

Roy Houchin: Okay, there we go. That should get us all in here. Just by normal conversation it ought to do it.

Bob Ford: All right. Whenever you're ready.

RH: We are doing it.

BF: We are doing it right now. Easy there, boy, easy there. Your normal World War I uniform as you are looking at are button-type, button-up collar up around the neck completely. Originally, they are the same as your Army uniform. There's no difference. Officers of course - mostly are officers, there is an ENLISTED pilot which I'll show you - are tailor made uniforms. They had them special made. They had them made overseas. This one I'm showing you was - I don't know the society brand, but a lot of them were made in England, a lot of them were made in France, a lot of them were made in San Antonio, Texas. Cost these guys a hundred dollars for a uniform. Very, very high priced considering. The wing on this one - this fellow here flew the Handley-Page Night Bomber. It's main job was to fly from England to Berlin to bomb, but before they ever got the planes over there, the war was over - a week before. So he never got to bomb. I just got his other uniform which is right beside you this week. Last Sunday afternoon I went down and got it. His name is John Connelly - a great gentleman. But you notice in this uniform that he had over here, he has US on both sides and Signal Corp flags, okay, which the World War I Air Service was connected with the Signal Corp, until June 6, 1918, then it was made the Air Service. Now the date may be a day or two off. Now if you look on his other - before we go to that other uniform, on this uniform there are embroidered wings, but they're not sewn on. They're metal

backing with pin on, which is a different type of wing. If you can see, they're metal backing with an embroidered black covering with fancy embroider with the US in the center. As you know, they're making many fakes of this today. Now I've never seen one exactly like this, but they are making fakes, because there are poor people who get stuck in buying them thinking they are original. And it's a shame. Okay, I got this guy's picture, I got his trunk, I got all the notes that he had from Princeton Ground School, from Ellington Bombing Field, all his notes, and all a lot of stuff. A lot of good paper work with it. There's a lot of stuff in that trunk there - I got his hat and all his different things and some other pictures. And here's something kind of pretty that he give me. One of his girl friends stitched a handkerchief, and you can see they made a wing, a US wing, up in the right, left-hand corner, whatever, of that handkerchief, almost the size of the US wing. Now they put a star above it. Now that star signifies that he was a Senior pilot, which there was very, in my estimation there was only twenty-seven US men in World War I qualified to be student, or Senior pilots, Senior Command pilots. So there wasn't many of them really around. Now there was more wings, but she just done that to make it look good. This is some of his stuff - his pictures again. I like to keep everything in frames. Now this uniform here - now, this is the one he flew overseas. This is the one he had over here. The one he flew overseas, if you notice the wings are different. You need to look they're fat. They were made in England. I think Byberry was the name of the tailor, was the one who did all the King of England's clothing. In other words, real high class. This cost, he told me, a hundred dollars just for the uniform. Now see, they said, "I'm a pilot. I want my uniform." Well, the wings came with it. In other words, they probably contracted the wings from somebody over there, they had them done, but as I'll show you a little later, these wings are a little bit heavy, and they're fat. They're funny.

RH: They're a lot different from -

BF: Right here are the US wings embroidered, sewn on. Now what I'm showing you is embroidered English style wing, and that's an embroidered US wing. Now they don't all look like that, but they are more flat, if you can see. They have black backing with the embroider with a gold kind of thread through them with the silver, and they've got the US shield in the center with the stars above.

RH: Yeah, there's a noticeable difference as to the texture.

BF: That's right. You can see they're quite different. And up here instead of the US on the collar - button-up collar again - you can see the Signal Corp flag. Not the Signal Corp, not there, but the propeller.

RH: Right, with the wings.

BF: Yeah, the wing and propeller is up there, which they were allowed to wear after June, 1918. And of course they were prettier. These are very desirable as collector's items. The pair of them are very expensive. I mean, you know, if you go to buy them, they really hit you good. I've seen them as high as \$75.00 just for that pair. So, but that's another story. We ain't here to try to - I've got a dog tag, his overseas hat, and a lot of stuff. And it's good because it's got his name on it and all the stuff. He got his dog tags probably in Ground School.

RH: And these dog tags are not like today's tags in the sense that they're round.

BF: No. All your World War I ones are round like that. Infantry - I do have something to show you later. They are smaller. If you notice, these - most of

them on this picture - I won't show you ;them wings. I'll tell you about them later, but see this dog tag here? You notice the size is smaller. Now why I don't know. Why that he had a smaller dog tag. They're all round. I should say they are roughly the size of a big quarter, wouldn't you?

RH: Um-hmm.

BF: (And this is the size of a good-sized half a dollar. And that's - your Infantry men had them. Everybody had them, and they wore them. Of course, it was the same as World War II. You put them around your neck, you wore them, and if you get killed, you know, the old story, "Was that the one was left with the body and one went to the Captain or Lieutenant."

RH: Right, right.

BF: and that's the way they worked it mostly, is what I understand. Now don't - Here's one here. This pilot's uniform I do not know. Out of my nineteen pilot uniforms, there's only three that I don't know who they belong to. This guy found this in a junk bag in New York City, and it's the First Army. He was a member of the First Army with a cockade that was red, white, and blue. The white - America always had the white, British had the red, French had the blue center. And there's a long story that goes with that, but you can see, and it's got the, you know, propeller on it again with the wings. And that's another type of your embroidered wing. Here's another one. Now this guy just had the signal corp. Now this guy, you see, has the fancy button-up type collar. Just the regular type brown officer's type uniform, two gold overseas stripes - which means he was overseas at least twelve months and longer. He would have been there seventeen months and twenty-nine days, he would have only gotten two stripes. If he would have been there eighteen months, then he would have got - exactly -

then he would have got three stripes. You had to be there longer. You can see the fancy - now, there's another type of a beautiful, beautiful embroidered wing, but it's got a gold texture with a black - it's bordered.

RH: It's like that silver one we looked at.

BF: Yeah. This is an embroidered. . .

RH: Plus the US stands out in a brighter gold.

BF: Right, it's very - You see what they did, there was a lot of contractors that made these wings back in that period. We had roughly almost 17,000 pilots, give or take. There was 2,000 that got to the front line, and _____ you probably have better figures than I did, but very - When you get down to it, how many really got in combat is another story. A lot of guys like John Connelly never got in combat. A lot of guys got to the front lines their planes didn't arrive, or their planes got bombed, and they never got into combat. So there's not very many guys like your buddy, Douglas Campbell, that you were very fortunate enough to talk to really get into the blood and guts of it. There are very few men that did. I guess thank goodness for that. Also if you looked on John Connelly's uniform, there's a blue overseas stripe which means that if you were overseas less than six months, you wore a blue stripe. So he went over, I think he went over in August, and when the war was over, he said they sent him home in December or January, which made less than six months. Now most guys stayed over 'til like April. If he would have stayed 'til April, it didn't matter if the war was over or not, he would have still got his gold stripe. But he wore a blue stripe. In my other uniforms - not aviation - I have a lot, three or four or five, of the blue ones. Now here's a uniform from a guy that was from Altuna,

Pennsylvania, was not overseas, but he has fancy, really wierd wings. They're the metal wings. Now everybody bought the metal wings mostly. A lot of pilots I have interviewed didn't. Now these are the most desireable ones today. Because every-one who went overseas had the embroidered wings, sewed them on because you never lost them, they were there, you never had to worry about them. But you can see, these are jewelery made, and they're faking these today too, which I'm very sad to say. But you can see, the ones - anything I'm showing you is not fake, I hope. Luckily, when you get them from the veterans you don't have the problem with that situation.

RH: That's right.

BF: Of course, they're all mostly sterling silver, and you can see the jewelers, it's all hand jewelry work. It's not junk. They went to San Antonio. This is embroidered on a metal backing, like the ones you've seen, but the backing's off.

RH: Oh, yeah.

BF: See? If you can see what it is. See the backing? They kind of glued them on there, and they had a backing, and it's just some fancy embroidered wings. This guy - a lot of guys would have two wings maybe, you know. Have two uniforms and they would wear one on each, and then they wouldn't have to change them all the time. Of course, they didn't wear the uniforms as much unless they were getting dressed . . .

RH: What was the red tag on his this uniform for?

BF: The red tag is your honorable discharge stripe.

RH: Ahh, okay.

BF: Okay? Very few officers, you ever see it on there. They were not supposed to put it on. In World War I, if you look up on my, your now ~~1917~~ looking at my divisions - the first division up to the ninety-third. I have every one there. That was in World War I. You'll see every one of them has got a red discharge stripe almost. Now that means they were honorable discharge. The day that they put that stripe on, they could wear that uniform, in complete uniform, for the rest of their life. Every day of their life if they wanted to. Now in World War II, I think forty-eight hours after you got out of the service, you weren't allowed to wear a uniform up and down the street. Now, once you put that stripe on, it entitled you to wear it. Now it's called an honorable discharge stripe. So that's what this is, but very few officers put it on. They weren't supposed to. But this is what's so fascinating about Air Service or World War I: every day you learn something different. Every day I find something that is not regulations, that is not true they say, the government says, "This never was." I get it from the veteran. I have proof, and it's - really what you're doing and what I'm doing right now, we're writing history really. There's no doubt about it, because you're young, and I wish I was - I wish I'd have started when I was your age. I really do. I've only been in it really about eight to ten years. And this is quite a collection for eight to ten years.

RH: Yeah. It's a fantastic collection.

BF: And of course, this is the first Air of Congress, you know, they had air shows right after the war, and the military really got heavy into this. This guy was. . .

RH: Persistent.

BF: Perpis - Yeah, I can't even say it. But he was in it anyhow. And this of course is his victory model.

RH: And then what's the one on the left?

BF: I believe, if I'm right, I think that's a JR Mourning Badge, but I might be wrong - or a VFW Mourning Badge. Somebody died, and I don't know whether - but when they prayed for every guy - that's what I think it is. It's not a - any rare metal of any kind. It's a Mourning Badge, from a VFW, I believe. In other words, if one of your veterans died, you would go and they all would wear this metal.

RH: Wore that metal.

BF: Yeah. Here's another pilot's uniform. Now this here is the guy's uniform for Princeton. He went to Princeton Ground School. As you can see, it's just your summer - but look, you see all officers had this stripe on here once they got to be second Lieutenants.

RH: Was it an olive - it's a green stripe.

BF: Yeah. Your enlisted man didn't have any stripe on his uniform. Now he could have a tailor-made uniform. This is a tailor-made uniform. But you see there's no - that's a tailor-made. In other words, he had it special made. Even today, if you want to spend the money, you can go get your uniform specially made. In other words, a lot of these pilots, you realize, were from very wealthy families.

Princeton, Yale, Harvard, you know. You were supposed to have two years of college at least to get in. And I talked to John Connelly. He said that they flunked out like flies in Ground School because a lot of these guys he said didn't know anything about motors and engineering, and a lot of guys in engineering went to be pilots. Sometimes very well.

RH: For what it's worth, Doug went to MIT.

BF: Did he?

RH: Yeah, he went to Ground School at MIT.

BF: A lot of them went to MIT. I talked to a lot of guys. The Navy went to MIT.

A lot of Navy very - he graduated from where?
Do you remember?

RH: I'm thinking. He told me; it's on the tape. I'm thinking that it was Harvard.

BF: Harvard? It was an Eastern school. One of the Ivy League
I'm positive.

RH: Yeah. And he was telling me that he, of course, went into the service after several, a couple years end, and then he came back.

BF: He wasn't real, real - What is he now? Eighty-four? Eighty-five?

RH: I think so.

BF: Yeah. Something like that. A great gentleman. Now here is another - this guy here I didn't get his - he lost his World War I uniform or he couldn't find it. I have his dog tags, and I have a lot of his letters and literature. But here is a beautiful - and if you look at it closely - sterling wing, done by a jeweler, metal, metal wing. For the poor ole tape, he can't see this. But you can see, and it's got US in it. But you see how the different variations? Magnificent piece!

RH: Yeah, the delicate little work in it.

BF: Have you ever read anything - Duncan Campbell, the guy that did a lot on World War I aviation. He wrote a book on it.

RH: No, I have not.

BF: That's a book that you ought to get a hold of. There's a lot in it. I'll show it to you. I got one scattered around here somewhere. Before I leave, remind me to show you that book. You can pick them up for \$7.00, and I think it would be worth your while, because he has a picture of all the wings, and he's got a lot of history of the wings, and of the aviation.

RH: Okay, that would be good. That'd be good.

BF: And he was a - he was here at my place one time. He's one of the greatest guys to help people. He was curator of the Pennsylvania Historical Museum. He just retired. He's a great gentleman. I tell ya, that guy is a great help to the collector.

Here's your three-piece wing. This in other words, is bolted, screwed on the back. You see the metal with the black, but each piece is put on separate and bolted

on, stuck through the back. This is kind of a rare wing.

RH: Yeah, you've got the left wing, right wing, and then the shield.

BF: Yeah, and then you've got the shield. Of course, I've got who this belongs to
~~but its been~~
 A so long ~~too~~ now I forget. I'll just do some digging. But there's all the papers
 I got from the guy. And of course, at this stage, my main thing is to try to get
 the variations of the different ones from - everyone
 I think - yeah, here it is. If you remember, out in the living room I showed
 you a picture of the 99th Observation Squadron. The
 whole piece took off from the buffalo. Well, this is the
 guy - his name was Paul - he's from Danville, Pennsylvania. Now what's different
 about that uniform to you?

RH: Well, the collar is the first obvious thing. It's like the Air Corps - Air
 Service collars that we now see.

BF: That's right, or the British at that time. See, the British had this. Now
 who else that you know very well wore one of these?

RH: Campbell?

BF: Sure.

RH: Yeah, that's right.

BF: Douglas Campbell never wore anything but an open collar. Just hold on to
 that a second. I have a picture. I've got it right here. I hang them on my wall.

RH: Yeah, that's right, now that I think about it. I don't ever remember seeing him in . . .

BF: Now he was a - Rickenbacker usually, now I'm sure Rickenbacker wore open collars too, but you'll see almost all in a button collar. Now if you look at the two fellows with him there in that picture, one of them is very familiar on the other side. This guy here you probably. . .

RH: Yeah, Rickenbacker.

BF: Eddie Rickenbacker, and this is Captain Moore. Captain Moore was a commander of the 94th, and he was also a member of the Lafayette Escadrille Drills. Now a lot of people, I think, get the wrong idea about them canes. They think they're all crippled. Now, if you look at Douglas Campbell, he looked bad. This is not too long after he had been shot, I don't think, because you can see that he is really thin, and I'll show you some other pictures I have in my book that are - he looks a lot - he's a lot better looking guy than that. He looks like a Clark Gable. I mean, really, I'll show you, and maybe he showed you some pictures of himself. I don't know whether he did when he was young.

RH: no, no, he didn't.

BF: But he was really a - he looked like an ace from all the way around, you know. That guy was probably quite a hero, but you see, the open collar, and I asked him why, and he wrote and told me why he wore the open collar. Well he said,

"Well, they chafed you neck" and all this stuff, "But why we did it," he said, "They looked snappier and we did what we thought we wanted to do anyhow." In other words, "We were the pilots, and we did what we wanted to." Now this guy here - it's a funny story - I got this uniform from a collector that had picked it up years and years ago. He bought it at an auction, and bought that piece. And he was kind of foolish at the time, and he kept the button collar, and when he had this, he thought that he had a 1920's uniform, and he tried to slide it on me. Well, I played very dumb, as you might say, because I knew that they had - a few of them had - 'cause I went through, and I could tell that it was a World War I wing.

RH: Yeah, I could tell the . . .

BF: And I could tell - I went through the pocket and it's dated in; there and named. So, well that gives it away. You know if you ever looked in the pockets. Have you ever went in; through . . .

RH: No, no.

BF: You can tell by officers. Enlisted men is hard. They're dated too, but you'll find that most of you enlisted uniforms it's in French. See the date there? 10-9-1918, and there's the guy's name.

RH: Yep. There you are. It's dated.

BF: That's right. It was made by a French tailor. Is that French? I can't read it. I'm reading upside down. Read it; it's French.

RH: Carter, yeah. On the Avenue of the Opera.

BF: Yeah, so it's definitely French. Well, in my estimation, this is a very valuable uniform to a collector. Because. . .

RH: It's dated and everything else.

BF: That's right. And I got the guy's name and I got all the stuff with it, where it came from. Everything else that goes with it. It's quite a uniform with an open collar. I'm sure, I have seen a lot of pilot's uniforms, you know, other people's, books, but I have never had one in my hands. that had an open collar , Now, where Douglas Campbell's is it's probably out at Dayton Air Force Museum or, I asked him; what he was going to do with his stuff. I even asked him for his hat, but he said his family and Dayton wanted it, so you know you don't. . .

RH: You don't question.

BF: That's right, I just go as far as I can. Before we get into the enlisted pilots uniforms, there behind you up on that is the uniform of Henry Lindsey. Henry Lindsey was - the only thing that is his is the uniform. Now, he was with the 20th bomber squad, this beautiful patch he got transferred to the ninety-third air squadron, and now, it's a shame, because the ninety-fourth flew with the ninety-fifth and not the ninety-third. Okay, which you knew that. But look at them beautiful wings, them embroidered wings that he had. Now, he was a commander and he probably bought the best looking wing that he could buy. He was from Texas, again probably from money people as most of your pilots were. This coat here is a leather jacket like they wore, the long leather flying jacket,

World War I, got it from a veteran and fits me completely, I'm six foot, three and it fits me so you know how big the guy was. Fur collar, beautiful inside, everybody said that ain't right, it didn't have military buttons. But they didn't have military buttons on them leather jackets. If you go through any of the catalogues, you'll see these brown buttons is what they wore. It's a beautiful piece really. It's in very good shape. The collar is a little frayed, but I put some of that museum oil on it and it really did soften it up and it really came out nice. And I just kind of hang it on there, it kind of looks half sexy, it looks like it belongs there. This hat is a flying hat that belonged to my Navy pal Vincent Duchine, which I'll talk about Navy aviation a little later. It's fur-lined. That guy's kind of bald headed. I have them up here not fur lined. I just received that. Let's put some of these back. While we're talking about wing, do you have any questions you want to ask me, while I'm trying to get these back on the rack, because I've got to get underneath here to get . . .

RH: No, I don't think.

BF: I just want to put these back out of the way because I've got this stuff underneath. There behind you, right behind you is another pilot's uniform. There's nothing super rare about it except on the right arm is a little wing, this belongs to a flight instructor. It's the only uniform that, except in Duncan Campbell's collection, that I've ever seen that belonged to a flight instructor. And so that's kind of a nice piece too, you know.

RH: If you could get Campbell's you would -

BF: It was identified. Well, I'm sure there are more around. I never try, well I have one and you know. Duncan Campbell is

BF: I'm going to show you a couple of wings here. These belong to the enlisted pilots. I'll told you I'd bring you the enlisted pilot later. But I just wanted, while we were talking about wings, this is what you call the Dallas wing. Now you remember the wing I showed you on the uniform, there's your large - this here you can't see it. But in the back of the black color, this is your metal wing. Now in back of that is like a stud where that goes in and this is covered up and it's three-pieced wing too. You see how it's put together, you pin-back. They didn't have clutbh-back in those days like they did later. This guy brought it back from Texas when he came back. Now he wasn't entitled to ^{wear} that yet, but I'm sure, as an enlisted pilot, he wore that thing man. When he went in town with the girls, you know. When you had that wing on man, that was just about it your. Now this is kind of delicate. This is a piece of wing. See how they were made. And that's very delicate and they sewed that on. Now there was more to that you can see a little bit shaky. But, you can see how your embroider wing was. And then, a lot of people call miniature wings, Duncan Campbell, we were talking about the greatest authority on wings, liked to call them sweetheart wings. That sterling silver is beautiful. Well, you can see how here it's you little miniature wing that he had made. Do you see it there? He had it made and pinned on. I never see one pinned on a hat. Now, I don't know, you just don't see many pictures with these little wings on them. I don't know what they did with them. I guess a few guys pinned them on.

RH: That's what it looked like it was for.

BF: Yeah, in World War II they wore them heavy. Duncan Campbell claims he never saw one pinned on a hat either. He has done a lot of research down at Carlisle. I don't know why they didn't wear them, but

you'd think they would. Now, I've seen the propeller, I have hats with the propeller pinned on, but I don't have any of the other. I don't know why. Whether they just bought them, Well, of course, it's like World War II, if it was a true sweetheart they would have bought them and sent them home to their girl friend or mother. That's what the original idea was. Now, this enlisted pilot's uniform - now there's an enlisted. See that one, he has on his hat. We did some research on enlisted pilots. Now see where the wing is. It's an embroidered wing. They were all flying sergeants. The US government said they never had any enlisted pilots in World War I.

RH: That's right. I read that.

BF: But they got fifty of them. That's what we estimated. We've got pictures to prove it. Both of these are identified. The other one I'm going to show you in a minute. I interviewed him; I taped him. I got all his affects. I know that he flew, because I even read his log books. He flew almost twelve hundred hours in the air. This guy, I don't know much about him other than his name. You see they did it on the right arm, right above the sergeant stripes, they put the embroidered, sewed-on wing. The four bladed prop is in the center. Very large wing, what would you say, four - five inches almost, right.

RH: It goes all the way around -

BF: Yeah, it wraps around the arm and its got like a wing on each side, very big, made out of black material with a white stitching over the top. Now, they wore the Air Force, they wore the regular enlisted man's discs. Of course they were enlisted men. A lot of these guys were gunnery sergeants. They were old-timers that really were somebody. They come out a

little forward. The only reason I say that is because this guy here is from Lucas Gap, Pennsylvanis, near Mount Carmal. This is one of the best finds, this is probably the best find in my collection. This thing was hanging in the garage. The woman told me on the phone that she had her brother's Air Service uniform and he wasn't overseas. I just figured he was an enlisted man, probably a mechanic or something and didn't have much. A two and a half hour drive one way just to pick it up. But she was going to give it to me. A lot of times you don't find that much, but when I walked in, on the way up, I was just dreaming that it would be an enlisted pilot. You always dream you know. Everybody dreams. And since then, me and this lady, the sister give it to me, have - now this guy's embroider wing isn't quite as big.

RH: No, no. It's different too, in the sense the way it looks like it comes over.

BF: A little bit different now. This guy here, he wasn't overseas. He flew Kelly Field - he was a gunnery sergeant. And I said, well why didn't you want to become a second lieutenant? And then you could have got your regular wings. He said, "Well, I was making \$165 a month as a gunnery sergeant. and my flying time ^{pay} and the second lieutenant was getting \$125." He said, "what would I want to be a second lieutenant for? And he said, "I was in better click with the officers - the captains, the first Lieutenants that were in charge of Kelly Field and Dover. I'll have to look it up, in Florida. He did a lot of solo flights. In his book he had 680 hours in the air. That's a lot of hours. But he told me that was only half the hours he had. What he did, he would loan his hours to you, say you were second Lieutenants and didn't get up. You had to have so many hours a month to get your pay - your flight pay. So, as long as the machine was up, I could give you my hours. Say me and you went up together, we could give it to our buddy the flying hours-

just one of us. As long as we had our hours in we could give hours away.

He told me he give away as many as he had in the book. So this guy here, if you look, again, what I told you it's on this arm - no on the other uniform (I have two uniforms - but no other wings) he has three silver overseas stripes. So that means - he was in about two years he told me. But this guy was - quiet. And he said, he was a sergeant that had more pull than probably all the second lieutenants in the whole Kelly Field or Arcade. A great guy, Peterson - didn't he fly in the 94th?

RH: Yeah, he sure did.

BF: Sure. Peterson came back to Arcade Field when Won the distinguished service cross. This gentleman flew with Peterson -

END OF TAPE ONE, SIDE ONE

BF: We running?

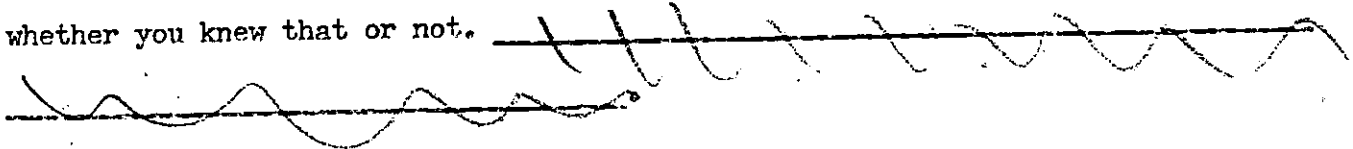
RH: Yeah.

BF: Okay. Well, this guy was - I'm going to give you a paper on Peterson I think. Let me see if I can find it. Yes, right there. See, I've never seen this. I would like to have this back, but you can take it along and study it. This is Trench and Camp paper, and this is him getting his Distinguished Service Cross pinned on him. His girl friend, Peterson's fiancée was in the crowd that day, his father-in-law, and everybody. In other words, they were putting on a show. Here's Peterson in it. This guy claims that he did a short turn roll, and shouldn't.

He tried something a little fancy and he had a civilian in the plane with him. The civilian didn't get killed and he did. The civilian got beat up. It tells you this in here somewhere, I don't know where it talks about it. He has a scrap-book, which I haven't been able to get. Carlstrum Field, Carlstrum Field, and Arcade Field. He flew back and forth. This guy's job was to - I'm trying to find where it has - I think I have the paper here about Peterson's - Peterson getting killed. But he was flying in the same formation. They sent up like fourteen or fifteen planes. They were just doing it for -

RH: Exhibition.

BF: Yeah, for after the war. Peterson was from Pennsylvania. I don't know whether you knew that or not.



RH: No, I didn't know that.

BF: I don't know whatever happened to all that stuff. Right there's the article about Major Peterson getting killed. It's the true - There's the story about Billy Sunday.

RH: This will be good. I'll get these rascals copied. And then I'll just mail them back to you.

BF: Yeah, please do. This guy also had an airplane crash himself. That is a prop cut of a Jenny. He broke his leg and I think he broke something else. He took the saw and cut the prop right off the plane and he crashed.

RH: He was gonna take back a piece of it himself.

BF: Yeah. You know, these guys were great souvenir hunters. He flew a Jenny. He told me what he flew as an enlisted pilot, he flew a lot of solos. Now, he didn't always fly this way. He said he flew from like Arcade Field to Carlstrum Field to Dover Field, back and forth. He would fly civilians, ministers or whoever, he would fly them. He was only a sergeant and I've got this on tape. And I've got so many different pictures of him.

RH: _____

BF: And even on his discharge, they say that he is a sergeant; they don't rate him a pilot. It rates him and you can see it right there. Where does it say? Knowledge of any vocational mechanic and machine gun instructor, and it don't ever say he was ever a pilot.

RH: No, it doesn't.

BF: And there's his discharge. It's just unbelievable. Just look at all the fields he was at. Kelly Field, Telaforia (I don't know where that's at), Carlstrum Field, Field, Field, there's Carlstrum again. Now he was at Arcade Field, I know he was there. That's the one he talked about so much, but I don't see it.

RH: What they did on that was, they didn't list them all.

BF: That's right, and the thing of it is of course - there he is standing beside his plane. It ain't like he was some dumb-dumb, you know. I didn't get his flying jacket but I got a lot of his other - I got his goggles. And he said, "No, I wasn't official, I was not supposed to fly." He said officially the government didn't say that I could, but he said, "I did." He said, how many others? In his scrapbook, which I couldn't get, was an article on his friend that got killed that was an enlisted pilot. And he said he was enlisted. It said Sergeant so-and-so was soloing and got killed in the article. I got an autograph picture to Bob Ford, you know. This is the kind of stuff that is unbelievable, you know.

RH: This is good.

BF: And I, of course, have got a tape. It's a pretty good tape. Here is
a picture of Arcade Field.

RH: Oh, this is great.

BF: Do you see the picture of all the planes sitting there?

RH: I wonder how hard it would be to get a duplicate of this rascal made?

BF: It would be quite expensive probably. I'm afraid it would be awfully expensive because what they charge today for a little one. I don't know. Unless you know somebody professionally. If you know somebody can paint one. Because, what is that, an eight by -

RH: Eight by six.

BF: Eight by five.

RH: Five, yeah.

BF: Eight by four anyhow. Eight inches by four feet.

RH: Boy I'd like to have one of these though.

BF: I've got a couple of other pictures here too. Kelly's Field. I've got a lot of stuff on aviation. Kelly Field, December 10th, 1918. Look how wide open the country and the town.

RH: That's a beautiful area. I've been to Kelly Field.

BF: Have you? Is Kelly Field still in operation? Or what is it now?

RH: I think it's part of - I want to say Lackland, but I'm not sure.

BF: This old country boy has never been much - look at the
planes lined up. These pictures show up every once
in a while. They're around. There is a lot of picture stuff around. Like
this.

RH: Oh yeah, this is great.

BF: They've got something spelled on it. It looks like S-O- I can't understand what that is.

RH: Squadron, S-Q-

BF: Oh, S - Q, right.

RH: Squadron 11, it looks like S-T there.

BF: That's what that is, right.

RH: Yeah, that's great. That's great. Cause you see Kelly Field is San Antonio. Look at the ground.

BF: And rough too. Them guys used to hit them holes and break them planes and mash 'em up.

RH: This is great. And that's why I say that Kelly Field is part of Lackland, because Kelly Field was at San Antonio. And the major base at San Antonio now is Lackland Air Force base where they train their recruits. "Everyone walks through those gates" as they say.

BF: Is that right. That's great. Well this quite. This enlisted pilot is unbelievable stuff. I got all this stuff with him. It's history in itself. You know, like modern Aircraft machine gun model. It's just that . . .

RH: Manual there.

BF: Yeah, manuals around. But, annual lances. You know, there's so much stuff.

RH: Memorabilia that was really good.

BF: That's what I like. Try to really get into heavy. But, I forget what the tape - it's been a year and a half ago that I taped that guy. But the enlisted pilots, whether anybody agreed though about it. Oh, this is your copy.

RH: Oh yeah, this is the one I wanted to keep.

BF: I was going to put that - if I don't put things back I get things confused.

Okay, enlisted pilots, in my estimation, it's unbelievable that I have two uniforms when there were only fifty guys. But, I don't know.

RH: Like the French, well of course . . .

BF: We had a lot of sergeants too.

RH: Right. As American, there was a lot, like Lafayette, Escadrille
_____ was a sergeant. And he flew as a sergeant. We made him
an officer.

BF: He was a major or something.

RH: Yeah, he was major. Of course, he flew with the 94th.

BF: But Rauol Lufbery
doesn't he sound like some Frenchman? I always thought, when I first started, well
Rauol Lufbery some Frenchman and he even looked like a
Frenchman.

RH: He sure did, but he was a . . .

BF: Did Douglas Campbell see him get killed?

RH: No, he was flying at the time.

BF: He didn't see him get killed? Rickenbacker seen him get killed and was there right after, I read in his book. I talked to an enlisted man that seen him get killed. And I can't remember where it was at, you know. I talked to a guy that said he was an infantry man on the ground and he claimed to see him jump. He didn't see him land, he seen him jump. At the time, he had no idea of who it was. But, this is the different -

Let's talk a little bit about Navy, about the pilots.

RH: Yeah, definitely.

BF: This is - let's talk about the pilots. Let's stay in the pilots category. Okay, you noticed that the Navy was the only uniform that had it's own special color for pilots, for aviation. You know, the Navy green. The greenish - see the the Navy green.

RH: Uh-huh. And look at those like the lapel - what are they called?

BF: The epauletés.

RH: The epauletés. I like the Navy

BF: Yeah, everything is Navy. They're all Navy. But they had their own special - you know, you had your Ensign, you had your Lieutenant J G. This is Lieutenant JG and this is Ensign. This guy's Ensign and this guy is Lieutenant JG. Of

course, it was a little bit different. Like the Ensign was like our 2nd Lieutenant and the Lieutenant JG was our first Lieutenant and so on. And you had your first lieutenant, which would be like our captain, and so forth. But, this guy here, both of these guys flew in Italy. Now, this guy named Edward Tarune, he had the Italian wing sewed on over the right pocket, of his right pocket. And the crown above, I was told by this other Navy pilot, you had to go up over 10,000 feet for over an hour to be entitled to wear the crown. I seen another pilot that I interviewed. He has his Italian wings, but he doesn't have the crown. So, that makes sense. I thought that was just a bunch of bunk. I really believe that's true.

And of course, this is your embroidered fancy Navy wings.

RH: With the anchor.

BF: Yeah, with your anchor and 'course like it's a little different. The thing about the Navy wings, they didn't change that terrible much from World War I on up. Now, the styles changed. That's what kind of hurt. But any more, Navy aviation really got involved. You know, Navy had the first men over there, and they were really in combat quite a bit, more than the people realized. Now, this is my good buddy Benson Duchune, Navy pilot number 400, which I'm so proud of this gentleman. I have all his stuff. I've got his flying suit, I've got his flying leather jacket. I've got all his stuff and all his trinkets. He has his Italian metal wings. He has his US metal wings, but he can't find them. We're still hunting. We keep hunting and hunting, but we can't find them. He has his trunk. What's so great about this guy is that he flew the NC - 4 right after it came back from across the ocean. He flew it up and down the

coast as a recruiting thing in 1919, went over in May I think. So, he's quite a famous guy. The other thing about the NC-4 was, his co-pilot in Italy - this guy flew in Italy. He bombed German sub-bases is what his job was. He flew the Caproni bomber. It was a big monster. Tri-winged, 104 feet long. He crashed about three of them. He flew over the Alps and he told me he crashed one and he was in the hospital I think for two months. And they reported back to his mother, I think, that he was dead.

RH: Oh, good Lord.

BF: Some girl that was a writer over there happened to run into him from Baltimore - He was from Baltimore - and knew of the family and heard about him being killed. And she's the one that wrote the story that he was still alive. And it came back and his mother read about it in the paper or some crazy story. So I guess it was some very bad rumor.

This Navy pilot here is number 241. I don't know very much about him yet. I haven't done hardly any research. I just acquired this uniform about a week ago. But you notice it has a World War I metal wings.

RH: Gold.

BF: Yeah, very gold. Made in Philadelphia. Now, how you can tell your World War II Navy wings from World War I - in the 20's they don't have this - but they have the little berries up around both sides above the shield. They have the berries, and your World War I wings don't have the berries. This uniform, you can see where the moths have eaten on it a little bit. It's still - Navy pilot 241 is quite a low number when you start thinking about it. Today their number's probably 50,000 or something like that. I have no idea what

it'd be.

RH: It's quite a few.

BF: I'm going to put this, if everything works out right, I'm going to put this on one of these things up here and get it all straightened out. But, I was very anxious to get this uniform because it had the metal wing. The other two, you know have the embroidered wing. Benson Duchune #400 has the Italian metal wings but he can't find them.

RH: If you can ever find them.

BF: It's a tough story. We keep digging, we keep digging. He flew in Italy. You know, the Army had guys that flew in Italy at Foggia. In fact, last night in the Philadelphia Enquire, the commander of the field at Foggia just died. He was eighty-eight years old. Ryan. 1911 graduate of West Point. He was commander of the flying school there, at Foggia. They taught him to fly after they got over there. I was fortunate enough to acquire from the paper I know. I have a magnificent scrapbook in there of this fellow, whose name is Wynagule and that's just him. Now, this here is what's nice. His ID card, and this - made over fifty years later, 1970 or '2 or '73 or whenever it was. This was the Caproni they flew. The Italian government had a big thing for the veterans that were still living and gave them a little gold wing. This wing was given to him in 1972 or '73. This guy has since died. He died in the mid '70's.

RH: That's nice. That's nice.

BF: But, the scrapbook is unbelievable about this guy. We won't get into this guy because it goes on and on and on, the story does. You know, Mayor LaGuardia was the head man of this squadron of four hundred men that went to Italy. Now he went to Foggia. His father was born in Foggia. Mayor LaGuardia was a senator of New York state before he became mayor of New York. Now, he was a pilot. One of the early, early pilots.

RH: Right. I knew that LaGuardia was.

BF: And I had gone up and interviewed a guy that was in Italy and he flew . . .

RH: Testing one, two. . .

BF: Now Mayor LaGuardia, he had a lot of influence in Italy. Now, the Italians were thinking about going over with the Germans. Mayor LaGuardia got over there, and of course he could speak fluent Italian, and he kind of did some talking to get them back. And I think, the way these pilots tell me, the Italians thought we were bringing over half the US Army. We took four hundred men. The Navy had six hundred men there he told me. When I talked to him the other day. This is the old gentleman here, a very good looking guy, that is a picture of him - my Navy pilot number 400, which always get him to autograph it. Now, this is an original picture and I got these copied. And what he says is, "To Bob Ford. Many thanks for your," something -

RH: Interest.

BF: "Interest and help" You see, I'm trying to get information from him and he - what a great gentleman, what a great gentleman he is. On the back is the original.

picture that he loaned me. Everything I have of his, I got it on loan. But, I take anything on loan, borrow, beg, or steal, as long as I can preserve it. The family don't seem to show any kind of interest at all and it's kind of a shame - You know, it's true of a lot of things. I'm sure me and you aren't interested in a lot of things that other people say they can't understand why we're not.

RH: That's right, that's right.

BF: That's what it amounts to. Here's all the letters that he wrote his family from - he just loaned them to me to get through for interest. There's a lot of history. He crashed over there and he was in the hospital and it goes right up to that date and stuff.

RH: You ought to get that microfilmed.

BF: I should. What I'm trying to do is - You see, I'm supposed to be doing an article for Cross and Cockade on him, on this guy. I have a lot - I'm a terrible writer. I've been doggin', and putting off, and goofing off, and everything, and so I have got to get on that. I have done some - I've got it on tape. Me and two guys are doing it together. The other guy - he's a writer, so I don't know why he can't take my tape and use that with my other notes I'm giving him. I think that's what I'm going to con him into doing. If he wants to. If he wants to do it bad enough - I did all the research and all the work, all he has to do is take it from there and finish it.

RH: That's what I did with Dave. I did some research on, what was that guy's name, he did Up and At Them, the book. Hartney, Harold Hartney. I went through

several books and pulled out some facts on Hartney's night squadron which was the 185th, which was with first pursuit.

BF: 185th, 185th. I've seen a uniform from the 185th. I know a pilot, my friend had a pilot from the 185th. Has his uniform with the bat _____

RH: Yeah, that's it, that's it. That was, of course, the squadron that came in with the first pursuit which was a portion of - the 94th was a squadron in the first pursuit. So any way, Dave was going to do an article on Hartney.

BF: Boy, Dave _____ is up at Kutztown. _____
He wants me to get about three or four of these articles together. I guess he needs to do it to keep his doctor's does he or something.

RH: Yeah, yeah.

BF: He's always begging me. I said you come down and I'll give you the information and you write it. And then he's worried about whether I'm going to get enough publicity - I said I'll be happy as long as it's published, as long as it's right. That's all I'm concerned about.

RH: That's the main thing.

BF: Also on the Navy pilots there was only one _____
A World War I ace that was a Navy pilot. I don't know whether you knew that or not.

RH: No, I didn't even realize that there -

BF: There was one ace; he flew with the British - 213th British squadron. His name was Ingles, was it Dave Ingles?

RH: Yeah, it looks like D.S.I.

BF: Dave Ingles, he's nineteen years old. Can you believe that? A nineteen year old pilot. You ought to - he's in a lot of books. They've done a lot on him. Of course, the Navy's quite proud of him because of what he did and what he didn't do and quite a famous guy. I wrote him and I asked him for anything. I ain't afraid to ask anybody. I asked him - I always ask them if they have any uniforms later. First I ask them for autographed pictures. I try to get what they have and I tell them what I am doing.

RH: That's really nice.

BF: I have a lot of guys like that. I have a lot of fellows' autographs like that. I'll show you my books. Well, I've got a couple other pilots. Since we're into Aviation, I think that's what we're talking about.

RH: Right.

BF: Behind you is all the enlisted uniforms but before we go into that Now, the enlisted - the patches, of course, all of them have a patch on the left arm. I haven't ever seen this patch before. It's overseas. 212th squadron. Of course, this is what we wore over here. We didn't wear it overseas. You know, it's got the star, you know Red with white border. These are artillery squadrons. This guy here was in the balloon squadron, second balloon company. This is a rare guy. I'm going to do an article in that booklet

that Dave - 19th Photo Section, this guy was in, which there is very little known about. His name I've got a terrific photo album on

a couple of guys who were in the photo section of the 19th. This is your Cockade. This guy was in the 18th Balloon Corp and I have all his stuff, his patch. I don't know what that balloon patch is. You balloon corp patch the 71st.

RH: Oh, that looks nice.

BF: Oh, there is a balloon. Just another beautiful air service uniform. I believe it's an educational patch. What they did, they went to school. A lot of these guys went to school after the war; and they just wore this patch. This guy here, yeah, this guy was in the 155th air squadron. Just a regular mechanic I believe he told me. You see, he's got the 155th wrote on there its got the propellor on there. Over here he's got his first army patch with the cockade. But, I would like - fortunately, I went to a lot of houses over the years. I talked to them and got very different views.. In the district of Paris, in the aviation headquarters ^{is} what he did, this guy ~~filed~~ to become a pilot and he didn't have the qualifications so that he stayed in the air service as that. But he wore his cockade, which these guys were proud to be in the air service, you know. This guy's got the cockade that's an engineer's, in other words they built the air fields. I think that's in the 1st Army too, 169th. All of these squadrons were repair squadrons, instruction squadrons, and I ain't gonna take all these out, but I'll just show you a couple quick. This guy here was in the 213th, very, very well known squadron. Quite a few aces in there if I remember. Of course he was overseas. Beautiful first army cockade. Sergeant. But what's nice is he's

got his name, and bag and stuff. That's what I like. I like things identified. Now, some of these. This patch is numbered the third army. This is the second army. These were never really official. Here's you most third instructional center. I think that's where the 9th was at, the third or second instructional center. The Issoudon.

RH: Yeah, the Issoudon.

BF: Is that where they were at, at Tours. One or the other. Here's your second.

RH: Well, in fact Doug helped do a lot of the work at the field.

BF: Did he really?

RH: Yeah, he did. He helped get that together.

BF: Here's the enlisted man. There's a rare Navy uniform. that I just got from a veteran, the guy just sent me that two weeks ago. Now, what that guy was a friend sent it, the guy, the veteran's dead, you know, but that guy was in the air service, look at that. Air service thing on there. It's an enlisted man.

RH: The enlisted Air Corp.

BF: Yeah, you see what's so funny, at that's a voeman and that's not supposed to be a right patch. And that guy's supposed to be a chief Petty Officer, and that's a jumper. Chief Petty Officers didn't wear jumpers, they wore coats.

RH: That's kind of odd.

BF: But see, this is what's different about World War I. And here's another guy who was in the second aviation school, this guy was in 56th search light company, which was artillery, but they were connected with the Air Service. Now this one here is another one of them. Weird, you run into so many different kinds of guys. Here, I brought this book out to show you some of my other pilots and people I run into. That's another guy. His name is Teddy Roosevelt, Jr. Colonel wasn't he? During World War I.

RH: I believe so.

BF: He was killed on the beach of Omaha, or he died on the beach of Omaha, won the Congressional Medal of Honor. His son sent me that. Cornelia sent me that. I already met Teddy, I wrote Teddy, the third. Surprisingly, the biggest people in this country are the people who do the most for you. Surprisingly. Here's George Lewis. George Lewis flew - this guy was a personal friend of Mayor LaGuardia. He went over there with LaGuardia, trained over there with LaGuardia. I just went up two months ago, in a snowstorm almost and interviewed him in Scranton, Pennsylvania. This is his uniforms. He has a son. This guy's eighty-nine years old and still drives a car and is in good shape. Lives in a house by himself. His son's big in the historical society and there is no hope of getting any of his stuff. That's a shame, because there's two pilot's uniforms - three pilot's uniforms, two hats with wings on them. I just gave them my patch, but when I win, I win. You know. This here is probably not too interesting. That's an original picture of Wilson when he went over there. See that. Who is that guy? I forget -j

RH: Clemenceau

BF: Yeah, you're right.

RH: Clemeneau. He was the French minister. Clemeneau or something like that.

BF: And now, this girl here was - you see, I write everybody. This girl was one of the telephone operators during World War I that just got their veterans rights about two months ago. And she sent me a picture of herself and a nice letter and I kept it. This guy's a Navy pilot. He's something like 2,000. Still living, in State College. Maybe someday. I don't know. You know, you don't have - His son-in-law's a very good friend of mine. He said we're not interested in whatever he has. He said, you know, maybe some day you can probably have it. So I tell them what I'm doing and they're very good. That's a copy of a guy, you might know who he is.

RH: Oh, yeah, okay, okay. That's Mitchell. I had to look twice there.

BF: This was taken off an original. A friend of mine gave me.

RH: Yeah, that's old Billy.

BF: Yeah, old Billy Mitchell himself. And this guy here flew with the - This is the first air squadron. This guy has told me that his plane and wrote on that plane is Nellie and after he came home - Is Nellie wrote on there?

RH: Yeah.

BF: When he came home - that was his girl friend and of course he married her - when he come home here, was this plane with Nellie wrote on it on one of these posters - recruiting posters. I wish I could have gotten that poster. I don't know whatever happened to it. But this guy is dead the only thing I got from him, but I'm happy to get all the good pictures from him. You know. This guy's just a second division pilot from Westchester. This guy was a marine from Westchester. A local guy that I saw pictures of, this guy was in the Marine Corp. That guy was in the air service. I was trying to think of something there was a black guy in the 92nd Division. I write everybody. That fellow won the Congressional Medal of Honor. That's just a picture of him I took. A World War II general - two starred one I think. Foustan, I think he was. He was quite - you can see he was a very famous guy. I write these guys. I'm lucky enough to know how to get the addresses and I just write them and ask them for autographed pictures and if any of them have any old junk pieces, like uniforms or -

RH: Anything is better than nothing.

BF: These guys are proud and happy that somebody is interested in them. You'd be surprised. Test pilot, flew in Italy. This guy will talk. I have a tape on him. This guy will talk until he's blue. And he will tell you that he was the best pilot in this war. He said that he was probably the fifth best pilot there was. Now I don't know how true that is. But he is an old guy. He is a cocky old guy. He'll tell you he was the greatest. He flew every plane there was. He went to the English plants and took them up and flew them. He flew for eight of them as a test pilot. He went from Italy to England. That's when he added his Italian wings to his

American uniform years ago and I have a good tape on him. What a character.
What a talker.

This guy's named Peterson. Navy pilot 163. Lives close to me
Wouldn't do anything but give me an autographed picture. He won the Navy Cross.
and 2 or 3 others. Marine pilots did not keep the uniform. I talked to
about ten of them and not one of them has a uniform. I don't have a marine uni-
form. I'd love to have a marine pilot's uniform. That's what I need. I only
like to have one of each item, that's what I'm after. But, I didn't do so well
on that. This guy flew with the 148th. Elliott Springs
squadron. I don't know if you've done any research on Elliott Spring
_____. He was an ace that shot thirteen planes down, trained
with the British first. Unknown diary, Warbirds, have you
ever read the book) now

He wrote that about his buddy that got killed. A guy named, I forget, the name
Calahan was in there. Well this guy here knew them all well, because he was in
a C squad. There was A, B, and C squad. You should see his scrapbook. This is
an original picture he pulled out of his scrapbook. He's holding his wings. He
don't have his uniform. He's been here for dinner a couple of times, a great guy,
but I can't talk him out of those wings for nothing. He says its going to his
nephew that lives way out, that lives by himself, plays golf, took me to Aronomic
_____ Country Club and man was I out of class in that place.
But that's the kind of gentleman he is. And a true gentleman. See, any letter
I get from any pal I keep. I have letters - Now here, here's your guy. This
guy was a World War I Navy pilot. I got this from a daughter. He flew with
the Lafayette Esca-. See his wings?
drille

RH: Yeah.

BF: Reno was his name. I forget what number he was. I'll have to look up what number of pilot he was. I wrote this guy and he answered me too. G. Forest Warner, he was a World War I ace. These guys are all World War I aces in these pictures I'm showing you. This is Reed Chambers. Reed Chambers was in the 94th wasn't he?

RH: Yep, he sure was.

BF: Now, there's an original autograph for him. It's not an original picture, it's a copy that was made and autographed. . .

END OF TAPE ONE, SIDE TWO

BF: I just write them and tell them and he said I hope this small size, I ask for an autograph. And I write back and say, "George, I'm sure everybody's picture bugged you crazy, and if you have anything, even a hat but I didn't here from him your grandkids won't appreciate something and mine I hope we have this stuff and I hope it gets taken care of the way I want it. This guy that lives right over here in Chester County, Russ Smith, very famous, very famous pilot. He really got famous after the war. He was a stunt pilot and he flew for the Bellanca, he great builder, he built airplanes in the '20's. This guy was his test pilot. This guy owns an airfield yet. This guy was his ace test pilot. That's what he did and he stayed in aviation the rest of his life. You ought to see the pictures of the Bellanca, I think it's the Bellanca or something like that.

Hobie Baker, the great Hobie Baker. You probably didn't hear of Hobie Baker unless you really into the thick of it. Hobie Baker was the commander of the 118th squadron and had a tiger on the

side and from Princeton. He was the greatest amateur hockey player this country's probably ever had.

RH: That's where the name rings a bell.

BF: And he got killed crazy. The war was over December 13th. He wasn't supposed to take the plane up. I think he was probably drunk. He was commander. And the guy said, "It ain't runnin' right, don't take it up commander." And he took it up and crashed and killed himself. They said he was getting old and fat and having trouble adjusting to life. He was up in his thirties and wasn't married.

Here's the guy with the wings. Now, he lives in West Chester. See there he is an observer and this is his pilot.

But there's them Bombardiers wings. Only about twenty-six guys have that in Texas. They have them specially made. I can't talk his son out of his wings.

We keep trying. And this Easterbrook.

RH: Yeah, then you have a B-7 in the background.

BF: Yeah, right, yeah. This is one of the German pilots. He was either shot down or - I don't know what the story is - Easterbrook flew with another guy that started with a B. What was his name? There was another guy, I can't remember.

RH: I can't either, but I remember Easterbrook.

BF: Yeah, well he was an ace. And he was an observer. See that half of a wing?

RH: Um-hmm.

BF: Like I showed you on this uniform.

RH: Yeah, yeah.

BF: Quite different. Well, we'll get you into this 94th Squadron.

There ain't too much here. This guy's name was Robert Hartz. He was a clerk.

RH: Yeah, that rings a bell.

BF: Douglas Campbell knew Hartz.

RH: Yeah he did. He mentioned him.

BF: That's how I got his address, Douglas Campbell's address. There he is, that's a copy. There is his complete history. of Robert Hartz - where he was at. He was a Corporal. His uniform is gone. It's the saddest thing that I have ever seen happen. I looked forward for six months to the helmet, the World War I helmet with the Hat-in-the-Ring painted on that was his. She give it to the grandchildren. I hope - now you can look through now these are all 94th original pictures. Now some of these guys might ring a bell with you, I don't know. This is

RH: Look at the airplane here at Issoudon. It's a Morane Saulnier A1.

BF: These are all the officers. Some of these different ones - at one time, in

fact, I got the list of the 94th officers in there somewhere, that were still living. Look at that guy standing there. Original pictures.

RH: Um-hmm.

BF: ~~And his plane~~, maybe not his, but ~~one plane~~. Now that's an albatross there isn't it?

RH: Yeah, that's an albatross observer. This is - I don't know - it's a Roland I believe.

BF: That's not his plane, German planes. This here would probably be very valuable to some people. They would probably appreciate that.

RH: Valuable to me. I like. . .

BF: You like old Richthofen.

RH: Yeah, yeah, yeah.

BF: How about that piece of paper there? Original brought back, probably not supposed to be, but that's an original order. Look whose -

RH: William Mitchell.

BF: It's congratulating the 94th air squadron.

RH: Yeah, I have a copy of this.

BF: I'm sure there's a lot of copies made and they brought them home, but -

RH: This is really nice.

BF: There's the original picture.

RH: Yeah, that's Rickenbacker's plane.

BF: There's the original one he shot down. That's his squad and that's his worker. I put that in there. I have my scrapbook that I got Eddie's from. This is a letter Douglas Campbell wrote. There's a letter from Eddie Rickenbacker, which it wasn't for me it was for someone else -

RH: Schwartz.

BF: I don't know where I got that one from. But I'm like a lot of guys it don't get me excited because he's so well-known, but there is Douglas Campbell. You know, I keep everything. I wrote and asked - I got these copies made.

RH: Yeah, there's Doug too.

BF: Yeah, there's Doug there, there's Doug sitting on the motorcycle. He told me to write in who the four guys were. Green was one of them, and Sherry ^{it} is it, I forget; Sherry and tell who those four guys are sitting on that motorcycle. Did he talk much about the wild times? Or were they crazy or did he ever say much? Or did he talk pretty dignified?

RH: Yeah, he told me pretty much about everything.

BF: A pretty loose bunch of guys.

RH: Yeah. And the comradery and the type of stuff they did. They were pretty tight. They did a lot of things together.

BF: Elliott Springs you should here the stories about him you
wouldn't believe. They said he was crazy

RH: That's Lufbery.

BF: Yes it is. Sure it is. Right there is Lufbery. I've got something better than that. Look at that good lookin guy. Doesn't he look like a movie star?

RH: Yeah he does.

BF: You can get this in Washington. This copy

RH: I should have. I didn't think about it when I was there.

BF: You've gotta think about it. You've gotta get them autographs. You ain't got many days left.

RH: Yeah, I know it. I've got a letter by him. So -

BF: Nothings better than autographs.

RH: That's true.

BF: I like autographed pictures. I've got three autographed pictures. I've got that one and this one and another one in there in quite strong. on that. There he is again. It's autographed. There's one you can ~~tell~~ he wore the open collar. Which is history in my estimation. That's history. That piece of paper is history. That turns me on. That turns me on as much as getting the uniform. You know, just a fact, this is a copy I made. This is to Bob Hartz from Eddie Rickenbacker. I just got a copy. She had it made for me, run it off. There's some officers. just everybody around ground officers, if they were I don't know. Those guys were officers sitting there, pilots. There's Winslow and Campbell. I got that from - I sent that out and got him to autograph that. I don't know, I guess he got tired of autographing stuff.

RH: You know what this picture is right Here? You've heard of the Cockburn Lange photos?

BF: Yeah.

RH: This is what this is.

BF: Is that right? That's not of them.

RH: No, that's not of them. This is a S.E. 5 and that's probably 1917 by the style of the cross.

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BF: That's the thing I'm not up on- planes.

RH: Yeah, that's ok goodness.

BF: Anderson, whoever he was. Isn't that Anderson?

RH: Yeah. Colbenaty.

BF: There's the original. The guy that wrote the article in Cockade said that he had never seen them photos. Because I got them from a guy who brought them back.

RH: These are valuable photographs.

BF: Look at that one right there.

RH: Oh yeah.

BF: That's a copy, but read the letter. Just look at the letter.

RH: James Hall, well I'll be darned.

BF: Such a famous American. I take that book every time I go out and get my aviation talks and ask if they know who he was You know, a lot of them guys know him. I wouldn't have knew. He was such a great writer and everything. Wouldn't you like to have that wooden sign?

RH: Oh, I'd love it.

BF: No more than I would.

4-49

RH: That's true.

BF: Oh, my.

RH: Now I have on the tape I believe, Douglas talking about I think it was James Hall who went to Tahiti.

BF: James Hall? That's where that letter's from - Tahiti.

RH: Oh, I didn't notice.

BF: Did he talk about James Hall much?

RH: Yeah, he talked about - not a

BF: Did they get together much?

RH: It seems to me that they did. They got together.

BF: I think Guynemur, a french ace.

Some guy got Eddie Rickenbacker's autograph. I wasn't sure

Eddie Rickenbacker was dead before I get involved.

That's another copy. This is an original. This guy is in here,

right here. This is Titman, U.S.

Ambassador, retired but Titman

flew with the 94th if I remember, I think. And Titman was the most

wounded American aviator to be injured and live. I don't know if you've seen something like that or not?

RH: No, no. I wrote to - I still have to go up and interview him or I would like to - Royal Frye at ^WRight Patterson. He gave me the addresses of the three living members of the 94th.

BF: Okay. But the other two didn't answer you yet?

RH: No, Green didn't answer me ; Green is still alive.

BF: Green - I told you what Green said. Let me tell you. There 's the answers. Okay, do you want to see what Mr. Green said to me? Let's see what he wrote there. "I have your letter regarding war photograph . . . Due to my age I have discontinued selling my photographs of Hartz and the 94th. You should write Washington, etc."

I didn't ask him for a note, I asked him for an autographed photo of himself. I thought that was very cold. At least he answered no; why bother? They don't have any of the photographs that he would have. They wouldn't have one of him. All I asked for was would you please send me an autographed picture of yourself. All I wanted was a copy and I offered to pay any expenses.

RH: Yeah.

BF: See, he just threw yours away in the waste paper can. For some reason - See, what upsets me - him and the Hartzes were the best of friends for years. They lived right near each other.

RH: Yeah, that's why I said the Hartzes would have a photograph of him.

BF: They don't, they didn't have one. Well what can you say
u n c e r t a i n . o f

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RH: You can just go on about it and hope someone else is fortunate enough to collect -

BF: Now, this here is a nice article . Look here's a nice article about Billy.

RH: Oh, yeah. "Significance of Air Supremacy" Well son of a gun.

BF: he kind of got a little mouthy. Did you ever did into that any? Have you ever done any -

RH: I'm coming across it. now.

BF: What did he really say that got him into hot water?

RH: From what I understand, it was his whole attitude , the combination. I guess we're basically finished.

END OF INTERVIEW