

MARCH FIELD REOPENS FOR TRAINING, 1927-1931

by R. Bruce Harley

A U.S. Air Force base near Riverside, California, affectionately known as “March Field” through several formal name changes, is the oldest operational base in California. The field opened for flying instructions on July 1, 1918. It was first named as Alessandro Flying Training Field, but the name was changed to March Field on March 20, 1918 to honor 2nd Lieutenant Peyton C. March, Jr., killed a few days previously in a plane crash in Texas. He was the son of the then acting Army Chief of Staff, Major General Peyton C. March. After the installation’s first training era, 1918-1921, the base was closed for five years.¹

The announcement of the pending phasedown came on May 21, 1921 and provided a year’s time to accomplish closure by the beginning of the next fiscal year on July 1, 1922.² A last open house was held on June 10, 1922, although there was no air show, since the planes had been dispersed to other bases nine months previously. However, visitors could see for themselves that the installation was in a state of readiness for reopening and was not being abandoned as though it were a played-out western mining camp.³

Reflecting the post-war neo-isolationist mood of the country coupled with planning for the approaching Washington Disarmament Conference (1921-1922), Congress reduced the number of personnel allowed in the Army appropriation measure for fiscal year 1923.⁴ Yet, in terms of long range planning, there was a persistent feeling that a valuable asset such as

March Field would be reopened sooner or later. Political indications were that March would be the first school to reopen when new enabling legislation provided sufficient funds and authorized personnel.⁵

Meanwhile, various base functions were gradually terminated, although the original closure date was not met. By April 4, 1923, all phased-down requirements had been met, and the last base commander was relieved of duty and reassigned. The field was placed in charge of a lone enlisted man. For the next four years, Master Sergeant William J. Anderes lived with his mother in the commander's quarters, the only house on the base. Occasionally, he had visitors when flyers from other fields such as Rockwell (San Diego) dropped in for gas stops as in the pre-March days of Alessandro Flying Strip, 1917-1918. A telephone call resulted in a tank truck being dispatched from Riverside to provide the necessary fuel. Flyers also found it convenient to borrow Sgt. Anderes' car to explore the attractions of Riverside. The sergeant's greatest achievement was preventing the Santa Fe Railway from tearing up their spur track to the field. To preclude losing the spur, the government bought the trackage on April 15, 1925.⁶

A year later, the Air Service—separated from the Signal Corps in 1918—was renamed the Army Air Corps by Congressional action on July 2, 1926. As a feature of this renewed interest in Army aviation, a five-year plan was established. Beginning in fiscal year 1927, the pilot training program was to expand, and tactical units were to be reactivated. This plan was to be completed by fiscal year 1932. Tensions in Europe featuring initially Italy's Benito Mussolini in the mid-1920s did not augur well for the peace presumably brought by World War I.

Accordingly, funds were appropriated on January 13, 1927 for reopening March as a primary air training base on the premise that Randolph Field would be constructed in Texas to assume all of the basic training function by mid-1931. To support such a renewed enterprise at March until permanent buildings could be built, an extensive remodeling and construction program was undertaken to be funded by \$1,300,000 for these items: repair of five old hangars and construction of six new ones, new barracks, officers quarters, headquarters building, operations office, parachute hut, Air Corps shop, and a field warehouse.⁷

On March 6, 1927, the first assignee arrived on base to relieve Sergeant Anderes. He was Captain Earle H. Tonkin, the last person to leave March in the spring of 1923; at that time he was a 1st lieutenant. Within a week,

personnel from the Army's Quartermaster Corps reported for duty. Lieutenant Colonel William C. Gardenhire was assigned to direct the base's new buildup. With flying units scheduled to arrive within three months, construction activity commenced immediately regardless of California's typical late winter weather.⁸

Upon his arrival from Fort Hayes, Columbus, Ohio on March 9, Colonel Gardenhire of the Army Air quartermaster division began a superficial survey of the entire base in spite of rain and mud. On March 13 fifty men arrived at the field to begin the construction and rehabilitation process. Another fifty arrived a few days later. This force was comprised of both civilian and enlisted workers plus some advance aerial and medical corps officers and men. Already, three freight carloads of supplies were en route from San Francisco and other distribution points. Although March



March Field under construction.

All photographs courtesy of March Field Museum, Riverside.

was under the jurisdiction of the Ninth Area Corps with headquarters at San Francisco, Colonel Gardenhire was to receive his orders directly from Washington, D.C., to expedite the reopening activities.⁹

About half the work force was engaged in jacking up the old buildings and repairing the foundations. The old quarters, deserted for the most part since 1921, had withstood the weather "remarkably well". By early April several buildings had already been rehabilitated and put into use.¹⁰ At the same time, planning for the new permanent buildings proceeded apace. Their architecture was to be of a Spanish motif, an unusual one for a military base. The first step toward this was a decision in mid-April by the Riverside City Park Board to give palm trees to the base. Some 200 trees of the Washington Fillifera variety would be used in the landscape plan of the new flight station to be erected just east of the 1918 station.¹¹

In addition, planting of another native tree along the 1-1/2 mile highway between March Field and the town of Perris was started in June. The tree species selected were 2,200 *Rudis eucalyptus*, a red gum which was noted for its drought and cold resistance. They were planted 35 feet apart on each side of the road. The distance between the two rows was 58 feet in case the road was widened in the future.¹²

The unique planned layout at the base received a great deal of publicity from military spokesmen. Major General John L. Hines, commanding general of Ninth Corp Area and former adjutant general under Pershing in the Mexican punitive expedition, waxed much enthusiasm during a trip to March and Riverside in mid-April. In his remarks he labeled March as a "most desirable Army post" and the Riverside area as a "most agreeable living place." The base was described as both "tactically and climatically good," and he predicted it would "become one of the most prominent bases in the U.S."¹³ Major Carlyle Wash, vice commander of the base, in a talk before a reserve officers group, believed March could be made "the world's most famous army post."¹⁴ Another visitor, General Gillmore, spoke confidently of making the field "one of the major links in the national air defense system" and that it was "admirably located."¹⁵ Major General B. Frank Cheatham, quartermaster-general of the U.S. Army, spoke at a Los Angeles dinner in June, three months after the base reopened and promised Southern California "one of the finest Army posts in the U.S." Continuing, he said, "We will build an Army post at March Field, Riverside, that will be a gem" with its red tile roofed buildings to conform with the region's architecture.¹⁶



Interior of radio hut.

An example of the advances to be installed at an upgraded air station was a communications system. This was a marked improvement over the rather primitive arrangements during the first training era a decade previously. From the standpoint of construction, work began in July on erecting two 150-foot steel towers for supporting the antenna along with the building to house the transmitting apparatus. These would enable the field to be connected with the Army net station at Crissy Field at San Francisco, Rockwell Field at San Diego, the Air Corps training station at Randolph Field (San Antonio) and Fort Bliss, Texas (El Paso). Communications with Washington, D.C. would be made through San Francisco. The latest type of continuous wave radio telephone equipment was to be installed with a remote control panel in the operations office, employing a wave length between 1,090 and 1,400 meters. Finally, communications could also now be made between the field's station and radio-equipped planes.¹⁷

In the first weeks after reopening, the only access to the base was by a road which had been laid out in 1918. This was on the west side of the military reservation and provided a connection with the highway south to Per-

ris and eventually San Diego.¹⁸ In July, Riverside County acquired land north of the base from the Hendrick Estate which also previously had owned the land on which the field was originally established. The new strip enabled the county to build another access road from the county road which connected to the east with the small town of Moreno. This fortuitous arrangement would permit the base to change the major access in the future from the west gate to the newly built north gate. It also tied in with the construction plan to build the new air station east of the original station. The county road became Alessandro Blvd., and the base access road became Graham Street.¹⁹

As construction activities proceeded on schedule, attention also focused on creating a flying school with skilled instructors and supervisors and their all-important tools of the trade, aircraft. The permanent base commander was Major Millard F. Harmon, Jr. His daughter, Mrs. Helen Harmon Nazzaro, later reminisced in the 1960s about her life at March Field as follows:

After leaving the (Panama) Canal Zone in 1921, my father was stationed for the next six years [at several bases].

In July we moved to Riverside, California where my father was given command of the newly reactivated World War I base at March Field. We moved temporarily into a small house at the foot of Mount Rubidoux, in Riverside, until quarters were available about a month later on base. Ours was a farm house surrounded by olive trees, and I remember dozens of pigeons and a stable with a horse, a Shetland pony and a goat. There were a few other military families living nearby in [housing] constructed during the first World War, and we all enjoyed the country living.

In 1928, however, all families had to move off base so that the old buildings could be torn down to make room for new ones. My father bought a house on Beechwood Place, in Riverside, and we lived there about a year. As soon as quarters were available, we moved back to the base. . . . Early in 1930, the Commander's house was completed and we occupied it for a short time prior to my father being reassigned once again to Fort Leavenworth, Kansas.²⁰

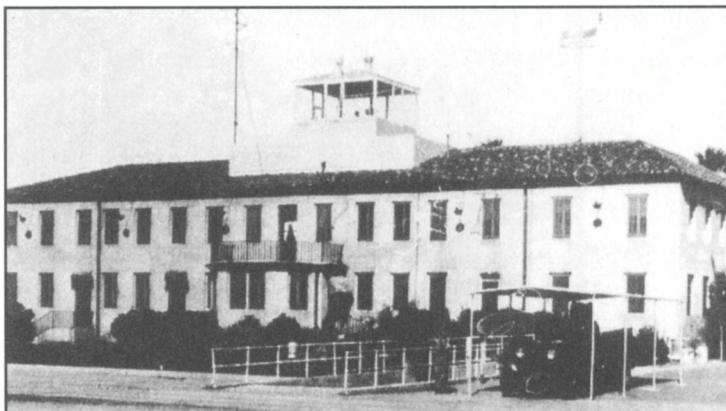
Arriving at the same time as Major Harmon were others destined to make Air Force history such as 1st Lieutenant Nathan F. Twining and 2nd Lieutenant Hoyt S. Vandenberg.²¹

During the spring of 1927, unit movement orders went out to the 11th Bombardment Squadron (Langley Field, VA), the 95th Pursuit Squadron

Major Millard F. Harmon, Jr.



Commanding Officer's Quarters.



Post Headquarters.

(Selfridge Field, MI), the 44th Observation Squadron (Fort Sill, OK), the 23rd Photo Section (Fort Sill, OK), the 47th School Squadron (Brooks Field, TX) for departure to March. The first contingents arrived in mid-July. Departing by ship from Virginia on May 18, 1927 was the 11th Bombardment Squadron, whereas the others traveled by rail.²² The 11th Squadron carried all of its equipment with it as the unit would be a permanently assigned one on the west coast.²³

Originally, the date for beginning training had been set for April 1, 1927, but a delay of five months or more had been forced on the planners due to the inability to secure appropriations until after the conclusion of the fiscal year in June of that year. Consequently, the activity to prepare the base mission for opening carried on through the spring and summer. An early revised completion date was September 15, opening with 100 students and 40 officers. Nearly 800 men including other officers, enlisted men and civilian employees would make up the base population by that time.²⁴

In anticipation of the increase in assigned personnel to the base, an aerial ambulance was sent to March on July 1. This was a transport plane which had been manufactured at the Douglas plant in Santa Monica and then modified at Rockwell Field. The plane could carry as many as four people on stretchers along with a pilot, a mechanic and a medical attendant. It would be used to carry injured personnel to the field hospital or to the General Hospital at San Francisco if necessary.²⁵

Instructional planning for training several groups of men each year envisioned civilians being permitted to enlist for a certain period at \$75 per month. The students were to be commissioned in the Reserve Officers Corps at the successful completion of training. Fifty PT-1 aircraft were to be available for the opening of the first class's flying instruction. The planes were to be assembled at Rockwell Field in San Diego. These craft would be equipped with 180 horsepower Wright motors.²⁶

Permanent cadre not associated with the Training School itself began to arrive in June. On the third day of that month, the 11th Bombardment Squadron, sailing via the Panama Canal on the Army transport *Chateau Thierry* after embarking May 18, arrived at the San Pedro docks. The 133 men entrained immediately for March Field. Later, the other assigned units as noted entrained in the latter part of June from their previously assigned bases and arrived by month's end.²⁷

The plan by the Army for March's role called for two simultaneous activities for about three years or so. At first, both a training school and several regular units would occupy the military reservation. Once the new facility at Randolph Field, Texas, could handle the entire training load, then the regular units would be placed under a newly activated bombardment wing. This organization would eventually consist of three bombardment squadrons and three pursuit squadrons together with an observation squadron, a photographic section and the necessary auxiliary units. March then would become the headquarters for aviation on the Pacific coast just as Langley Field, Virginia, was for the Atlantic coast.²⁸

Work began in earnest on the new base by July 1. Shortly thereafter, Major Harmon arrived at the same time as several dozen PT-1 training planes were delivered from Rockwell Field. However, hopes for beginning instruction in September were delayed until November for formal classwork. Some preliminary ground school classes occupied the attention of cadets arriving during the early fall.²⁹

Basic Air Corps flight training was formally opened November 7, 1927. Major Harmon addressed the first class of 84 cadets and stated that "March Field is the West Point of the Air Corps and will offer to Army students of aviation advantages unknown to any other nation of the world." He continued that "Your status here is equivalent to that of students attending West Point. There you would be considered as gentlemen. Let me assure that this school aims to maintain that same standing."³⁰

One of the cadets provides a glimpse into the training regimen by writing letters to his father. Fred (no last name given on the correspondence) narrated his situation after the first two months with this description:

Just a line to let you know I am OK. I was feeling very discouraged for a while after failing to pass my check off on the 8 stage, but I think it did me good. At least I am more critical and pay more attention to the smaller details than I did before. I passed the second check today and am now on the acrobatic stage and have a mighty good chance of finishing up now than I am off the 8 stage, supposedly the stage that washes [out] the most. Also received two 100's on exams we got back. I got my total averages to date on all the subjects we have taken, and it may interest you to know them: aerodynamics 89, equip. of pilot 97-1/2, military hygiene 85, radio 72, airplane instruments 86-1/2, prop. accting 87, Army regulations 84, airplane engines 84. As 70 is passing the only thing I have to worry about is radio, and I am picking up on that.³¹

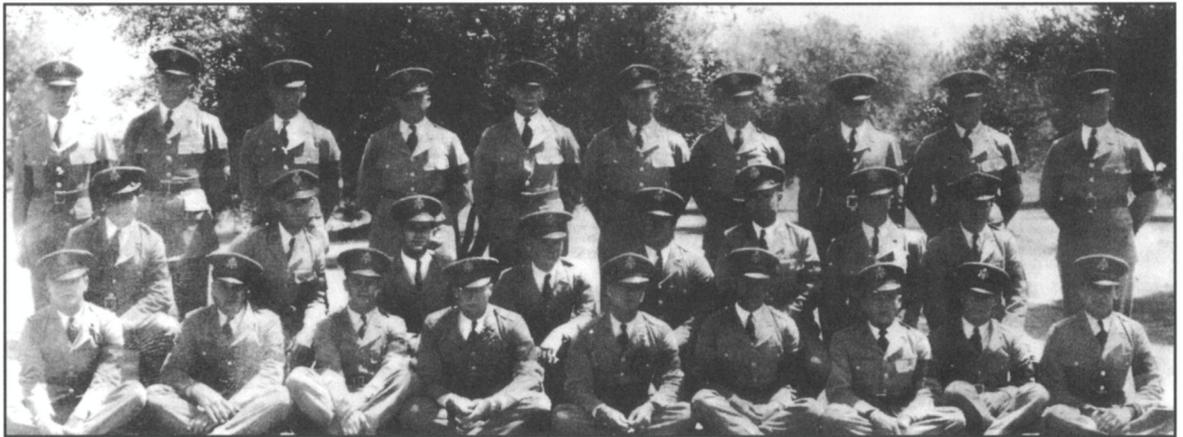
A month later Fred was excited about his progress on actual flying lessons and wrote as follows:

Everything is fine. I checked off the acrobatic stage last Wednesday and am doing fairly well on the accuracy stage which consists of 360° by 180° gliding turns, without the use of the motor, to a landing on a small field from an altitude of about 1000' to 800'. Also steep vertical bank eights around two fixed pylons, side-slips and dead stick landings. This is the final stage of the primary course. We then start transition work or in other words, learn to fly the De Haviland planes with 400 H.P. Liberty motors.³²

After four months of follow on transition flying, Fred was approaching graduation day. However, he experienced a disciplinary problem as he explained to his father in Los Angeles:

Just a line to tell you why I was not in Sat. and also that I don't know when I will be in. I pulled a big error out of the grab bag last Wednesday night along with three other fellows and as far as I know I'm confined to the post from now until we leave for Kelly on the 29th of June. We graduate on the 28th, take train on 29th and start to work there on Mon. a.m. We get off [here] on Wednesday afternoons and evenings until 7 p.m. Last Wed. we went over to San Bernardino to some friends for dinner, staid [sic] later than usual then couldn't get the car started when we did start making us two hours late getting back to post. I supposed we would get hit with the usual five demerits, but Lt. Kimble had decided to clamp down, so he had the post O.D. [Officer of the Day] call roll at 7 p.m. and about ten were absent. Lt. Kimble hit and hit hard. At first he told me along with confinement I would lose my position as Cadet Capt., but after I talked to him for awhile he said he would withhold his decision on that and I am still there. The tough part is losing these last few week-ends when I wanted to see everyone and take in the "Desert Song" etc. I am checked on to the advanced accuracy stage and all looks well for my graduation. I will be flying cross-country this week. One to Clover Field, Santa Monica, Thursday probably, then two triangle ones.³³

The first graduation from the reopened flying school took place as scheduled on June 28, 1928. A total of 29 cadets graduated out of the opening class of 84 (selected from 2000 applicants) eight months previously. It had been estimated then that about half of them would "make the grade", but attrition was higher than expected. There were 66 planes lined up for pre-flight inspection. Soon after 9 a.m., 60 took to the air with students leading two formations. In the first were 30 De Havilands and in the second were 30 training planes piloted by post officers.



Graduations Class, February 1929.



Invitation to graduation, February 1929.

The Riverside newspaper described the aerial review as follows:

After lifting from the landing field, the ships began a wide circle to the south and finally returning over the field in close formation they passed before the reviewing party and the nearly 2000 persons who crowded the hangar street. Flying so close that it seemed as if the wings of the ships would certainly interlock, the young cadets showed remarkable courage and steadiness despite the nervousness that must have been theirs.³⁴

While the participating planes were encircling the field to land, the six other training planes flew overhead at an elevation of about 1500 feet, turned and then headed back. Near the center of the field, six parachute jumpers leaped from the airships at intervals of ten seconds. All landed perfectly.

In his remarks afterwards, Commandant Harmon declared that:

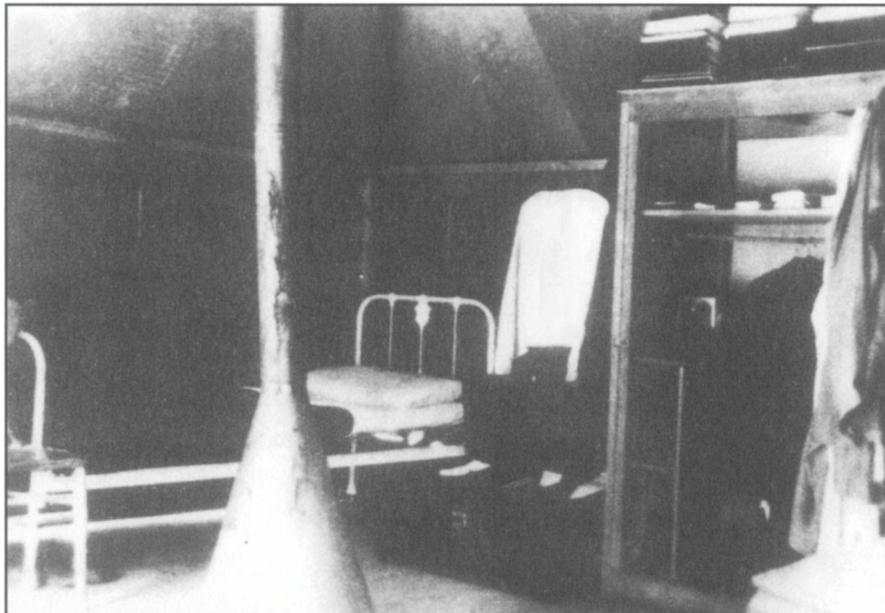
We have endeavored to lay a foundation here on which you may build a well-rounded knowledge of aviation and for your pilotship in the Air Corps of the United States. To become a pilot demands the very best of any man, but I feel that you will carry on and reach your goal at Kelly Field.³⁵

The training schedule which had been established in November 1927 had proven to be an effective and efficient means of producing military pilots. Every four months a new group began its training so that after February 1928, there were two groups on base—one of the beginners and the other more advanced. With the first graduation in June, the February group moved to advanced studies and the third group of beginners reported on July 1. After the initial class of 84 cadets, succeeding classes numbered a hundred or more. Recruits came from many states, but a greater percentage of California cadets was evident from the third class roll than in the two preceding contingents. Housing for the two simultaneous groups followed a standard pattern until more cadet barracks were available. The first group remained in barracks for the eight month training cycle, but the second group in February was billeted in tents. On June 30 this group moved to the barracks, and the third class started out in tents. Dwellers of this housing were called "Dodo's."³⁶

After the March 1928 class graduated 46 of 100 entrants in October, the fourth new class entered training on November 1. This group of 120 had many college graduates and all had completed the minimum requirement of at least two years of college. As noted, these men were billeted in tents, while the 60 survivors of the July class were able to move to cadet barracks.



"Dodos" lived in tents.



Interior of a cadet's tent.

A November entrant destined for fame was cadet Curtis E. LeMay. His reaction to the Riverside area could create nostalgia of a sort for old-timers. Entraining at Chicago after leaving his Ohio home, he admitted that none of the men in the rail car had any idea where March Field was. Upon arrival at Riverside, he found the "sidewalk was still rolled up" at daybreak. As an entering student he immediately became a "Dodo" for four months.³⁷

The first month consisted of basic military training, quite similar to that for the enlisted ranks.³⁸ Then flying training began with five students to each instructor. LeMay described the environs in his book, *Mission With LeMay*, as the ground being "dry as a bone, and a desert wind, hot, scorchy, gritty; dust blowing all over everywhere. Visibility pretty bad, and the dust was in everybody's mouth and peppering against everybody's goggles." To keep the primary and basic trainees separated, the airfield was divided in the middle. "Dodods" used the southwest section and advanced cadets the other. Final determination of progress was the all-important check ride. More than half the students "washed out" of the program, mostly at the four month marker on the training schedule.³⁹

To enliven the curriculum, an airplane field meet was periodically conducted for the upperclassmen cadets and to impress newly-arrived "Dodods." A typical meet included events such as hurdles, combination, turn on pylon, small field landing, message dropping, race over triangular course, and relay race. Eight teams would compete with eight members each. One practice session was permitted the day before such a meet.⁴⁰

In line with the five-year Air Corps plan, a personnel buildup for tactical units began in the spring of 1931. However, a final entering class of 130 cadets reported on March 1 for eight months' training so that base facilities could be fully utilized while making the transition. The class which had entered in November 1930, continued on schedule until June. Its departure for Kelly Field thus coincided with the arrival and activation of other permanent cadre units. A new primary class also began in July and completed its initial four months before being transferred to newly-opened Randolph Field for the second course. The 13th School Group inactivated on April 30, 1931 as did the 54th School Squadron.⁴¹ Transferred to Randolph were the 47th School Squadron on May 1 and the 53rd School Squadron on October 12 after the last cadets were transferred.

In summary, March's Air Corps Primary Flying School had a graduating class of prospective pilots every four months from June 1928 to June



Aerial view of March Field, 1930.

1931. Graduates in the dozen classes ranged in number from 25 to 60 and totaled nearly 600 over a period of nearly four years since the school received its first students in the summer and fall of 1927.⁴²

An important part of this transition was the arrival of tactical units during the summer and fall of 1931. Supervising them was the First Bombardment Wing, which had been reactivated on April 1 at Kelly and then transferred to March on November 1. Its first commander was Major Carl A. Spaatz. Assigned as base commander was Major Henry H. Arnold, a frequent visitor to the base since 1919.⁴³

Thus, a new era of bomber units began, a mission destined to flourish for almost six decades.

NOTES

- ¹See the author's previous articles on March Field: "The Beginnings of March Field, 1917-1918," *Southern California Quarterly* 53 (June 1971): 147-68 and "March Field's First Training Era, 1918-1921," *ibid.*, 74 (Winter 1992): 355-71. March was not the first air base to be built in California but has existed longer than any of its counterparts.
- ²*The Press* (Riverside, CA), May 21, 1921, 8; *The Flyleaf* (March Field, CA), June 18, 1921, 1, this was the final issue of the base newspaper, an endeavor not resumed until 1940. This lack of an on-base source accounts for the use of *The Press* or its afternoon counterpart, *The Enterprise* (Riverside, CA) as the main sources for the second training era, 1927-1931 and the pre-war buildup associated with it.
- ³The author's *The March Field Story, 1918-1968: 50th Anniversary* (Riverside, CA, 1968), 24.
- ⁴Samuel E. Morison, *The Oxford History of the American People* (New York: Oxford University Press, 1965), 921.
- ⁵*The Flyleaf*, May 28, 1921, 1.
- ⁶Harley, *The March Field Story*, 24; teleconversation by the author with retired Sergeant Anderes, May 5, 1967.
- ⁷*The March Field Story*, 26.
- ⁸*Ibid.*, 27.
- ⁹*The Enterprise*, March 9, 5; 10, 1; 11, 7, 1927.
- ¹⁰*Ibid.*, April 6, 1927, 9.
- ¹¹*Ibid.*, April 12, 1927, 7.
- ¹²*Ibid.*, May 22, 1927, 2 and June 16, 1927, 3. The trees were removed in the 1960s when the road was widened for two separate double lanes.
- ¹³*The Enterprise*, April 17, 1927, 1, 3.
- ¹⁴*Ibid.*, May 11, 1927, 3.
- ¹⁵*Ibid.*, May 24, 1927, 1.
- ¹⁶*Ibid.*, June 17, 1927, 1.
- ¹⁷*Ibid.*, May 18, 1927, 7. This "radio shack" is still standing and was used as a base museum in the 1980s.
- ¹⁸This road was eventually labeled as federal highway 395 and later became Interstate 215.
- ¹⁹*The Enterprise*, July 26, 1927, 7, 8. These streets and the base's main gate remained unchanged until March became a reserve base in 1993; a different entrance was then created for the remainder of the military portion of the field. The streets on the base itself were named by Hap Arnold to honor cadets killed in flight accidents during the two training eras of 1918-1921 and 1927-1931.
- ²⁰Letter, Mrs. Helen Harmon Nazzaro to author, November 10, 1967. Helen Harmon married Major Joseph James Nazzaro in 1942 and spent most of the war years with her mother in Santa Monica, CA, since both her father and husband had overseas assignments. Later, Major General Nazzaro was vice commander of 15th Air Force at March AFB for three years and in the 1960s, General Nazzaro was Commander in Chief of the Strategic Air Command at Offut AFB, NE.
- ²¹War Department Special Orders, August 17, 1927.
- ²²*Ibid.* Units with low numbers such as the 11th Bombardment Squadron meant that they had been initially activated during World War I.
- ²³*The Press*, January 18, 1927, 1.
- ²⁴*Ibid.* Also January 13, 1, 10; March 2, 1927, 4.
- ²⁵*The Enterprise*, March 17, 1927, 2.
- ²⁶*Ibid.*, April 14, 1927, 7.
- ²⁷*Ibid.*, May 31, 1; June 4, 1927, 7.
- ²⁸*Ibid.*, May 27, 1927, 1, 7.
- ²⁹Harley, *The March Field Story*, 29.
- ³⁰*The Press*, November 7, 1927, 1.
- ³¹Letters, Cadet Fred to his father, January 17, 1928.
- ³²Same to same, February 13, 1928.
- ³³Same to same, June 11, 1928. One triangle route would proceed from March to Oceanside to Palm Springs and thence to March; the other route would proceed from March to San Diego to Imperial and finally back to March.
- ³⁴*The Enterprise*, June 29, 1928, 1. Since the Santa Fe RR had a branch spur to the base from the Riverside-Peris line, the cadets entrained there rather than at a city depot.

³⁵*The Enterprise*, June 29, 1928, 1.

³⁶*Ibid.*, October 29, 1928, 2.

³⁷General Curtis E. LeMay, *Mission With LeMay* (Garden City, NY: Doubleday & Co.), 1965, 51. General LeMay's initial impression of Riverside apparently changed over the years, for his final residence in the 1980s was at Air Force Village West which is located on former March AFB land.

³⁸It has to be borne in mind that basic training was necessary for most entering cadets since they had no military background. In wartime many entering cadets were already officers or enlisted personnel who possessed the necessary college background and were able to transfer from Army units to the Air Corps. However, March did have a few military cadet students in peacetime.

³⁹Lemay, *Mission With LeMay*, 52-54, 63-64.

⁴⁰Memo, Headquarter Air Corps Primary Flying School, "(Airplane Field Meet)", July 9, 1928.

⁴¹Many of the cadre for advanced training at March were transferred to the short-lived remaining primary school: Headquarter Air Corps Primary Flying School Special Orders No. 98, April 30, 1931.

⁴²*The Enterprise*, August 21, 1931, 10.

⁴³*Ibid.*, September 11, 3; 18, 4; 26, 7, 1931.