

ADM. WILLIAM A.
MOFFETT



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WILLY
COPPENS



LIEUT. DOUGLASS
CAMPBELL



EDWARD A.
STINSON



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RUTH NICHOLS



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GEN. ITALO
BALBO



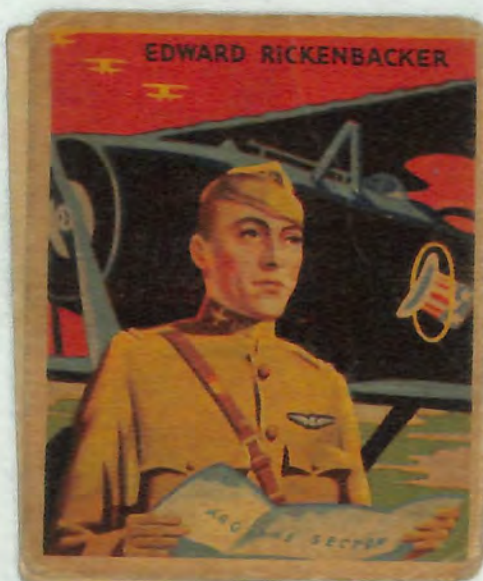
LT. JAMES
DOOLITTLE



CAPT. BROCARD







— No. 26 —

ORVILLE WRIGHT



GEORGES GUYNEMER



— No. 27 —

QUENTIN ROOSEVELT



BARON VON RICHTHOFEN



SGT. JAMES McCONNELL



LT. COL. ARMAND PINSARD



— No. 29 —

WINNIE MAE



— No. 67 —

SIDOR MALLOCC SINGH

Singh came from India; small and slight, and the blazing emerald on his turban was his "lucky stone." The enemy began to single him out to get this priceless jewel as spoils of war. In one fight he brought down 3 planes, but four of his companions were lost; because he attracted so much attention from the enemy he was transferred. Shortly after, he disappeared, last seen blazing after a German flight commander's plane toward Germany.

This is a series of 144 cards

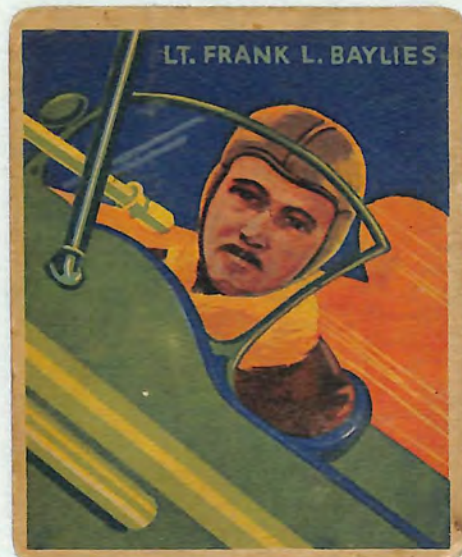
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VICKERS
VAMPIRE B. R. 2





— No. 24 —

LIEUT. FRANK BAYLIES

Out of New Bedford, Mass., came Frank Baylies to make his mark over France as a fearless, courageous flyer. Originally he was a member of the Storks, famous French flying squadron. He later transferred to the Escadrille Lafayette. Credited with twelve victories, he last was seen in a "dog fight" with four enemy planes far over Germany on June 17, 1918.

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— No. 6 —

CAPT. ALBERT HEURTEAUX

The French escadrille known as the Cigognes (the flying emblem was a stork) was conspicuous for its brilliant aviators. This squadron was also called Spad 3. Heurteaux took command in December, 1916. He had once brought down a plane with but one bullet. His habit was to politely bow and wave greetings to his enemies which he said caused them to shake their fists, thus exposing themselves to his superior skill. In 12 months, brought down 21 planes. Finally, badly wounded, was retired.

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— No. 28 —

RUSSELL BOARDMAN

Trained in the school of stunt flying, wing walking and other air acrobatics, Russell Boardman was known as a man without nerves. He was born in Westfield, Conn. In 1931, at the age of thirty-three, he and John Polando made a world non-stop distance flight record in the Bellanca-Wright motored plane "Cape Cod." They flew from Floyd Bennett Field, New York, to Istanbul, Turkey, 5,011 miles in 50 hours, 8 minutes.

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— No. 33 —

Capt. CHARLES E. KINGSFORD-SMITH

Australia gave the world a great flyer in Kingsford-Smith. In all of his outstanding flights he used the plane "Southern Cross." In 1928 he made the first flight from Oakland, California, to Brisbane, Australia, 7,380 miles in 82 hours, 20 minutes of flying time. In October, 1930, he flew from England to Australia in 10½ days, breaking another record.

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— No. 40 —

BERNT BALCHEN

Was born in Norway, 1899; accredited with more flying over ice and snow than any other aviator; was pilot with Amundsen-Ellsworth Relief Expedition, the Amundsen-Ellsworth-Nobile Arctica Expedition. In 1928-1930 was chief pilot with Admiral Byrd's Antarctic Expedition. Here at the bottom of the world he was lost for 3 days, was finally rescued by party headed by Admiral Byrd.

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— No. 22 —

MAJ. RAOUL LUFBERY

Early in the Great War, Raoul Lufbery, the great American Ace, enlisted as a mechanic in the French Foreign Legion. Later he transferred to the Escadrille Lafayette. Flying and fighting to avenge the death of a friend, he was a model of coolness and courage. He was officially credited with 18 victories. On May 19, 1918, his machine fell to the ground a mass of flames. Raoul Lufbery was dead.

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— No. 34 —

FRANK M. HAWKS

One of the greatest of American flyers. Born in 1897, he entered the army in 1917 and was later discharged with rank of Captain. He captured many speed records. In 1930 he made the first transcontinental glider flight towed by an airplane. During November, 1931, flew from New York to Havana and return in 15 hours, 39 minutes. In his New York to Havana trip his average speed flying towards Havana was 197 miles per hour.

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— No. 60 —

CAPT. ROALD AMUNDSEN

Captain Amundsen, a native of Norway, was one of the world's greatest polar explorers. In 1922 he made a flight towards the Pole and landed at 88° North, 10° West. Leaving Spitzbergen on May 11, 1926, Amundsen, Lincoln Ellsworth and General Umberto Nobile, with a crew of seventeen aboard the Dirigible "Norge," set out to fly over the North Pole, and this they accomplished on the following day, May 12, 1926.

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— No. 11 —

NORMAN PRINCE

On March 14, 1916, the Escadrille Lafayette, composed of courageous young American Flyers entered the service of France to be additional "Eyes for the Army." Foremost in forming this heroic group was Adjutant Pilot Norman Prince, a fine example of American manhood. Lion cubs were the mascots of the escadrille. Coming in after partaking in a bombing escort, he sustained an accident which ended his courageous career on October 15, 1916.

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PRO



ROLAND
GARROS



JUAN DE LA CIERVA



CAPT. JAMES
N. HALL



LT. EDWARD
C. PARSONS



LT. JOSEPH
WEHNER



CLARENCE D.
CHAMBERLIN



RENE DORME



WILEY
POST



GEORGES MADON

— No. 5 —
J. N. HALL

Capt. James N. Hall from Colfax, Iowa, was an "old man" as war aviators went—30 years old. He first flew the "Flat-in-the-Ring" insignia over the lines. With three machines to his credit on May 7, 1918, while on patrol with Eddie Rickenbacker, he glided down behind enemy lines. Later it was learned that while 9,000 feet in the air a one-inch shell had punctured his motor, lodged between two cylinders—and had not exploded. He crashed, was injured and taken prisoner; awarded D. S. C.

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— No. 9 —

ROLAND GARROS

The "Father of Air Duelling"—first to equip a plane with machine gun to shoot between the blades of a revolving propeller, February, 1915. Brought down 5 Huns in 18 days with this invention; later, a motor stalled, he was captured, and the Germans had the secret because he was unsuccessful in burning the plane when he landed. Held two years in prison camp, but escaped and made his way back to France and rejoined the French Air Service to shoot down more of the enemy.

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— No. 37 —

Clarence D. Chamberlin

Clarence Chamberlin was born in Iowa, 1893; enlisted Aviation Section, Signal Corps Reserve, U. S. A., 1917, and after training was commissioned 2d Lieutenant. He has set up many records for endurance and distance flights; flew from New York to Germany with one passenger in Bellanca Wright monoplane "Columbia" in 1927. Possessed of great courage and skill, is one of the world's best airmen. Recently invited to serve on U. S. War Department special committee.

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— No. 25 —

JOE WEHNER

Born in Boston to become the fighting companion of Frank Luke in their balloon strafing expeditions. Balloon strafing or balloon "busting" was one of the most dangerous forms of war flying. While the target was easy, they were surrounded by machine guns and anti-aircraft guns. Wehner and Luke in September, 1918, shot down two balloons and three planes in seven minutes, but at the cost of the life of the courageous Wehner.

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— No. 47 —

Lieut. Edward C. Parsons

Don't be thinking Lieutenant Parsons was timid—he had many medals for bravery. But to be high over the enemy lines and suddenly find your plane all ablaze is a tough spot. He put his plane into a power dive, throttle wide open. After 3,000 feet the rush of air put the fire out, and his life was saved.

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— No. 34 —

GEORGES MADON

One of the greatest flyers in the French Army, he was in the air for France for the entire duration of the War. At the close he had received five official and unofficial victories. One of the leaders named by Madon in the early stages of the War was to carry a big airship aloft so that he might drop them on an enemy plane and, strangely enough, two German planes were actually wrecked by the dropping of bricks.

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— No. 62 —

WILEY POST

Wiley Post was born in Texas. He lost an eye while working in the oil fields there. With the compensation money for the eye, he bought a plane, soloed in it after 1 hour and 40 minutes instruction. With Harold Gatty he made the famous flight around the world in the "Winnie Mae" leaving Roosevelt Field June 23, 1931, and landing there 8 days, 15 hours, 51 minutes later. July 15-22, 1933, he circled the globe again, the flight New York to Berlin being the record non-stop solo flight.

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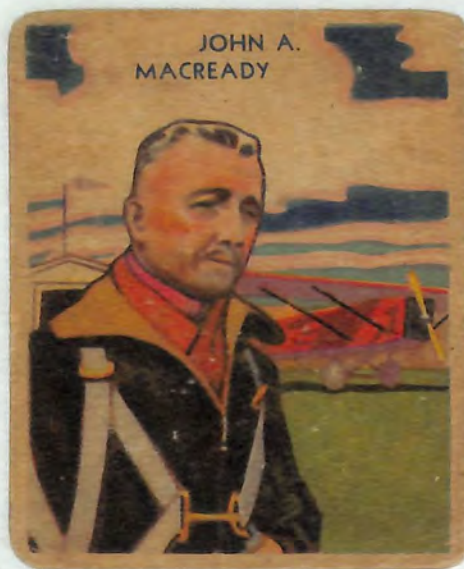
— No. 7 —

RENÉ DORME

The French called him "the beloved." Born January, 1894, was barely 20 years old at outbreak of war. Even Guynemer called him France's greatest air fighter. In all his fights his plane was hit only twice. They called him "unpuncturable Dorme." Credited with 23 victories and reported to have more unaccredited victories. While flying on May 25, 1917, he suddenly disappeared. Two weeks later the enemy reported he was killed in combat. Nothing more than that was ever heard of him, no trace ever found.

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PRO-1111



— No. 8 —

MAJOR BARRACCA

Ace of aces of the Italian air force had 34 victories to his credit when his untimely end came, June 21, 1918. He had made over one thousand attacks on enemy country, and been successful in 70 bombing expeditions. The day he was killed he had been up 5 times, but finally was met by a number of enemy planes at once. One of them put a bullet through his head and down he went.

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— No. 39 —

LT. JOHN A. MACREADY

Lieutenant Macready and Lieutenant Kelly made the first transcontinental non-stop flight from Mitchel Field, Long Island, to Rockwell Field, San Diego, California, on May 3, 1923. The flight was made in an Army-Fokker Transport T-2. Both Macready and Kelly were accomplished flyers. Macready had already gained the world's altitude record of 31,500 feet.

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— No. 46 —

Capt. OSWALD BOELCKE

A daring, skillful German ace with 40 victories, but he thought he would die after his 40th victory. On his next flight a new pilot collided, tore off a wing and Boelcke crashed. He taught Richt-hofen to fly and Richt-hofen took over his command. He was father of Germany's famous Flying Circus form of attack, was decorated with Order Pour le Merite.

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— No. 4 —

CAPT. ALBERT BALL

Forty-three airplanes and one balloon were shot down by the fast-firing, deadly Lewis machine gun in the hands of this courageous, fearless youth. English by birth, small of stature, he was the most skillful pilot of the Royal Flying Corps. Not yet 21 years of age, on May 7, 1917, he was shot down to his death by Lothar von Richt-hofen.

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— No. 61 —

GABRIEL D'ANNUNZIO

D'Annunzio has been called the "Poet Flyer." He accomplished much for Italian aviation in the War. A famous incident was the scattering of leaflets from planes over Austria advising that her armies had been defeated. He ranked as Major in the Italian Flying Corps, and led a flight through heavy fogs over the Adriatic Sea to destroy an enemy submarine base.

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— No. 31 —

Maj. George A. Vaughn, Jr.

From Brooklyn, N. Y., came this courageous, fighting ace of the U. S. Army Air Service. Vaughn is the second living American War Ace, having been officially credited with downing 13 planes. He never asked for odds; once, single-handed he attacked the advance plane of a flight of eight enemy planes, shot down the first plane and made his escape. For this he received the Distinguished Service Cross.

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— No. 45 —

E. HAMILTON LEE

The air mail flies night and day in all weather. The pilot's life depends on greatest skill and fearless courage; if he crashes he must guard the mail. One pilot having a stormy passage opened his bottle of tea and when the cork slipped it "dropped" up, not down — he had been flying upside down and didn't know it! Hamilton Lee, a pioneer mail flier, had flown air mail over a million miles in 1929, still going strong.

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— No. 58 —

CAPTAIN ALCOCK

The first non-stop trans-Atlantic flight was made by Captain John Alcock and Lieutenant Arthur Brown from Harbor Grace, Newfoundland, to Clifden, Ireland. The trip was made in a Vickers-Vimy bomber. Both Alcock and Brown had been in the British flying service. They left Harbor Grace at 4:28 on the morning of June 14, 1919, and after covering 1850 miles, they landed at Clifden, Ireland, at 8:30 a. m., June 15, 1919, the total flying time being 16 hours, 12 minutes.

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