Jeffers, Air Officer of the 40th Division Air Staff and others, thoroughly inspected the 115th Observation Squadron, troops, flying equipment and all sections on May 22, 1932.****

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*California Guardsman May 1931, page 4.

**Orders 40th Division Aviation 1931, Operations Order No. 19, Nov. 11, 1931.

***California Guardsman June 1932, page 10.

****California Guardsman June 1932, page 10.

40TH DIVISION AVIATION

Activities: (Continued)

A two way radio plane was directed from the ground by General Leach, as one of the events of the day. Tactical operations for the morning consisted of a three plane artillery adjustment by radio, a five plane review formation, two planes on aerial gunnery and one plane on instrument (blind) flying.* Again on June 26, 1932, the Squadron carried out the usual Sunday drill operations, including communication by radio, target and gun practice. The Squadron also flew a six planes review formation in honor of Mayor John A. Porter of Los Angeles.** On June 28th a four plane blank file funeral formation was put on during services for Ray Wilson, stunt flier, killed in a plane crash at Dry Lake, June 25, 1932.***

Final drill before the Squadron entrained for field service at San Luis Obispo, was held July 9, 1932.**** On July 10th, the officers of the Squadron left their home station in Los Angeles, for their annual training and encampment.***** The Observation Squadron was under command of Major Aldo Peterman. The encampment which included the entire 40th Division was the most successful and satisfactory of any of the four camps in which the Air Corps had participated.+

The Squadron not only completed its schedule of training as prescribed for Air Corps Officers but completed many co-operative missions with the Infantry and Coast Artillery. In addition to the Dive Bombing course, which consisted of dropping twelve fifty pound bombs from vertical dives of two thousand feet, the pilots practiced aerial gunnery.++

The communications section between ground and plane and between planes in the air was established and enabled the Aviation Section to observe Artillery fire and report corrections, and to observe and report movements of the Infantry with a speed and accuracy hitherto unobtainable.

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*California Guardsman June 1932, page 10.

**California Guardsman July 1932, page 15.

***California Guardsman July 1932, page 15.

****California Guardsman July 1932, page 15.

*****California Guardsman July 1932, page 20.

+California Guardsman August 1932, page 12.

++California Guardsman August 1932, page 12.

40TH DIVISION AVIATION

Activities: (Continued)

The Observation Squadron of Aviation, in carrying out training maneuvers with the Artillery and Infantry used new methods in 1932, and the one which was of the most importance was a system known as the Lay On Me method. This method was used on moving objects known as Fugitive Targets, on which the Artillery had not received firing instructions, and in cases where it was imperative that the guns Get On the target with a minimum of delay. The Air Observer having seen an important target, radios the code signal: - Train your guns on me for range and deflection. The airplane then pursues a direct course from the battery to the target, immediately over which the observer radios, "Target". The artillery commander having the direction of the target from the known altitude and size of the airplane, can compute the range.* This method was found to be so successful that the guns were on the target in twelve minutes. It was expected that with more practice the Air Squadron would materially assist the Field Artillery and would become of great importance in the National defence.**

In addition to the strenuous training activities of the Maneuvers, Lieutenant Haas and private Hebner took to the air and when they had attained an altitude of two thousand five hundred feet, started a dive, pulled the wings off their old training ship and then bailed out. The spectators were horrified to see the plane disintegrate in the air, but a second later they were overjoyed when they saw the two occupants clutching their rip cord rings and soon were expectantly waiting official invitations to the world famous Caterpillar Club. The spectators were all joyous that the whole affair and adventure ended with only the loss of a four year old training plane.***

The field training and encampment of the 115th Observation Squadron, 40th Division Aviation, for the year 1933, commenced with unusual efficiency and interest. The Squadron carried out its usual training activities and as the encampment drew to a close the five and one half airplanes of the Squadron left camp Saturday morning (after pay day) for their home station. Good old No. 10, the last of the Liberty jobs, was the plane which was referred to as the "one half". It was an even bet when this plane took off, whether it would return all together or in pieces. The plane had so many cracked water jackets that during the last few days of the encampment it became necessary for the pilots to wear raincoats while flying it.****

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*California Guardsman August 1932, page 12.

**California Guardsman August 1932, page 12.

***California Guardsman August 1932, page 12.

****California Guardsman July 1933, page 4.

40TH DIVISION AVIATION

Activities: (Continued)

On February 11, 1934, the 115th Observation Squadron, 40th Division Aviation was called upon by the President of the United States to furnish airplanes to carry United States mail. Four planes were provided by the Squadron, one of which was unfortunately wrecked at Cheyenne, Wyoming, when two officers met their death.*

The calling of the Observation Squadron airplanes for mail service created an acute shortage of planes and seriously curtailed the routine training of the Aviation unit. However, the planes proved of great service to the Government in the emergency which confronted it in transporting United States mail.** In the month of April 1934, the Squadron was no longer without planes. Those furnished by the 115th Squadron was not satisfactory to the regular army fliers, so they grounded them and turned them back to the Squadron at Griffith Park.***

On Army Day, April 6, 1935, the 115th Observation Squadron participated in a celebration with twenty-two Boeing planes from the Seventeenth Pursuit group at March Field. Martin bombers from San Diego also participated in the celebration. The big two seater planes of the Observation Squadron circled in close formation from their home station at Griffith Park.**** The Observation Squadron assisted at the opening of the California Pacific International Exposition at San Diego in 1935. The exercises were held at Balboa Park, San Diego.

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In October 1935, the 115th Observation Squadron made a flight in five National Guard airplanes to the National Guard Association convention at Santa Fe, New Mexico. The pilots and officers making the flight were Major Peterman, Captain Robinson, Lieutenant Gard, Lieutenant Thomas, Sergeant Arnson and Sergeant Huber. They left Griffith Park at six thirty A. M., October 23rd, in four planes; then Captain Barrie and Lieutenant Holten left at nine P. M., making a night flight and joining the other planes at Winslow, Arizona.***** The Squadron spent the night at Winslow, and left next morning October 24th at eight thirty o'clock, following the route of the Department of Commerce Airways to Flagstaff, thence to Gallup and Albuquerque, New Mexico and on to Santa Fe, arriving there in the late morning of October 24, 1935. † Adjutant General Morehead, Major Armstrong, State Staff California National Guard and Major Giles, Army Instructor,

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*California Guardsman March 1934, page 21

**California Guardsman March 1934, page 21.

***California Guardsman March 1934, page 21.

****California Guardsman April 1935, page 17.

*****California Guardsman December 1935, page 13.

†California Guardsman December 1935, page 13.

40TH DIVISION AVIATION

Activities: (Continued)

together with the Air Corps Officers comprised the California delegation.* A meeting of the Air Corps delegation of the National Guard was held in the Capitol Building at Santa Fe on October 25th. An analysis of the activities of the 115th Observation Squadron and the number of hours of actual flying for the years of 1934 and 1935, placed the efficiency rating of the 115th Observation Squadron well up among the National Guard units of the United States.**

When the National Guard Association convention was over, the California National Guard unit of Aviation left Santa Fe, New Mexico, at six A. M., October 26th and arrived at their home station at two thirty P. M., the same day.*** The Air Corps News Letter of the United States Army in its May 1936 issue, praised the efficiency of the 115th Observation Squadron. A record of thirty thousand flying hours without a serious injury or a fatality was an exceptional record for army flying units.**** Lieutenant Colonel John N. Jeffers, formerly Major of the Squadron, and Major E. A. Peterman were outstanding officers and were given much of the credit for the wonderful advancement of the California Observation Squadron of Aviation.*****

On June 1936, the 115th Observation Squadron had seventeen highly trained pilots and four observers; this comprised the commissioned strength of the Aviation unit of the California National Guard.†

Aerial gunnery and bombing by the Observation Squadron was completed early during the encampment for 1936. The ground target gunnery practice was held on the Muroc Dry Lake range before the encampment started, leaving only tow target shooting and bombing for the encampment training period.††Towed Sack firing was done over the ocean; and the bombing was directed at a target located on a hilltop. The target called the Tow Sack was used for both fixed and flexible guns. The Sack or Target was fifteen feet in length and three

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- *California Guardsman December 1935, page 13.
- **California Guardsman December 1935, page 13.
- ***California Guardsman December 1935, page 13.
- ****California Guardsman June 1936, page 28.
- †California Guardsman June 1936, page 28.
- ††California Guardsman August 1936, page 22.

40TH DIVISION AVIATION

Activities: (Continued)

feet in diameter. The bombs were dropped from a diving plane on a circle one hundred twenty feet in diameter and with a twelve foot Bull's Eye. Lieutenant Charles Haas led the fixed gun score with seventy seven points, Captain Allan Barrie headed the list of bombers with forty points and Lieutenant A. S. Hurren won high honors with the flexible gun, with two hundred twenty-eight points.* The airplanes used in the demonstrations were Douglas Observation types. Three planes borrowed from the Observation Squadron of the National Guard of the State of Washington, stationed at Spokane, were returned there, ending the camp and training maneuvers for the year 1936.**

On May 15, 1937, Harbor Day, eight planes of the 115th Observation Squadron flew in review formation over San Pedro, assisting in the dedication of Reeves Field, the new Navy landing field just completed.***

Later in the month, on May 20th, First Lieutenant Vic Wallen departed for Pittsburgh, Pennsylvania, and on May 29th, First Lieutenant L. C. Thomas with Sergeant R. Balcaen, as observer, left for New York City.****

Under command of Major Eldo A. Peterman, the 115th Observation Squadron entered the 1937 Field Training Encampment at San Luis Obispo on July 31st, and upon completion of training activities there, the Squadron returned to the home Station at Griffith Park, where they arrived August 15, 1937.

Since the organization of the 115th Observation Squadron, 40th Division Aviation in June, 1924, the unit has progressed and advanced very materially. It has proven of great worth and assistance to the other units of the California National Guard in field training activities. The Squadron has developed into one of the most important units for our State and National defense.

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*California Guardsman August 1936, page 22.

**California Guardsman August 1936, page 22.

***California Guardsman June 1937, page 21.

****California Guardsman June 1937, page 21.