State of Tennessee
Department of State
Tennessee State Library and Archives

Puryear Family Photograph Albums, 1890-1945

COLLECTION SUMMARY

Creator:

Puryear, Alfred I., 1889-1982
Puryear, George W., 1894-1919

Inclusive Dates:

1890-1945, bulk 1918-1925

Scope & Content:

Collection contains 209 digital image files; they are scans of three photograph albums, seven loose photographs, a map, and a hand-bound volume of magazine articles. The photograph albums were scanned cover to cover (minus any blank pages) and were labeled by Tennessee State Library and Archives staff as simply Album 1, Album 2, and Album 3. Material from the albums comprise the vast majority of the digital images (183 of the 209), but these digital images are scans of the entire album pages rather than the individual items on each page. Wherever possible, people, locations, and dates have been identified, but this was not always possible because the items within each album were glued to the pages, and none had labels or captions to accompany them. If there was any identifying information written on the backs of the items, there was no way to read it unless the item had come loose from the page. There are also several photographs with duplicate copies in more than one album, and the copies have been cross-referenced to each other within the Container List below. Items were not placed into any of the albums in a strict chronological order, so items on one page might postdate items on later pages.

It should be noted that for brothers who were born five years apart, George and Alfred Puryear looked remarkably similar, and, even if a photograph of the two of them was taken from only a slight distance, it is difficult to tell the two apart. Since both were in France during World War I, they visited each other on more than one occasion, and identifications in these photographs were based largely on details of the military uniforms shown. For example, Alfred did not become a pilot until 1921, so if a uniform bore pilot's wings, then the person wearing that uniform would have been George. Similarly, Alfred was stationed in Paris throughout the war, so if a uniform bore the District of Paris

shoulder patch (see DB# 36228), then the person wearing that uniform would have been Alfred.

There was some speculation that the albums were compiled by George's and Alfred's mother Fannie W. Puryear, but this is probably not the case. Although there are a few items in Album 1 that were clearly added after George's death, there are many items in it and the other two albums which would have held little, if any, meaning for their mother but would have been meaningful for George and Alfred. Album 3 also contains several items that postdate Fannie W. Puryear's death.

Album 1 is a green photograph album with "George W. Puryear" and "U.S. Air Service" painted in black on the front cover, and it is composed of 57 of the 209 digital images. Many of the photographs in this album are related to George's time in the U.S. Army Air Service during World War I. It is not clear which photographs date from his time undergoing flight training and which, if any, date from his time with the 95th Aero Squadron. The photographs do depict the wide variety of the aircraft, predominantly of French manufacture, used by the Air Service during World War I, and the types of aircraft depicted have all been identified.

Most of the other Air Service personnel in the photographs are unidentified; however, there are two photographs of Irby R. Curry, the star quarterback on Vanderbilt University's football team. Curry went through flight training with George, joined the 95th Aero Squadron on the same day that George did, and was killed in action on August 10, 1918. There is also a typed letter, dated April 1918, from George to his mother in which he mentions going through training with Quentin Roosevelt, the youngest son of former president Theodore Roosevelt. Quentin Roosevelt was killed in action on July 14, 1918, while flying with the 95th Aero Squadron (two days before George joined the squadron).

This album also contains items related to George's capture and subsequent escape from a German prisoner of war (POW) camp. There are two group photographs of American POWs (including George Puryear) at Burg Trausnitz in Landshut, Germany, and George's identification card from the POW camp at Villingen, Germany. There are photographs of George that were taken in Bern, Switzerland, after his successful escape from Villingen, several newspaper clippings about his escape, and the emergency passport that was issued to him in Bern.

Album 1 contains numerous photographs of the western United States. Some of them were taken while George was en route to or while stationed with the 9th Aero Squadron at Rockwell Field, San Diego, California. Other photographs of the western U.S. were taken while George was a pilot with the No. 3 (Far West) Flight of the Victory Loan war bond campaign, during April-May 1919. One of the photographs from the Victory Loan war bond campaign shows the commanding officer of the Far West Flight, Major Carl A. Spaatz. Spaatz would later command U.S. Army Air Forces in the European Theater during World War II and became the first Chief of Staff of the U.S. Air Force. The album

also contains the condolence letter from the commanding officer of the 9th Aero Squadron to Fannie W. Puryear informing her of George's death in an airplane accident.

Album 2 has a black leather cover and "Photographs" embossed in gold upon it, and it is composed of 80 of the 209 digital images in the collection. It was compiled by Alfred Puryear and documents his time in the Air Service from World War I through the mid-1920s. It includes numerous photographs of George Puryear, some of which were taken when he visited Alfred in Paris, France, as well as an artist's proof of a portrait drawing of George by Joseph Cummings Chase. The finished portrait would be used in Chase's book *Soldiers All: Portraits and Sketches of the Men of the A. E. F*. (New York: George H. Doran Company, 1920). There are also several photographs taken in Paris during the war, including photographs of the headquarters building of the Material Division (to which Alfred was attached) at 45 Avenue Montaigne as well as photographs of the World War I victory parade down the Champs-Élysées on Bastille Day, July 14, 1919. The album also includes several photographs taken while Alfred was on leave in Monte Carlo in February 1919.

Album 2 also contains numerous photographs taken after Alfred's return to the U.S. in September 1919. There are several photographs from his trip to San Diego, California, to visit George, including one of the Hotel del Coronado. There are also several photographs of him and his mother outside the U.S. Capitol in Washington, D.C., where he was stationed immediately after his return.

There are also numerous photographs from Alfred's time as an airship pilot. Among them are photographs of the wreckage of Army Airship TC-2, which crashed in October 1924, severely injuring Alfred. There are also several aerial photographs of San Antonio, Texas, and Brooks Field, Texas, taken from Army Airship TC-3 in November 1923.

The last eight pages of the album are photographs and clippings from the Gordon Bennett Aviation Cup race held outside of Paris in August 1920. Most of the clippings come from French newspapers or magazines, and English translations of the text and captions are available in the Additional Information section at the end of this finding aid.

Album 3 has a brown leather cover with "PHOTOGRAPHS" embossed in gold upon it, and it is composed of 46 of the 209 digital images. It was also compiled by Alfred Puryear, and it contains a veritable hodgepodge of photographs and clippings ranging from around the 1890s through approximately 1945. Of the nine studio portrait photographs in the album, the subjects in only two have been positively identified: one portrait is of David B. Puryear (ca. 1907), and another is of Alfred (ca. 1900-1910). Among the disparate photographs in the album, there is one of George's grave (ca. October 1919), a panorama of Orléans, France (ca. 1918), a photograph of the U.S.S. *Agamemnon* bringing troops home from Europe (1919), a photograph of a flooded intersection in Hartsville, Tennessee (ca. 1927), several photographs of Arcadia, California (1921), and an aerial photograph of Camp Leonard Wood, Fort Benning, Georgia (1931). There are also several pages of clippings and postcards from Miami and Key West, Florida (ca. 1935).

Most of the clippings in the album document events in the lives of various family members. There is an obituary for Alfred's father, William Pressley Puryear (1913), two obituaries for his brother David (1929), two clippings about the marriage of his niece Cornelia Puryear to William P. Weisiger (1938), and a clipping about the election of his nephew, William P. Puryear, Jr., as mayor of Gallatin, Tennessee (1941). There are also copies of several official Air Service documents in the album. There is a copy of the official report of George's capture that includes the make and serial numbers for both his airplane and his airplane's motor (1918); there is also a copy of Alfred's report on his first solo flight piloting an airship (1921) and his draft report about an airship flight from Scott Field, Belleville, Illinois, to Sulphur Springs, Missouri (ca. 1922-1926). The album also contains the program for the 2nd Balloon Company's 1931 Thanksgiving dinner, which not only includes the menu for the dinner, but the entire company roster.

The loose items in the collection comprise 10 of the 209 digital images. They include a photograph of all seven Puryear brothers (taken around 1900), a photograph of Fannie W. Puryear, four photographs of George Puryear from World War I, and a graphic/grisly photograph captioned "A horror picture of the war." There is also a French map of southern Germany among the loose items. The town of Villingen is circled on the map, as are all of the places George stopped to rest during his escape. Each resting place has a number written next to it which represents the date in October 1918 that he stopped there. There are also two X's marked on the map across the Rhine River from Waldshut, Germany. They mark the locations where George emerged from swimming across the river and where he received aid and shelter from a Swiss railroad employee.

The hand-bound volume of magazine clippings contains a copy of "The Airman's Escape," that was cut from *Atlantic Monthly* magazine; it is composed of 16 of the 209 digital images. "The Airman's Escape" is George Puryear's autobiographical account of his capture and subsequent escape for the POW camp at Villingen. It was published in the April and May 1919 issues of *Atlantic Monthly*.

Ac. No. 1092 in Box M-134 contains what appears to be a draft copy of "The Airman's Escape." This version is slightly different than the version that was printed in *Atlantic Monthly* and reprinted as an appendix in *Squadron 95*.

Digital images of the contents of this collection are available for viewing on the Tennessee Virtual Archive (TeVA) website at:
http://www.tn.gov/tsla/TeVAsites/Puryear/index.htm

Physical Description/Extent:

209 digital image files

Accession/Record Group Number:

Ac. No. D-0011

Language:

English with several documents in German or French.

Permanent Location:

…\MasterFiles\DigitizedLoanedItems\D-0011_Puryear_PhotoAlbums\

Repository:

Tennessee State Library and Archives, 403 Seventh Avenue North, Nashville, Tennessee, 37243-0312

Administrative/Biographical History

George Wright Puryear (1894-1919) was the youngest of seven sons born to William Pressley and Fannie Mildred Wright Puryear. George was born in Hendersonville, Sumner County, Tennessee, on September 22, 1894. He graduated from Hawkins School in Gallatin, Tennessee, in 1913, After receiving his law degree from Vanderbilt University in 1916, he moved to Memphis to work in his brother David's law practice.

The day after the United States declared war on Germany (April 6, 1917), George Puryear applied to join the Aviation Section, U.S. Army Signal Corps (which, in 1918, would become the Army Air Service). He began his flight training in Chicago, Illinois, in May 1917, and in July the flight training school was moved to Chanute Field, Rantoul, Illinois. He sailed for England aboard the R.M.S. *Aurania* on November 14, 1917. After spending about a week in Winchester, England, he arrived in Le Havre, France, on December 8 and a week later began his combat flight training at Issoudun. In March 1918, he was ordered to the aerial gunnery school at Cazaux, France, and returned to Issoudun a month later. From mid-May through mid-July, he served as a ferry pilot at the American Acceptance Park, Orly (Seine), flying new airplanes from England to France for use in the war.

On July 12, 1918, he was ordered to report to the First Pursuit Group, and on July 16, he, Irby R. Curry, and three others joined the 95th Aero Squadron at Saints, France. Ten days later, on July 26, he shot down his first and only German plane. At approximately 7:20 a.m., thinking he was behind Allied lines, George landed next to the downed German plane in order to take the pilot and observer prisoner. Unfortunately for him, he was actually behind German lines and was himself captured. He was doubly unlucky because the French 63rd Division would actually capture that area from the Germans around noon the same day.

He was sent from France to several different POW camps in Germany over the next several months. The first camp he was taken to was in Rastatt, Baden, Germany, and he arrived on August 1. Four days later, he escaped the camp with Andre Conneau (a French pilot), two British officers, and another American officer. On August 8, he and Conneau were captured at the Rhine River by a German sentry, whereupon they were sent back to the POW camp at Rastatt and put into solitary confinement. He was sent to Karlsruhe on

August 13, and then to Landshut on August 19 or 20, arriving there two days later (August 21-22). On September 7, he applied for transfer to a POW camp at Villingen (Villingen-Schwenningen), Germany, because the camp was only about 25 miles from the Swiss border. Five days later, he learned that he was on the list of prisoners to be transferred to Villingen, and he arrived there on the 15th.

The camp at Villingen was created to house Russian officers but was being converted to house American officers. Even so, at the time of George's arrival, there were about 200 Russians still in the camp. On October 3, the American POWs began planning a mass escape to be carried out the evening of October 7 (after they had all been issued their food rations). On October 6, however, they learned that the remaining Russian POWs were going to be removed from the camp the next day (the day of the planned escape). Because the resulting camp inspections would mean that their escape preparations would be discovered, they decided attempt the escape that night.

The escape began shortly after 10:30 p.m. on October 6, 1918. Most of the escapees were recaptured fairly quickly, including George's escape partner, Lieutenant Caxton H. "Tich" Tichenor. George was one of the few who was not and, on his own, he reached the Rhine River at Waldshut, Germany, about 11:00 p.m. on October 10. Around 5 a.m. the next day he began to swim across the Rhine River to reach Switzerland. After his successful crossing, he received assistance from a Swiss railroad employee and was then taken to Bern, Switzerland. He met with the U.S. Assistant Military Attaché there, who informed him that he was the first U.S. officer to successfully escape from a German POW camp. On October 17, he crossed the border back into France and spent some time traveling to various Air Service units (including his old squadron) and relating his experiences in German prison camps. He returned to the U.S. sometime in November-December 1918, and around this time, newspapers across the U.S. began running stories about his escape.

He appears to have spent some time at home after his return and was then assigned to the 9th Aero Squadron based at Rockwell Field, San Diego, California. It is not known when he arrived at Rockwell Field, but his brother Alfred mailed a postcard to him there on February 23, 1919. From April to May 1919, he was a pilot with the No. 3 (Far West) Flight of the Victory Loan war bond campaign. The Far West Flight travelled throughout California, Nevada, Utah, Idaho, Washington, Oregon, Montana, Wyoming, Colorado, Texas, and Arizona putting on air shows to induce people to buy war bonds to help pay for the recently won war in Europe. The commanding officer of the Far West Flight was Major Carl A. Spaatz, who later commanded U.S. Army Air Forces in the European Theater during World War II and became the first Chief of Staff of the U.S. Air Force.

A curious incident occurred while the Far West Flight was in San Francisco, California. On April 12, 1919, they put on an air show there and a two-page article about it appeared in the next day's issue of the *San Francisco Chronicle* newspaper. The article contained a photograph of George flying a Fokker D.VII in the air show, and it quoted him giving a fantastical account of his escape. The article stated:

> Lieutenant George W. Puryear crashed two Hun planes before, as he says, he "pulled the second biggest bone of the war," followed down a German he had

> crashed and got himself captured. He was so disgusted with himself that, not caring what happened to him, he made a break in broad daylight, jumped the German trenches and the wire, dashed across No Man's Land, and made the American lines in safety. ("Fighting" 7)

First of all, official Air Service records only give George Puryear credit for shooting down a single German airplane (and he shares the credit with four other pilots from the 95th Aero Squadron). Second, anyone with any knowledge (especially firsthand knowledge) about conditions on the Western Front would know that his story about leaping trenches and barbed wire and racing across No Man's Land was complete and utter balderdash. So, why did he tell such an outlandish story about his escape?

There are several possible answers to that question. On the one hand, the reporter from the *San Francisco Chronicle* could have greatly embellished George's story or even invented it from whole cloth. While that explanation is certainly plausible, it does not seem very probable. It could also be that George embellished his story for his own personal aggrandizement, but that does not seem very probable either. Accounts of his escape had been appearing in U.S. newspapers for months, and the first half of his own autobiographical account of his escape had appeared in that month's issue of *Atlantic Monthly* magazine (with the second half appearing in the May issue), so the true account of his escape was already known or, at least, easily verifiable. Furthermore, since the other pilots in the Far West Flight were all veterans of the air war on the Western Front, any such blatant attempts at self-aggrandizement by George would probably have not sat very well with them. Instead of being an attempt at self-promotion, George's account of his escape could also be read as a group of veterans having a laugh at the expense of a gullible civilian. One can almost imagine the group of them looking at each other with knowing smiles, embellishing the story to an absurd degree simply to see how much of it would be believed. It could also be that George was simply bored with having to repeat the same story over and over again. Ultimately, however, the true reason why George gave that outlandish story about his escape will never be known for certain.

When the Victory Loan war bond campaign ended, George resumed his duties with the 9th Aero Squadron at Rockwell Field (which was transferred to the U.S. Navy in 1935 and is now part of Naval Air Station, North Island). While on border patrol on October 20, 1919, he flew to El Centro/Calexico, California, the eastern terminus of the patrol route. Source documents list both places as the airfield's location, but the two towns are only a few miles apart. Shortly after taking off around 2 p.m. on his return flight to Rockwell Field, the engine of his DH-4 cut out. He attempted to bank and regain the field but didn't have enough airspeed to complete the turn. The plane stalled and struck the ground on its left wing and nose and then rolled onto the right wing. He suffered a broken leg, broken jaw, and skull fracture. He died of his injuries within minutes of the crash.

On October 27, his remains arrived, via train, in Memphis and were taken to the home of his brother, David. An article in the next day's issue of the *Tennessean* newspaper would give a detailed account of the procession from the train station to David's home. On October 28, George's remains arrived in Gallatin and funeral services were held in

Gallatin Cemetery. Sometime later, the airfield at El Centro/Calexico was named Puryear Field.

Alfred Isaac Puryear was born on February 13, 1889, in Hendersonville (the sixth of William P. and Fannie W. Puryear's sons). Little is known about his early life and education prior to World War I. On June 5, 1917, he signed his draft registration card, and from approximately September to November he was in the Second Training Company, Coastal Artillery Reserve Corps at Fort Monroe, Virginia, after which he transferred from the Coastal Artillery to the Air Service. He sailed for Europe aboard the R.M.S. *Adriatic* on December 25, 1917 and in January 1918 joined the Stock Records Subdivision, Material Division, Supply Section of the Air Service in Paris, France. In February 1918, the Material Division was stationed in Tours, France, but it returned to Paris in April and was headquartered there at 45 Avenue Montaigne for the rest of the war. He was promoted to first lieutenant in October 1918 and remained in Paris after the war ended. On July 14, 1919, he watched the victory parade on the Champs-Élysées, and on September 16, he sailed home aboard the U.S.S. *Agamemnon*.

Upon his return to the U.S., he worked in the office of the Chief of the Air Service in Washington, D.C. On August 20, 1920, he sailed for France aboard the U.S.A.T. (U.S. Army Transport) *Antigone* as the Supply Officer on the team supporting Captain Rudolph W. Schroeder, who would be competing in the Gordon Bennett Aviation Cup race. The Gordon Bennett Aviation Cup was one of three races founded by Gordon Bennett, Jr., the owner and publisher of the *New York Herald* newspaper. The other two races were for automobiles and for balloons. The trophy would be awarded to the country that won three consecutive races. The first race was held in Reims, France, in 1909 and was then to be held in whichever country won the previous year's race. The race was held annually through 1913, but was interrupted by World War I and would not be held again until 1920. The French pilot Joseph Sadi-Lecointe won the race in 1920; that was the third consecutive race won by France, so the trophy was awarded to the Aero Club de France.

Sometime after returning home, Alfred began training to become an airship pilot at Ross Field, Arcadia, California. On July 8, 1921, he completed his first solo flight and received his pilot's wings. He was transferred to Scott Field, Belleville, Illinois, in July 1922 and would spend the next four years bouncing back and forth between Scott Field and Langley Field, Virginia. On October 10, 1924, while acting as an observer aboard Army Airship TC-2 during bombing exercises at Langley Field, a bomb being carried by the airship exploded prematurely (possibly before it was even released) and the airship plunged 150 feet to the ground. Two of the crew aboard TC-2 were killed and three, including Alfred, were seriously injured.

After recovering from his injuries, he resumed his duties as an airship pilot. On May 19, 1926, he finished in first place during bombing exercises at Langley Field. His score of 776 out of 800 would stand as the record for airship pilots as late as 1932. One month later, he was assigned to the 19th Airship Company at Langley Field and would become its commanding officer in February 1928. On January 17, 1929, he was promoted to captain. In June 1930, he was transferred from the 19th Airship Company to the 2nd

Balloon Company at Fort Bragg, North Carolina, and was the 2nd's commanding officer. He retired from the Air Corps (the Air Service was renamed the Air Corps in 1926) on November 30, 1933.

Only one other mention of him during the period from his retirement to his death was found in primary source documents. On May 25, 1935, he sailed from San Francisco, California, aboard the Panama Pacific liner S.S. *Virginia*, bound for New York via the Panama Canal and Havana, Cuba, and he arrived in New York on June 10. He had remained a bachelor up until his death in Gallatin, Tennessee, on June 15, 1982.

While the material within the collection pertains mostly to George and Alfred Puryear, there are a few items related to their brother David, who was also a notable Tennessean. David Buford Puryear (1882-1929) was the fourth of the seven Puryear brothers. He was born and raised in Sumner County, Tennessee, and he received his law degree from Vanderbilt University in 1902. He represented Sumner County in the Tennessee House of Representatives during the 55th-57th General Assemblies (1907-1912). During his tenure in the state legislature, he chaired the committee examining the controversy over land and fishing rights surrounding Reelfoot Lake. In 1908, the West Tennessee Land Company bought up the land claims surrounding the lake and asserted that, by owning all of the shoreline, it owned the lake and all of its fishing rights. The intention of the land company was to drain part of the lake to grow cotton, but the people of Lake County, seeing their lives and livelihoods at stake, formed a vigilante band and used violent means to fight back. The legislative committee recommended the state purchase the lake, and David Puryear was instrumental in clearing up the land titles so that the state could do so. After leaving the legislature, he also assisted the state in acquiring land around the lake in order to create Reelfoot Lake State Park. In the late summer of 1911, he relocated to Memphis, Tennessee, and opened a law practice there. He frequently represented labor organizations in their wage disputes with employers, and in August 1918, he sponsored a resolution calling on the Tennessee Bar Association to officially support the ratification of the 19th Amendment (the women's suffrage amendment); the resolution was unanimously adopted.

In 1916, he was appointed as a judge to the Shelby County Criminal Court by Governor Thomas C. Rye. In 1917, he was the presiding judge in the case of an African American man, Ell Persons, accused of raping and murdering a white teenaged girl, Antoinette Rappel. After his arrest, Persons was held at the Tennessee State Prison in Nashville to await trial. While being transported back to Memphis for trial, Persons was taken off the train by a lynch mob and burned alive, with the mob cutting off pieces of his body to keep as souvenirs. David Puryear and T. W. Harsh (another Shelby County Criminal Court judge) had requested that Governor Rye provide additional security to protect Persons, but Rye denied their request. Their letter to Rye is in GP 37, Governor Tom C. Rye Papers, Box 33, Folder 5. The horrific lynching of Persons would, later that year, lead to the creation of the Memphis chapter of the National Association for the Advancement of Colored People (NAACP), the first chapter of the organization in Tennessee and only the fourth chapter in the South. By 1919, after just two years, the Memphis chapter had become the largest in the South.

David Puryear died at his home in Memphis on June 30, 1929. His death certificate lists the cause of death as "atrophic cirrhosis of liver" (possibly due to chronic hepatitis).

George W. Puryear Timeline

September 22, 1894	Born in Hendersonville, Tenn., to William Pressley and Fannie Wright Puryear (youngest of 7 sons). [See DB# 36352]
May 25, 1913	Death of William Pressley Puryear. He was buried in Gallatin Cemetery. [See DB# 36335]
1913	Graduates from Hawkins School (1904-1926), Gallatin, Tennessee. In the fall, he begins studying law at Vanderbilt University, Nashville, Tennessee. [See DB# 36209, 36215]
1916	Graduates from Vanderbilt University. Moves to Memphis and joins his brother David's law firm. [See DB# 36215]
April 6, 1917	U.S. declares war on Germany.
April 7, 1917	Applies to join the Aviation Section, Signal Officers Reserve Corps. [See DB# 36211]
May 2, 1917	Enlists in the Signal Enlisted Reserve Corps with rank of sergeant.
May 18, 1917	Put on active duty and ordered to report to Chicago for flight training.
July 9, 1917	The flight training school is moved to Chanute Field, Rantoul, Illinois. [See DB# 36254]
October 16, 1917	Takes flight training tests.
November 2, 1917	Receives commission as second lieutenant.
November 14, 1917	Sails for Europe aboard the R.M.S. *Aurania*.
December 2, 1917	Lands at Liverpool, England, and spends a week at Winchester, England. [See DB# 36174]
December 8, 1917	Lands at Le Havre, France.
December 15, 1917	Arrives at Issoudun, France, for flight training (training number is 327).
January 6, 1918	His second lieutenant commission finally arrives in the mail.
January 11, 1918	Placed on active duty.
March 6, 1918	Ordered to Cazaux, France, for aerial gunnery school. [See DB# 36177]
April 6, 1918	Ordered back to Issoudun.
May 10, 1918	Ordered to the American Acceptance Park at Orly (Seine) and serves as a ferry pilot.
July 12, 1918	Ordered to the First Pursuit Group.

July 14, 1918	Quentin Roosevelt, youngest son of former president Theodore Roosevelt, is killed in action while flying with the 95th Aero Squadron. [See DB# 36207].
July 16, 1918	Joins the 95th Aero Squadron at Saints, France. Irby R. Curry (star Vanderbilt University quarterback) and 3 others join the 95th the same day.
July 25, 1918	While on patrol near Château-Thierry, he is attacked by a British Sopwith Camel (plane number 945) and his SPAD is struck by three bullets. See *Gorrell's History of the American Expeditionary Forces Air Service*, Series E, Volume 13, 9-10, for his official report on this incident.
July 26, 1918	Flying a SPAD S.XIII (tail # 15033, plane # 24), he shoots down his first and only German plane, a Rumpler (possibly a Rumpler C.IV) reconnaissance plane. Shares credit with Lieutenants Knowles, Sewall, Gill, and Heinrichs (all from the 95th Aero Squadron). At approximately 7:20 a.m., he lands next to the German plane in order to take the pilot and observer prisoner, but is behind German lines and is captured himself instead. French 63rd Division captures area from Germans around noon. At the time of his capture, he had flown ten sorties for a total of eight hours and fifty-five minutes of flying time. [See DB# 36345, 36360]
July 28, 1918	Arrives at Laon, France, as a prisoner of war.
July 31, 1918	Put on train for Germany.
August 1, 1918	Arrives in Rastatt, Baden, Germany.
August 2, 1918	Taken to officer's POW camp in Rastatt.
August 5, 1918	Escapes from the POW camp in Rastatt with French pilot, Andre Conneau, two British officers, and another American officer.
August 8, 1918	Captured with Conneau at the Rhine River by a German sentry. Arrives back at the POW camp in Rastatt and is put into solitary.
August 10, 1918	Irby R. Curry is killed in action while flying with the 95th Aero Squadron.
August 13, 1918	Sent with other British and American POWs to Karlsruhe, Germany.
August 19-20, 1918	Sent with eighteen British and six other American POWs to Landshut, Germany.
August 21-22, 1918	Arrives at Landshut. The Americans are sent to a POW camp located inside Burg Trausnitz (a castle dating to the 13th century). The British POWs are sent to a separate camp inside the town. He is placed in quarantine and released from quarantine "after a few days." [See DB# 36171, 36186]

September 7, 1918	Applies for transfer to the POW camp at Villingen (Villingen-Schwenningen), Germany, because it is only about 25 miles from the Swiss border.
September 12, 1918	Learns that he is on list of ten American POWs to be transferred to Villingen.
September 14, 1918	Leaves Landshut for Villingen with Captain Williamson and Lieutenants Rhodes, Tichenor, Rutterman, Albertson, Battle, Mellen, Tucker, and Strong.
September 15, 1918	Arrives at Villingen. The POW camp had been established for Russian officers, but was being converted to a camp for American officers. Two hundred Russians were still in camp at the time of his arrival. Has his POW identification photograph taken. [See DB# 36186]
September 21, 1918	Placed in solitary for nine days. He had been sentenced to fourteen days of solitary for his escape attempt from Rastatt, but had only served five days.
September 22, 1918	Celebrates his 24th birthday in solitary.
September 30, 1918	Released from solitary.
October 3, 1918	American POWs, including Puryear, begin planning a mass escape attempt for October 7 (after being issued their food rations).
October 6, 1918	The Americans learn that the remaining Russian POWs will be transferred from the camp the next day (October 7), which means that there would be inspections and that their escape preparations would be discovered. They decide to make the escape attempt that night. Escape attempt begins shortly after 10:30 p.m. Thirteen officers are involved in escape, including: Lt. Caxton H. "Tich" Tichenor (observer pilot w/ the 96th Aero Squadron and shot down on 7/10/1918); Harold Willis (flew w/ the Lafayette Escadrille and was shot down on 8/18/1917); and Edouard Izac (only U.S. Naval officer taken prisoner during the war). [See DB# 36186, 36357]
October 10, 1918	Reaches the Rhine River at Waldshut, Germany, around 11:00 p.m.
October 11, 1918	Begins swimming across Rhine around 5:00 a.m.
October 12, 1918	Arrives in Bern, Switzerland, and is greeted by the assistant military attaché. Informed that he is the first American officer to successfully escape from a German POW camp. Willis and Izac swim across the Rhine and reach Switzerland. They and Puryear are the only ones of the thirteen not recaptured. [See DB# 36172, 36187]
October 14, 1918	Applies for and is issued an emergency passport at the American Embassy in Bern. [See DB# 36210]
October 17, 1918	Crosses from Switzerland into France at Bellegarde (probably Bellegarde-sur-Valserine). [See DB# 36210]

late-October 1918	Returns to the 95th Aero Squadron. "And Puryear, fresh from his marvelous escape from Germany, came back and told us all about it. He did not remain however and was sent from one squadron to another to report on his experience as a prisoner for the benefit of any who might be captured in the future." (Buckley, 145)
October 23, 1918	Filmed by the Signal Corps while at the 2nd Aviation Instruction Center in Tours, France. [See DB# 36188]
ca. November-December 1918	Returns to the U.S.
February 23, 1919	Alfred, on leave in Monte Carlo, sends a postcard to George at Rockwell Field, San Diego, Calif. It is unknown when, exactly, he was assigned to Rockwell Field. [See DB# 36191-36198, 36215]
April 1919	The first half of his autobiographical account of his escape appears in the *Atlantic Monthly* magazine. [See DB# 36360]
April-May 1919	Pilot with the No. 3 (Far West) Flight of the Victory Loan war bond campaign. The Far West Flight travelled through California, Nevada, Utah, Idaho, Washington, Oregon, Montana, Wyoming, Colorado, Texas, and Arizona putting on air shows to induce people to buy war bonds. The Flight's commanding officer was Major Carl A. Spaatz, who later commanded U.S. Army Air Forces in the European Theater during World War II and became the first Chief of Staff of the U.S. Air Force. [See DB# 36199-36206]
April 12, 1919	Flies a Fokker D.VII in an air show at San Francisco, Calif., for the Victory Loan tour.
April 13, 1919	Photograph of him flying a Fokker D.VII appears in the *San Francisco Chronicle* newspaper. He is quoted in the accompanying article giving an exaggerated and fantastical account of his escape.
April 15, 1919	Air show in Reno, Nevada, for the Victory Loan tour.
May 1919	The second half of his autobiographical account of his escape appears in *Atlantic Monthly* magazine. [See DB# 36360]
October 20, 1919	Killed in a plane crash at El Centro/Calexico, California. Sources list both locations interchangeably and the towns are only a few miles apart. He was stationed at Rockwell Field, San Diego, California, with the 9th Aero Squadron and had flown to El Centro/Calexico while on border patrol to deliver the payroll to Flight A of the 9th Aero Squadron. Shortly after taking off to return to Rockwell Field, the engine of his DH-4 (tail # 32333) cut out. He attempted to bank and regain the field but didn't have enough speed to complete the turn. The plane stalled and struck the ground on its left wing and nose and then rolled onto the right wing. He suffered a broken leg, broken jaw, and skull fracture. He died minutes later. Sometime later, Flight A's airfield at El Centro is named Puryear Field. [See DB# 36213]

October 22, 1919	Lieutenant Colonel Henry L. Watson, Commanding Officer of the 9th Aero Squadron, sends a condolence letter to Puryear's mother. [See DB# 36181]
October 27, 1919	His body arrives, via train, in Memphis and is escorted by members of the 4th Tennessee Infantry Regiment to the home of his brother David.
October 28, 1919	His body arrives in Gallatin and funeral services are held in Gallatin Cemetery. An article in the *Tennessean* newspaper gives an account of the procession in Memphis from the train station to David Puryear's house.
February 14, 1920	Letter from Faye Hughes, 1721 Arlington Avenue, Los Angeles, California, to Fannie W. Puryear. Says that she met George in San Diego in September (at the insistence of a mutual friend) and that they spent a lot of time together. She says that she went home in October and that he came to visit her. She also says that George asked his commanding officer if the squadron was to be shipped to the Philippines. She and George planned on getting married before he left, if the squadron was. She also provides details about the accident and his death.

Alfred I. Puryear Timeline

February 13, 1889	Born in Hendersonville, Tennessee, to William Pressley and Fannie Wright Puryear (the sixth of seven sons). [See DB# 36352]
June 5, 1917	Signs World War I draft registration.
circa September-November 1917	Assigned to the Second Training Company, Coastal Artillery Reserve Corps (CARC), Ft. Monroe, Virginia. [See DB# 36229-36230]
December 25, 1917	Sails to Europe aboard R.M.S. *Adriatic*. [See DB# 36240, 36262]
January 1918	Joins the Stock Records Subdivision, Material Division, Supply Section, U.S. Army Air Service in Paris, France. See *Gorrell's History of the American Expeditionary Forces Air Service*, Series I, Volume 9, 35-39, for more information about the role of the Stock Records Subdivision.
February 1918	The Material Division moves to Tours, France. He rents a room in the home of Madame Berger, 199 (or 99) Rue d'Entraigues, Tours. Is in charge of requisition manifests from Air Service units in France from this point through the end of the war.
April 24, 1918	Letter from Madame Berger to Fannie Wright Puryear. She writes of Alfred's diligence in attempting to learn French and mentions George coming from Issoudun to visit Alfred. She says that has a 22-year-old son who has been at the front for three years and that she hopes he can meet Alfred the next time he comes home on leave. A handwritten note on the letter states that George or Alfred dated her.
April 1918	The Material Division returns to Paris and is headquartered at 45 Avenue Montaigne. [See DB# 36232-36237, 36252]
October 1918	Promoted to first lieutenant.

February 23, 1919	Sends George a postcard from Ventimiglia, Italy, saying that he is on leave in Monte Carlo. [See DB# 36215]
June 28, 1919	Treaty of Versailles signed. [See DB# 36261]
July 14, 1919	Watches the World War I victory parade on the Champs-Élysées. [See DB# 36256-36260]
September 16, 1919	Sails back to U.S. aboard U.S.S. *Agamemnon*. [See DB# 36262, 36324, 36340]
July 31, 1920	Applies for a passport to travel to France for the Gordon Bennett Cup Race.
August 5, 1920	The *Air Service News* lists him serving in the office of the Chief of Air Service, Washington, D.C. [See DB# 36279] States he will act as Supply Officer on Captain Rudolph W. Schroeder's team that will be competing in the Gordon Bennett Cup Race. [See DB# 36291-36298]
August 20, 1920	Sails to France for Gordon Bennett Cup race aboard the U.S.A.T. [United States Army Transport] *Antigone*. [See DB# 36293]
September 28, 1920	French pilot Joseph Sadi-Lecointe wins the Gordon Bennett Cup Race. Engine troubles forced Schroeder out of the race.
July 8, 1921	Completes his first solo flight at Ross Field, Arcadia, Calif., and qualifies as an airship (balloon) pilot. [See DB# 36276, 36321, 36341, 36346]
late-July 1921	Fannie Wright Puryear arrives to visit him at Ross Field.
December 11, 1921	The *Washington Post* newspaper lists him as having completed his tests and having been rated a balloon observer.
July 1922	Transferred to Scott Field, Belleville, Ill. [See DB# 36277]
October 17, 1922	Army Airship C-2 is caught by a gust of wind as it is being maneuvered out of its hangar at Brooks Field, San Antonio, Texas. It struck the hangar door, tearing the "envelope" open and igniting the hydrogen gas inside. After the destruction of the C-2, the U.S. Army and U.S. Navy began converting all of their airships to use non-flammable helium gas. [See DB# 36281]
January 1923	Elected Secretary-Treasurer of Officers' Club at Scott Field.
November 16, 1923	Leaves Scott Field as student pilot aboard Army Airship TC-3 to participate in benefit for Army Relief Society at Kelly Field, San Antonio, Texas. [See DB# 36283, 36286-36289]
November 17, 1923	Army Airship TC-3 lands at Brooks Field, San Antonio, Texas, at 5:30 a.m.
November 25, 1923	The landing of Army Airship TC-3 at Kelly Field starts off the benefit event.
November 30, 1923	Army Airship TC-3 leaves to return to Scott Field.

October 10, 1924	Army Airship TC-2 crashes during bombing exercises at Langley Field, Virginia. One of the bombs it is carrying explodes prematurely (possibly before it was actually released), causing the airship to drop 150 ft. to the ground. Of the five crew members, two are killed and three (including Alfred, who was aboard acting as observer) are severely injured. [See DB# 36284-36284]
April 1926	Transferred from Langley Field to Scott Field (unknown when he was transferred to Langley) and assigned to Air Intermediate Depot.
May 1926	Arrives back at Langley to participate in bombing exercises.
May 19, 1926	Finishes in first place (with a score of 776 out of 800) during the bombing exercises at Langley Field. His score was still the record for airships as late as 1932.
June 1926	Assigned to the 19th Airship Company (stationed at Langley Field).
October 3, 1926	While visiting Ft. Moultrie, South Carolina, he and Captain Gilmer M. Bell (8th Infantry Division) save the wife of Private Joseph Mische from drowning. Both received commendations from Lieutenant Colonel R. John West, the commanding officer of Ft. Moultrie. "To the commendation expressed in the order I wish to add the statement that Lieut. Puryear, after taking the most active part in the rescue, disclaimed and credit for his work. It is my belief that but for Lieut. Puryear's prompt and courageous action, the efforts of the other officers would have been unsuccessful." (*Air Service News*, vol. X, no. 14, 16 October 1926: 4)
August 28, 1927	Assumes command of the 19th Airship Company for two months while its commanding officer, Lieutenant William J. Flood, was away for training.
November 1927	Pilots airship TC-5-251 to Washington, D.C., for ninth anniversary celebrations of the end of World War I.
February 1928	Assumes command of 19th Airship Company when Lieutenant Flood was ordered to Kelly Field, San Antonio, Texas.
January 17, 1929	Promoted to captain (on detached service at Kelly Field at the time).
February 28, 1929	Completes Special Observers Course at Kelly Field.
March 24, 1929	Pilots airship during search for lost airplane "believed to have fallen in the water of the Chesapeake Bay between Norfolk and Annapolis. After a futile search of four hours the ship returned to Langley." (*Air Corps News*, vol. XIII, no. 6, 26 April 1929: 158)
June 30, 1929	David B. Puryear dies in Memphis from "atrophic cirrhosis of liver" (possibly due to chronic hepatitis).
November 11-23, 1929	Pilots Army Airship TC-6 in an observation mission with the Coast Artillery at Ft. Monroe, Virginia.
June 1930	Transferred from the 19th Airship Company, Langley Field, Virginia, to the 2nd Balloon Company, Fort Bragg, North Carolina.

July 24, 1931	Death of Fannie W. Puryear.
December 1931	Listed as commanding officer of 2nd Balloon Company in *Air Corps News*, vol. XV, no. 14, 4 December 1931: 433. [See also DB# 36347]
November 30, 1933	Retires from Army Air Service with rank of captain "on account of disability incident to active service." ("Army Orders." *San Antonio Express* 28 November 1933: 5). Possibly refers to 1924 accident.
May 25, 1935	Departs San Francisco aboard Panama Pacific liner S.S. *Virginia* bound for New York via the Panama Canal and Havana, Cuba. [See DB# 36336-36338?]
June 10, 1935	S. S. *Virginia* arrives in New York.
June 15, 1982	Dies in Gallatin, Tennessee.

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Organization/Arrangement of Materials

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Index Terms

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Joffre, Joseph Jacques Césaire, 1852-1931
Kilner, Walter G., 1888-1940
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Lindbergh, Charles A. (Charles Augustus), 1902-1974
Mansfield, Clayton J., 1906-1945
Morlan, Frederick H., 1883-1968
Moseley, Corliss C., 1894-1974
Puryear, Alfred I., 1889-1982
Puryear, Daniel O., 1879-1956
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Smith, Elsie von Hof Mansfield, d. 1993
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Thaw, William II, 1893-1934
Weisiger, Cornelia Puryear, 1916-2009

Corporate Names/Organizations/Government Bodies:

Air France
Canada. Army. Seaforth Highlanders of Canada
Coast Artillery Training Center (U.S.)
Curtiss Aeroplane and Motor Corporation
France. Armée. Escadrille Lafayette
Great Britain. Army. Seaforth Highlanders
Hispano-Suiza (Firm)
Tennessee. General Assembly. House of Representatives
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Geographic Names:

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Document Types:

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Acquisition and Appraisal

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Related Archival Materials:

Several of the photographs in this collection can also be found in the Frederick (Fred) H. Morlan Special Collection at the San Diego Air and Space Museum.

Publication Note:

Buckley, Harold. *Squadron 95*. New York: Arno Press, 1972. Print. Appendix B in this book contains a verbatim reprint of "The Airman's Escape" as it appeared in *Atlantic Monthly*.

Messimer, Dwight R. *Escape from Villingen, 1918*. College Station, TX: Texas A&M University Press, 2000. Print.

The portrait of George W. Puryear by Joseph Cummings Chase in Album 2 was used in Chase's book *Soldiers All: Portraits and Sketches of the Men of the A. E. F.* (New York: George H. Doran Company, 1920).

Electronic Location and Access:

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DETAILED COLLECTION DESCRIPTION

CONTAINER LIST

NOTE: Thumbnail images for some of the photographs in the albums are included in the Container List. However, they were done only for those album pages containing more than one image and for those photographs where some sort of identifying information is known about them (such as the name of a person, a location, a type of airplane, etc.). So the thumbnail images do not necessarily represent all of the items/photographs on the corresponding album page.

Image Database No.	Contents	Date	Album	Page
36169	Green photograph album with "George W. Puryear" and "U.S. Air Service" painted in black on the front cover	1913-1927	1	front cover
36170	13 photographs of U.S. Army Air Service pilots, 1 photograph of the surf at an unidentified beach. Irby R. Curry Lt. J. Loy "Pat" Maloney George W. Puryear	1918	1	1

	Frederick H. Morlan (this photograph is also in DB# 36179)			
36171	2 photographs of American POWs at Burg Trausnitz and the envelope of a letter from Mabel Martin of Memphis, Tenn. to George W. Puryear while he was a POW. George W. Puryear is standing in the back row (6th from right) in the photograph on the right.	ca. August-September 1918	1	2
36172	2 photographs of George W. Puryear taken in Bern, Switzerland, after his escape from a German POW camp. Top/right photograph is Puryear with Frank Soviki. Includes a short newspaper clipping and his explanation of the 2 photographs.	1918 October 12	1	3
36173	3 photographs of Army Air Service pilots posing in front of airplanes (probably a single panoramic photograph cut into sections). The airplane in the top 2 photographs is a SPAD S.XIII and the airplane in the bottom photograph is a captured German Fokker D.VII. George W. Puryear is in the middle photograph, 2nd from the right. Also 2 photographs of children. Top/right photograph shows a little girl wearing a German "Pickelhaube" spiked helmet (same child is in DB# 36191).	1918	1	4
36174	4 photographs of unidentified U.S. Army Air Service personnel, a photograph of Winchester Cathedral, a drawing of the R.M.S. *Aurania*, and George W. Puryear's boarding pass for sailing to Europe aboard the *Aurania*	ca. 1917	1	5
36175	3 photographs of U.S. Army Air Service members, a photograph of stacked wine barrels, a photograph of an unidentified woman with a black dog George W. Puryear	1918	1	6

	George W. Puryear (right), J. Loy "Pat" Maloney (3rd from right), and Irby R. Curry (left) George W. Puryear throwing dice			
36176	14 photographs of various French aircraft and unidentified people Wreckage of a French Caudron G.4 French Caudron R.4 reconnaissance plane (also in DB# 36177) Unidentified U.S. Army Air Service member standing in front of a Caudron G.4 French Donnet-Denhaut DD-2 flying boat (George W. Puryear is sitting in the front seat) George W. Puryear with two unidentified women A French Farman MF.11 fitted with pontoons Possibly a French Donnet-Leveque flying boat with a Hotchkiss machine gun mounted on it	1918	1	7
36177	3 photographs of unidentified U.S. Army Air Service pilots and 2 target practice photographs from the aerial gunnery school at Cazaux, France	1918	1	8

	Unidentified U.S. Army Air Service pilot sitting in the cockpit of a Nieuport 28 fighter (this photograph is also in DB# 36180) Unidentified U.S. Army Air Service pilot standing next to a Nieuport 28 fighter Unidentified U.S. Army Air Service pilot standing next to the tail of a Caudron R.4 reconnaissance airplane (the same plane is in DB# 36176)			
36178	9 photographs of George W. Puryear and other unidentified U.S. Army Air Service pilots George W. Puryear standing next to a Nieuport 28 fighter (this photograph is also in DB# 36240) 4 unidentified U.S. Army Air Service pilots standing in the Place de la Concorde, Paris George W. Puryear standing next to a SPAD S.XIII fighter Unidentified U.S. Army Air Service pilot standing next to a French Voisin V bomber Frederick H. Morlan and George W. Puryear (this photograph is also in DB# 36243)	1918	1	9

	George W. Puryear sitting on the bottom wing of a French Salmson 2 reconnaissance plane U.S. Army Air Service ground crew preparing a SPAD S.XIII fighter			
36179	8 photographs of George W. Puryear, Alfred I. Puryear, and other unidentified people George W. Puryear and unidentified woman standing at the base of the Eiffel Tower (this photograph is also in DB# 36236 and 36242) Unidentified woman with Alfred I. Puryear (this photograph is also in DB# 36272 and 36324) Unidentified woman with Alfred I. Puryear (this photograph is also in DB# 36237) Picture postcard of the aerodrome at Pontlevoy, France, and addressed to Lt. H. V. Harding George W. Puryear standing next to a SPAD S.XI two-seat (or "biplace") reconnaissance airplane Unidentified U.S. Army Air Service pilot standing next to a Salmson 2 reconnaissance airplane	1918	1	10

36180	7 photographs of George W. Puryear, Alfred I. Puryear, and other unidentified people Frederick H. Morlan and George W. Puryear (this photograph is also in DB# 36238) Unidentified woman and Alfred I. Puryear (this photograph is also in DB# 36272) George W. Puryear standing next to the tail of a Nieuport 28 (this photograph is also in DB# 36239) Unidentified U.S. Army Air Service pilot standing next to a U.S. Army vehicle	1918	1	11
36181	Condolence letter from the commanding officer of the 9th Aero Squadron informing Fannie W. Puryear of George W. Puryear's death in an airplane accident	1919 October 22	1	12
36182	Aerial photograph of Château-Thierry (looking north) and showing the Marne River	1918	1	13
36183	8 photographs of unidentified U.S. Army Air Service pilots and ground crew Lt. J. Loy "Pat" Maloney standing next to a SPAD S.XIII bearing the insignia of the 94th Aero Squadron and plane number 23	ca. 1919 July 16-26	1	14

	Unidentified U.S. Army Air Service pilot standing next to a SPAD S.XIII bearing the insignia of the 93rd Aero Squadron and plane number 18 Unidentified U.S. Army Air Service pilot and ground crew standing next to a SPAD S.XIII bearing the insignia of the 94th Aero Squadron and plane number 20 Unidentified U.S. Army Air Service pilot standing next to a SPAD S.XIII bearing the insignia of the 94th Aero Squadron and plane number 16 Unidentified U.S. Army Air Service pilot standing next to a Morane-Saulnier Type P monoplane Unidentified U.S. Army Air Service pilot sitting in the cockpit of a SPAD S.XIII			
36184	A photograph of George W. Puryear standing next to a SPAD S.XIII and wearing a flight helmet, goggles, and leather flight jacket; aerial photograph of an American airfield in France (possibly at Saints, France).	1918	1	15
36185	Aerial photograph (looking north) showing war damage to the French towns of Fismes and Fismette on the Vesle River. Fismes is on the south side of the river and Fismette is on the north side. The town of Blanzy-lès-Fismes can be seen in the top/left of the photograph.	ca. August-September 1918	1	16
36186	George W. Puryear's POW ID photograph taken at the POW camp in Villingen, Germany. 2 photographs of Burg Trausnitz in Landshut, Germany (site of a POW camp for American POWs). A photograph taken at the POW camp in Villingen, Germany, of 1st Lt. Caxton H. "Tich" Tichenor wearing insignia of an observer pilot (only one wing on insignia, as opposed to a pilot's two wings).	August-September 1918	1	17

36187	4 postcards of Bern, Thun, Geneva, and Montreux, Switzerland. 2 business cards of Red Cross officials and 1 business card of Swiss Army officer who helped George W. Puryear after his arrival in Switzerland.	October 1918	1	18
36188	8 photographs of Alfred I. Puryear, George W. Puryear, and others in various locations around France Unidentified woman and Alfred I. Puryear Possibly Frederick H. Morlan with 2 unidentified women George W. Puryear sitting on a seawall at a beach resort (possibly southern France) George W. Puryear standing with several unidentified officers at the 2nd Aviation Instruction Center, Tours, France, October 23, 1918 George W. Puryear in civilian clothes being filmed by a U.S. Army Signal Corps cameraman, Tours, France, October 23, 1918	1918	1	19
36189	2 photographs of an unidentified beach resort (possibly southern France). 2 photographs of American officers Pat O'Brien, Harold Willis, George W. Puryear, and an unidentified American officer (formerly in Serbian Army).	October 1918	1	20
36190	Aerial photograph of the U.S. airfield at Souilly, France, and aerial photograph of Chevillon, France	1918	1	21

36191	2 photographs of Fannie W. Puryear and George W. Puryear, a photograph of 2 steam ships, 10 photographs of the western U.S. (possibly taken by George W. Puryear as he was travelling to San Diego, Calif. after being assigned to Rockwell Field) Fannie W. Puryear with a small child (possibly a grandchild) George W. Puryear with 2 small children (the child wearing the "Pickelhaube" helmet is the same as in DB# 36173)	ca. 1918-1919	1	22
36192	"Flight by Rockwell Field Aviators over San Diego celebrating Peace"	1918 November 27	1	23
36193	Exterior of the Hotel del Coronado, Coronado, Calif.	ca. 1919	1	24
36194	Studio portrait of an unknown sailor in uniform. It is signed: "To the 'Flying Fool' from the 'Goofy Gob' - Eddie." "Flying Fool" probably refers to George W. Puryear.	ca. 1918-1919	1	25
36195	10 photographs of beach and environs around San Diego Hotel del Coronado Possibly George W. Puryear on the right 2 SPAD S.XIIIs and a Curtiss JN-4 (probably at Rockwell Field)	ca. 1919	1	26
36196	7 photographs of U.S. Army Air Service aircraft and personnel	ca. 1919	1	27

	A Packard-Le Père LUSAC-11 fighter plane in flight (only 30 of these airplanes were ever built) Aerial photograph of North Island looking southeast and showing Naval Air Station North Island and Rockwell Field A Curtiss JN-4 "Jenny" flying over the coast (probably near San Diego) U.S. Army Air Service personnel gathered around a wrecked JN-4 (probably at Rockwell Field) Unidentified U.S. Army Air Service observer pilot sitting in the rear cockpit of a JN-4 in flight (North Island, Coronado, and the San Diego Bay are visible behind the tail of the airplane) A dog standing next to the wreckage of a JN-4 (probably at Rockwell Field)			
36197	3 photographs of George W. Puryear and an unidentified woman, 1 photograph of unidentified landscape (possibly near San Bernardino, Calif.), 1 postcard of the Arrowhead Hot Springs Hotel, San Bernardino, Calif.	ca. 1919	1	28
36198	1 postcard of San Diego, Calif., 1 photograph of a U.S. Army Air Service plane flying over the Pacific Ocean next to North Island and Coronado, 5 photographs of unidentified people boating and waterskiing	ca. 1919	1	29
36199	8 photographs of U.S. Army Air Service personnel and aircraft Unidentified U.S. Army Air Service pilot and ground crew standing next to a SPAD S.XIII	ca. April-May 1919	1	30

	Unidentified U.S. Army Air Service pilot and ground crew standing next to a Curtiss JN-4 bearing the insignia of the 103rd Aero Squadron George W. Puryear (left) and ground crew standing next to a Fokker D.VII			
36200	8 photographs from the No. 3 (Far West) Flight of the Victory Loan war bond drive Unidentified U.S. Army Air Service unit (possibly the Far West Flight of the Victory Load war bond drive or possibly a unit in France in 1918). George W. Puryear is standing in the back row, 10th from the right. Aerial photograph of Sacramento, Calif. Far West Flight in Pocatello, Idaho Unidentified U.S. Army Air Service pilot and ground crew standing next to an airplane bearing the insignia of the 90th Aero Squadron	ca. April-May 1919	1	31
36201	2 photographs showing the crowds at a Far West Flight air show watching a SPAD S.XIII and 3 Fokker D.VIIs being prepared for flight	ca. April-May 1919	1	32
36202	1 photograph of an unidentified U.S. Army Air Service observer pilot in the cockpit of an airplane and holding a camera used for aerial photography, 1 photograph of an unidentified U.S. Army Air Service pilot sitting in the cockpit of a Fokker D.VII, and 1 photograph of Lt. Colonel William Thaw II	ca. April-May 1919	1	33
36203	6 photographs from the Far West Flight of the Victory Loan war bond drive	ca. April-May 1919	1	34

	Pilots of the Far West Flight (Lt. Colonel William Thaw II is 4th from right and George W. Puryear is 3rd from right) Far West Flight in Reno, Nevada, April 15, 1919 Unidentified U.S. Army Air Service ground crew members standing next to a Fokker D.VII with its bottom wing removed Far West Flight's train "Between Reno & Salt Lake"			
36204	10 photographs from the Far West Flight of the Victory Loan war bond drive and a marriage announcement for Lt. J. Loy "Pat" Maloney and Hilda Gladys Blackburn	ca. March-May 1919	1	35
36205	8 photographs from the Far West Flight of the Victory Loan war bond drive Major Carl A. Spaatz and Lt. Colonel William Thaw II George W. Puryear, a Native American man, and an unidentified man standing next to a Fokker D.VII "Jerry M. Wickliff Parlier Cal. [and] Geo. G. Higbee Santa Barbara Cal."	ca. April-May 1919	1	36
36206	9 photographs from the Far West Flight of the Victory Loan war bond drive	ca. April-May 1919	1	37

	A crowd of people hauling a Curtiss JN-4 on a ramp up the railroad siding (the JN-4's wings have been removed in order to load it back onto the train) 2 unidentified Army Air Service ground crew members standing with 2 unidentified women dressed in ground crew overalls next to a Fokker D.VII George W. Puryear sitting on wooden bench under a tree with 2 unidentified women George W. Puryear poking at a saguaro cactus			
36207	Letter from George W. Puryear to his mother, Fannie W. Puryear. In it, he describes pilot training and meeting "Quinton" [sic] Roosevelt (youngest son of former president Theodore Roosevelt). He tells her not to worry about him. Also glued to the page are copies of the Rudyard Kipling poem "Mother o' Mine" and Cpl. L. H. Pillion's poem "What Matters."	1918 April 12	1	38
36208	Studio portrait of an unidentified woman wearing a hat	ca. 1918	1	39
36209	Hawkins School, Class of 1913 (George W. Puryear is standing in the 2nd row, 2nd from the left)	ca. 1912-1913	1	40
36210	Temporary emergency passport issued to George W. Puryear after his escape from a German POW camp and his arrival in Bern, Switzerland. The back bears stamps from the American (October 15, 1918) and French (October 16, 1918) embassies in Bern. There is also a stamp for his entry into France at Bellegarde (probably Bellegarde-sur-Valserine) on October 17, 1918. Also attached to the back is a small newspaper clipping about his escape.	1918 October 14-17	1	41

36211	Typed chronology of George W. Puryear's military service from the date he volunteered until he joined the 95th Aero Squadron, photograph of a Nieuport 28 mislabeled as the plane George W. Puryear was captured in, photograph of an unidentified woman, photograph of possibly George Puryear holding a girl sitting on the fuselage of a Fokker D.VII (from the Victory Loan war bond drive)	ca. 1918-1919		42
36212	Studio portrait of an unidentified woman wearing a fox fur stole	ca. 1919	1	43
36213	U.S. First Army shoulder patch, U.S. Army Air Service roundel shoulder patch, and photograph captioned: "Part of temporary camp, Puryear Field El Centro Cal -- Flight 'A' 91st Aero Sqdn." (this photograph is also in DB# 36271)	1918-1919	1	44
36214	Photograph of Charles A. Lindbergh sitting in the cockpit of his airplane, the "Spirit of St. Louis," before leaving on his trans-Atlantic flight from New York to Paris. It is captioned, "The one place Col. Charles Augustus Lindbergh feels most at home."	ca. May 1927	1	45
36215	Vanderbilt University commencement program from 1916, photograph of George W. Puryear (left) and an unidentified man (both wearing bathing suits), Hawkins School commencement program from 1913, postcard from Alfred I. Puryear to George W. Puryear, postmarked Ventimiglia, Italy, February 23, 1919, and a postcard from Lt. J. L. "Pat" Maloney in France to George Puryear, postmarked January 13, 1919	1913-1919	1	46
36216	Back cover of green photograph album with "George W. Puryear" and "U.S. Air Service" painted in black on the front cover	1913-1927	1	back cover
36226	Front cover of photograph album with a black leather cover and "Photographs" embossed in gold upon it	1917-1923	2	front cover
36227	World War I discharge guide pamphlet entitled *Where Do We Go From Here? This Is the Real Dope*.	1919	2	1
36228	District of Paris shoulder patch worn by U.S. military personnel stationed in Paris, France, during World War I (see DB# 36236, 36280 for photographs of Alfred I. Puryear with the shoulder patch on his uniform)	ca. 1918-1919	2	2

36229	Roster of the 2nd Training Company, Coastal Artillery Reserve Corps (CARC), Fort Monroe, Va.	September-November 1917	2	3
36230	4 12-inch M1890M1 coast artillery mortars being prepared for firing, 2 panoramic photographs of the men of the 2nd Officers Training Camp at Fort Monroe, Va., unidentified officer at Fort Monroe 2nd Officers Training Camp, Alfred I. Puryear is sitting in the front row (marked with an X)	September-November 1917	2	4
36231	20 unidentified members of an unidentified U.S. Army unit holding shovels and pickaxes (photograph also in DB# 36234)	ca. 1917-1918	2	5
36232	6 unidentified U.S. soldiers with several wearing the District of Paris shoulder patch, 4 photographs showing the headquarters of the Material Division, Supply Section, Army Air Service at 45 Avenue Montaigne, Paris, France	1918	2	6
36233	3 photographs showing 3 unidentified Army Air Service members (probably in Paris, France)	1918	2	7
36234	20 unidentified members of an unidentified U.S. Army unit holding shovels and pickaxes (this photograph is also in DB# 36231), 2 photographs of an unidentified Army Air Service member standing on a balcony (probably the Material Division's headquarters in Paris)	ca. 1917-1918	2	8
36235	Unidentified man in civilian clothes standing next to a palm tree, a studio portrait of an unidentified soldier in uniform, an unidentified solder standing at the entrance to a building (probably the Material Division's headquarters in Paris and it is the same soldier and entrance as in DB# 36232)	ca. 1917-1918	2	9
36236	3 photographs of George W. Puryear and Alfred I. Puryear in Paris, France George W. Puryear and an unidentified woman standing at the base of the Eiffel Tower (this photograph is also in DB# 36179, 36242)	1918	2	10

	Alfred I. Puryear in uniform and standing in an ornate garden (see DB# 36252 and 36280 for photographs taken in the same location) George W. Puryear holding hands with an unidentified woman in the garden at Versailles Palace (photograph also in DB# 36237)			
36237	2 photographs of George W. Puryear and Alfred I. Puryear with an unidentified woman (photographs also in DB# 36236 and 36179), 2 photographs of unidentified Army Air Service members, and the Material Division headquarters Headquarters of the Material Division, Supply Section, Army Air Service at 45 Avenue Montaigne, Paris, France	1918	2	11
36238	Unidentified woman sitting on the arm of a bench and holding a riding crop, Frederick H. Morlan and George W. Puryear (photograph also in DB# 36180), studio portrait of unidentified soldier	1918	2	12
36239	George W. Puryear standing next to tail of a Nieuport 28 (photograph also in DB# 36180), studio portrait of 2 unidentified soldiers, George W. Puryear in uniform George W. Puryear in uniform (possibly at Issoudun or Cazaux, France)	1918	2	13
36240	Unidentified American pilot standing next to a Nieuport 28, menu card for Christmas Eve dinner aboard the R.M.S. *Adriatic*, George W. Puryear standing next to a Nieuport 28 (photograph also in DB# 36178)	1917-1918	2	14
36241	Ticket for the Inter-Allied Games held at Pershing Stadium in Paris, Lt. Grundy [?] and Lt. Whittles on the observation deck of the Eiffel Tower	1918-1919	2	15

36242	George W. Puryear and an unidentified woman standing at the base of the Eiffel Tower (photograph also in DB# 36179 and 36236)	1918	2	16
36243	3 photographs of Lt. H. V. Harding and George W. Puryear Frederick H. Morlan standing in front of a large storage tank Frederick H. Morlan and George W. Puryear standing in front of a large storage tank (photograph also in DB# 36178) George W. Puryear wearing a leather flying jacket and holding his leather flying helmet and goggles in his hand	1918	2	17
36244	13 photographs showing various scenes of war damage War damage to the Montdidier train station (see also DB# 36255)	1918	2	18
36245	2 photographs on page showing American graves in and war damage to Belleau, France	1918	2	19
36246	3 photographs showing various scenes of war damage	1918	2	20
36247	Unidentified soldier at a rocky beach with 2 unidentified women, 2 unidentified soldiers on the terrace of the Monte Carlo Casino	ca. February 1919	2	21
36248	2 photographs on page showing the terrace of the Monte Carlo Casino	ca. February 1919	2	22
36249	2 photographs showing the harbor of Monte Carlo and the terrace of the Monte Carlo Casino	ca. February 1919	2	23

36250	2 photographs of Monte Carlo from the sea and from the east	ca. February 1919	2	24
36251	4 photographs of Alfred I. Puryear with 3 unidentified women	1918-1919	2	25
36252	2 photographs from Paris Col. Butterfield and George W. Puryear walking through an ornate garden (see DB# 36236 and 36280 for photographs taken in the same location) U.S. military vehicle leaving the Material Division's headquarters at 45 Avenue Montaigne, Paris	1918	2	26
36253	8 daily ration stamps for 100 grams of bread, an unidentified French fort destroyed by artillery fire (possibly in Belgium), 2 postcards showing war damage to the Basilica of Notre-Dame de Brebières in Albert, France	ca. 1918	2	27
36254	5 photographs of George W. Puryear George W. Puryear and an unidentified woman standing at the base of the Eiffel Tower (photograph is in DB# 36272, see DB#s 36179, 36236, 36242 for a similar photograph) George W. Puryear wearing a leather flight jacket, helmet, and goggles George W. Puryear in uniform and sitting on a porch railing George W. Puryear standing next to a Curtiss JN-4 at Chanute Field, Rantoul, Ill.	1917-1918	2	28

	George W. Puryear standing next to a Curtiss JN-4 at Chanute Field, Rantoul, Ill.			
36255	9 photographs showing various scenes of war damage War damage to the Montdidier train station (see also DB# 36244) War damage to the Montdidier train station "Dec. 1, 1918 On the road to Chateau-Thierry." "U.S. graves at Belleau Wood shell-swept town of Belleau in background." (see also DB# 36245)	ca. 1918-1919	2	29
36256	Clippings from the Paris edition of the Chicago Tribune newspaper related to the World War I victory celebrations in Paris	1919 July 15	2	30
36257	Newspaper clipping with photographs of the World War I victory parade in Paris (bottom/right photograph shows French Marshals Ferdinand Foch and Joseph Joffre), postcard showing American soldiers marching in the victory parade with the Arc de Triomphe visible behind them	1919 July 14-15	2	31
36258	Souvenir photograph showing American soldiers marching in the victory parade with the Arc de Triomphe visible behind them	1919 July 14	2	32
36259	2 souvenir photographs of the World War I victory parade in Paris	1919 July 14	2	33

	Members of the Seaforth Highlanders (either the British Army's Seaforth Highlanders or the Seaforth Highlanders of Canada) Members of the U.S. 4th Infantry Division			
36260	2 souvenir photographs of the World War I victory parade in Paris with narrative by Alfred Puryear typed on reverse of both photographs	1919 July 14	2	34
36261	Aerial photograph of the Palace of Versailles (photograph is reprinted in *U. S. Official Pictures of the World War* and is captioned: "This photograph was made by a U.S. Army Air Service officer, June 28, 1919. It shows the Palace of Versailles and the crowds streaming through the gates to witness the signing of the Treaty of Peace. The space outside the gateway is filled with a throng waiting to witness the arrival of the celebrities.")	1919 June 28	2	35
36262	U.S.S. *Agamemnon* newsletter (dated September 26, 1919) and blank stationery from the R.M.S. *Adriatic*	1917-1919	2	36
36263	2 photographs removed from a book or magazine which show a helium-filled U.S. Army balloon being destroyed by fire	1918 April 2	2	37
36264	2 publicity photographs from either the movie *Tom Sawyer* (1917) or *Huck and Tom* (1918) Actors Clara Horton and Robert Gordon (signed, "Ever sincerely, Alma & Robert") Robert Gordon dressed as Huck Finn (signed, "'Huck Finn.' Happily, Robert Gordon")	1917-1918	2	38

36265	Newspaper clippings related to George W. Puryear's escape from a German POW camp including photographs of the camp and of Puryear (photograph of him comes from the top photograph in DB# 36184)	1918-1919	2	39
36266	Various newspaper clippings about George W. Puryear's capture and escape from POW camp	1918 August 17 - 1919 January 4	2	40
36267	Newspaper clipping showing George W. Puryear on his return to the U.S., newspaper clipping promoting an air show for the Victory Loan war bond drive (Major Carl A. Spaatz is on the far left and Puryear is 2nd from right)	ca. 1918-1919	2	41
36268	Newspaper clipping describing George W. Puryear's capture and escape (drawing of Puryear in the clipping is the same as in DB# 36269)	ca. 1919	2	42
36269	Portrait drawing of George W. Puryear by the artist Joseph Cummings Chase (drawing is marked "Artists' Proof")	ca. October-December 1918	2	43
36270	Radiogram from Bern, Switzerland, announcing the news of George W. Puryear's successful escape (handwritten note by Alfred I. Puryear is attached stating that it was given to him at the *Daily Mail*'s editorial office in Paris), telegram from the Red Cross to Alfred informing him that George was a POW at Rastatt, telegram from George to Alfred after his escape, postcard from George to Alfred from the POW camp at Villingen	1918 August 20-October 14	2	44
36271	"Part of temporary camp, Puryear Field El Centro Cal -- Flight 'A' 91st Aero Sqdn." (photograph is in DB# 36213)	ca. 1920	2	45
36272	6 photographs of George W. Puryear and Alfred I. Puryear in Paris, France, and San Diego, Calif. (1 photograph is in DB# 36254, 1 is in DB# 36179 and 36324, 1 is in DB# 36180)	1918-1919	2	46
36273	Cover of the theater program for the play *Aphrodite: A Romance of Ancient Egypt* performed at the Century Theatre in Paris	1919	2	47
36274	Clipping showing a scene from the play *Aphrodite: A Romance of Ancient Egypt*	1919	2	48

36275	4 color postcards from Koblenz, Germany Main train station (*Hauptbahnhof*) Stolzenfels Castle on the Rhine River (south of Koblenz) Fortress Ehrenbreitstein and the Rhine River Festival Hall (*Festhalle*)	ca. 1919	2	49
36276	3 photographs of Mt. Wilson north of Arcadia, Calif., label from a bottle of "Imperial Whisky" View from Mt. Wilson looking towards Los Angeles, Calif., on a foggy morning (photograph also in DB# 36341)	1921	2	50
36277	8 photographs of various people and places, clipping listing the cast of the 1923 silent Western film *The Covered Wagon* Alfred I. Puryear with the Duvall family, Belleville, Ill. Mrs. Williams in Kapi'olani Park, Honolulu, Hawaii Lt. Williams in Kapi'olani Park, Honolulu, Hawaii	ca. 1922-1923	2	51

	U.S. Army Airship TC-9			
36278	Photograph and postcard of the Leven Oaks Hotel, Monrovia, Calif., newspaper clipping about Alfred's brother David considering challenging Gov. Albert H. Roberts in the 1920 Democratic gubernatorial primary, newspaper clipping with a photograph of Col. Harry S. Berry, envelope of a letter from Y. Heuryon, Paris, France, to Alfred I. Puryear, Gallatin, Tenn.	ca. 1919-1921	2	52
36279	6 photographs of Alfred I. Puryear, Fannie W. Puryear, and other unidentified people Alfred I. Puryear with an unidentified woman Alfred I. Puryear, holding a dog, with an unidentified man and 2 unidentified women Fannie W. Puryear in front of the U.S. Capitol Fannie W. Puryear in front of the U.S. Capitol Alfred I. Puryear and Fannie W. Puryear in front of the U.S. Capitol	ca. 1919-1921	2	53
36280	6 photographs of Alfred I. Puryear and others	ca. 1918-1921	2	54

	Alfred I. Puryear in uniform and standing in an ornate garden (image is reversed, see DB# 36236 and 36252 for photographs taken in the same location) Alfred I. Puryear and an unidentified woman sitting in a car Alfred I. Puryear in France Alfred I. Puryear and 2 unidentified women Alfred I. Puryear in uniform and leaning against a pillar			
36281	3 photographs showing the destruction of the U.S. Army Airship C-2	1922 October 17	2	55
36282	View of the Hotel del Coronado looking northwest	ca. 1919	2	56
36283	4 photographs of U.S. Army Airship TC-3 and Brooks Field, San Antonio, Tex.	November 1923	2	57
36284	Photograph showing the wreckage of U.S. Army Airship TC-2	1924 October 10	2	58
36285	1 photograph of Alfred I. Puryear (photograph also in DB# 36311), 3 photographs showing the wreckage of U.S. Army Airship TC-2	1924 October 10	2	59

36286	Aerial view of Brooks Field, San Antonio, Tex., looking northeast	November 1923	2	60
36287	Aerial view of San Antonio, Texas looking southeast (Stowers Furniture Company building, at the intersection of Main and Houston Streets, is in the center)	November 1923	2	61
36288	Aerial view of an airship hangar at Brooks Field, San Antonio, Tex.	November 1923	2	62
36289	Aerial view of San Antonio, Tex., looking west and showing Travis Park	November 1923	2	63
36290	Unidentified man sitting in an automobile	ca. 1918-1920	2	64
36291	4 photographs from the 1920 Gordon Bennett Cup Race at Étampes, France Dayton-Wright RB-1 (Dayton-Wright Racer) piloted by Howard M. Rinehart Dayton-Wright RB-1 (Dayton-Wright Racer) piloted by Howard M. Rinehart Verville-Packard R-1 Racer piloted by Rudolph W. Schroeder (who is visible standing behind the airplane) Unidentified man standing next to a Breguet 14.T belonging to Compagnie des Messageries Aériennes	September 1920	2	65
36292	4 photographs from the 1920 Gordon Bennett Cup Race at Étampes, France Frederick P. Raynham standing next to his Martinsyde Semiquaver	September 1920	2	66

	Wreckage of the Curtiss Model 22 Cox Racer *Texas Wildcat* piloted by Roland Rohlfs Roland Rohlfs (left, with bandaged head) after the crash of the *Texas Wildcat* Joseph Sadi-Lecointe (2nd from left, with hat and cigarette in hands) posing next to an automobile with 10 unidentified men and women			
36293	3 Belgian postage stamps, 3 photographs of Rudolph W. Schroeder's team leaving for France to participate in the 1920 Gordon Bennett Cup Race Rudolph W. Schroeder (middle row, 2nd from left), Lillian A. Schroeder (middle row, 2nd from right), Alfred I. Puryear (front row, 2nd from left), and others before setting sail from Hoboken, N.J. Alfred I. Puryear, Corliss C. Moseley, Rudolph W. Schroeder, and Walter G. Kilner aboard the U.S.A.T. [United States Army Transport] *Antigone* U.S.A.T. *Antigone* at berth	August-September 1920	2	67
36294	Clippings from an unidentified French newspaper announcing Joseph Sadi-Lecointe's victory in the Gordon Bennett Cup Race (clippings include photographs of all 6 participants)	1920 September 29	2	68
36295	Clippings from an unidentified French newspaper showing the 6 airplanes that competed in the Gordon Bennett Cup Race	September 1920	2	69

36296	2 clippings from an unidentified French newspaper and 2 clippings from an unidentified American newspaper about the Gordon Bennett Cup Race	September 1920	2	70
36297	2 clippings from an unidentified French newspaper showing Howard M. Rinehart's Dayton-Wright RB-1 (Dayton-Wright Racer) and Rudolf W. Schroeder's Verville-Packard R-1 Racer being pushed by American officers	September 1920	2	71
36298	Clippings from *Le Miroir des Sports* about the Gordon Bennett Cup Race (clippings contain photographs of the race, the pilots, and the airplanes, as well as a table with information about all the previous Gordon Bennett Cup races)	September 1920	2	72
36299	Back cover of photograph album with a black leather cover and "Photographs" embossed in gold upon the front cover	1917-1923	2	back cover
36306	Front cover of photograph album with a brown leather cover and "PHOTOGRAPHS" embossed in gold upon it	ca. 1900-1940s	3	front cover
36307	Unidentified woman bending over and picking flowers	ca. 1910s	3	1
36308	Studio portrait of an unidentified child holding a stuffed animal, clipping with photograph of David B. Puryear	ca. 1907	3	2
36309	Studio portrait of an unidentified woman wearing a white lace dress and locket	ca. 1900	3	3
36310	Studio portrait of an unidentified woman wearing a necklace	ca. 1910s	3	4
36311	5 photographs of Alfred I. Puryear and various unidentified people and children Alfred I. Puryear (photograph also in DB# 36285) Dixona, Dixon Springs, Tenn.	ca. 1920s-1940s	3	5

36312	Wedding photograph of Clayton J. Mansfield and Elsie von Hof, clipping with information about the photograph of Clayton Mansfield on the July 22, 1940 issue of *Life* magazine (see DB# 36313), photograph of (L to R) Bonnie, Clayton Mansfield, and Elsie von Hof	1931-1940	3	6
36313	Cover of the July 22, 1940, issue of *Life* magazine showing Captain Clayton J. Mansfield (see also DB# 36312)	1940	3	7
36314	Clipping announcing that William P. Puryear, Jr., had won the election for mayor of Gallatin, Tenn., clipping announcing the upcoming wedding of Cornelia Puryear to William P. Weisiger	1938-1941	3	8
36315	Clipping announcing the wedding of Cornelia Puryear to William P. Weisiger	1938 November 15	3	9
36316	Brochure for the Granada Apartment Hotel, Fort Dallas Park, Miami, Fla.	ca. 1935	3	10
36317	4 photographs from a brochure for the Granada Apartment Hotel, Fort Dallas Park, Miami, Fla.	ca. 1935	3	11
36318	Clipping from a brochure for the Mountain Meadows Inn, Asheville, N. C.	ca. 1920s	3	12
36319	Clippings from a brochure for the Mountain Meadows Inn, Asheville, N. C.	ca. 1920s	3	13
36320	Clippings from the *Commercial Appeal* announcing the death of David B. Puryear in Memphis, Tenn., on June 30, 1929	1929 July 1	3	14
36321	Official report of Alfred I. Puryear's solo flight in an airship from Ross Field, Arcadia, Calif., to Glendora, Calif.	1921 July 8	3	15
36322	Photograph of an unidentified man skiing, photograph of an unidentified man standing in front of a house	ca. 1920s-1930s	3	16
36323	Obituary for William Pressley Puryear from the *Sumner County News*, Gallatin, Tenn.	1913 May 29	3	17
36324	Photograph of an unidentified woman with Alfred I. Puryear (photograph also in DB# 36179), front page of the U.S.S. *Agamemnon*'s newsletter, the *Agamemnon Daily News*.	1918-1919	3	18

36325	Studio portrait of an unidentified man in a U.S. Army uniform	ca. 1910s-1920s	3	19
36326	Studio portrait of an unidentified woman with bobbed hair and wearing a dress with lace sleeves	ca. 1920s	3	20
36327	Handbill for Mother's Day church services at the American Church, 21 Rue de Berri, Paris, France	1918 May 12	3	21
36328	Studio portrait of David B. Puryear	ca. 1907	3	22
36329	Studio portrait of Alfred I. Puryear	1900-1910	3	23
36330	6 photographs of Alfred I. Puryear, Fannie W. Puryear, and others Alfred I. Puryear and Fannie W. Puryear Fannie W. Puryear standing outside the U.S. Capitol (see also DB# 36279) Fannie W. Puryear Either George W. or Alfred I. Puryear in a bathing suit and standing next to 3 unidentified women and an unidentified man	ca. 1919-1920s	3	24
36331	Clippings from the *Commercial Appeal* announcing the death of David B. Puryear in Memphis, Tenn., on June 30, 1929	1929 July 1	3	25
36332	Studio portrait of an unidentified man in a U.S. Army Air Corps uniform	1930s-1940s	3	26

36333	Photograph of George W. and Fannie W. Puryear (on right) sitting on a bench on a porch and an unidentified woman and infant (on left), clipping with a photograph of the prisoner of war camp in Villingen, Germany, where George W. Puryear was being held at the time of his escape	ca. 1900-1918	3	27
36334	7 unidentified men and an unidentified woman riding in boats through the flooded intersection of West Main Street and Broadway in Hartsville, Tenn.	ca. 1927	3	28
36335	Photograph of George W. Puryear's grave in Gallatin Cemetery, Gallatin, Tenn.	ca. October 1919	3	29
36336	5 color clippings of various sites around Miami, Fla., including the Granada Apartment Hotel	ca. 1935	3	30
36337	2 color postcards: "Tropical Tahiti Beach, Coconut Grove, Miami, Florida," and "Coconut Palms and Sea Oats on the Florida Keys"	ca. 1935	3	31
36338	4 color postcards: "Seagoing Highway to Key West, from Pigeon Key," "Overseas Highway to Key West, Fla., 7 Mile Bridge Crossing Pigeon Key," "Oversea Highway to Key West, Fla., looking S. W. from Lower Patecumbe," "Venetian Pool, Coral Gables, Fla."	ca. 1935	3	32
36339	Panoramic photograph of Orléans, France, showing the Pont George V over the Loire River and the Basilique Cathédrale Sainte-Croix d'Orléans in the background	ca. 1918	3	33
36340	Photograph of the U.S.S. *Agamemnon* bringing troops home from Europe (possibly showing New York Harbor)	1919	3	34
36341	4 photographs of Mt. Wilson north of Arcadia, Calif. (see also DB# 36276 & 36321)	1921	3	35
36342	Aerial photograph captioned: "Lighter than air area, Camp Leonard Wood, Fort Benning, Ga."	1931 April 12	3	36
36343	Studio portrait of an unidentified chief of police	ca. 1920s-1930s	3	37

36344	Clipping from an unidentified newspaper consisting of 12 photographs of men under the heading "Tennesseans on Far-Flung Fronts"	ca. 1941-1945	3	38
36345	Copy of official Army Air Service incident report related to George W. Puryear's capture	July 1918	3	39
36346	Draft report by Alfred I. Puryear on an airship flight from Scott Field, Belleville, Ill., to Sulphur Springs, Mo.	ca. 1922-1926	3	40
36347	Program for the 2nd Balloon Company's 1931 Thanksgiving Dinner at Fort Bragg, N. C. (program includes a menu and lists the entire company roster)	1931 November 26	3	41
36348	Back cover of photograph album with a brown leather cover and "PHOTOGRAPHS" embossed in gold upon it	ca. 1900-1940s	3	back cover
36352	7 Puryear brothers: [top row] Gustavus Adolphus ("Doll"), Romulus ("Rom"), Alfred ("Alf"), [bottom row] William ("Will"), Daniel ("Dan"), George, David ("Dave")	ca. 1900-1905	loose items	
36353	Fannie W. Puryear wrapped in a shawl and standing in a garden	ca. 1920s	loose items	
36354	Studio portrait of Lt. George W. Puryear wearing his uniform and garrison (or "overseas") cap	1918-1919	loose items	
36355	Studio portrait of Lt. George W. Puryear wearing his uniform and Sam Browne belt	1918-1919	loose items	
36356	Lt. George W. Puryear standing behind a Nieuport 28 fighter plane	1918	loose items	
36357	Map of southern Germany and northern Switzerland showing the route George W. Puryear took on his escape from the POW camp at Villingen, Germany	ca. 1918-1919	loose items	
36358	American prisoners of war at Burg Trausnitz, Landshut, Germany (photograph is also in DB# 36171)	August-September 1918	loose items	
36359	Graphic photograph showing most of a human skull, with skin and hair attached, sitting on a mound of earth (with a handwritten caption, "A horror picture of the war")	1914-1918	loose items	

36360	"The Airman's Escape" (George W. Puryear's autobiographical account of his capture and escape from a German POW camp during World War I which appeared in the April 1919 and May 1919 issues of *Atlantic Monthly* magazine)	April-May 1919	loose items	

ADDITIONAL INFORMATION

Frequently in the course of processing this collection, more information about the people, objects, places, events, etc., contained in the albums was amassed than could adequately fit in either this finding aid's container list or in TSLA's photograph database. Therefore, the following additional information has been attached to this finding aid (in order by album and page number).

ALBUM 1, PAGE 2 [DB# 36171]

1) American POWs at Burg Trausnitz, Landshut, Germany, ca. August-September 1918.

Top row (left to right): Harold H. McChesney, Horace Wells, Alexander Roberts, William Tyler, James N. Hall, Henry C. Lewis, G. S. Harvey. *Middle row:* Robert "Bugs" Raymond, ? Connolly, ? Hollingsworth, Alfred B. Baker, ? Whiton. *Bottom row (left to right):* ? White, Zenos R. Miller, Robert G. Browning, Van Winkle Todd, ? Gorman, William Kidder, ? MacElvain.

See also DB# 36358 and 36186.

On 8/19 or 8/20, George W. Puryear was sent by train with 18 British and 6 American POWs from Karlsruhe to Landshut, Germany. The trip took 2 days. The Americans were imprisoned in Burg Trausnitz (a castle dating to the 13th century). The British were imprisoned in a separate camp in town. On 9/14, Puryear was transferred with 9 other American officers to the camp in Villingen, arriving there on 9/15. He escaped from the Villingen POW camp on the night of 10/6 and reached Switzerland on 10/11.

2) American POWs at Burg Trausnitz, Landshut, Germany, ca. August-September 1918.

Top row (left to right): Henry C. Lewis, Robert G. Browning, William Kidder, George Ratterman, ? Layson, Harold H. McChesney, James N. Hall, George W. Puryear, Zenos R. Miller, Bryan M. Battey, "Hash" Gile, R. A. Floyd, William Tyler. *Bottom row (left to right):* Robert "Bugs" Raymond, Caxton H. "Tich" Tichenor, Carlisle Rhodes, Herbert D. Smith, Edwin R. Albertson, J. F. Williamson, B. B. Battle, James E. Duke.

3) Envelope of a letter from Mabel Martin of Memphis, Tenn., to George W. Puryear while he was a POW, 9/20/1918.

The letter is marked "Opened By Censor" and addressed: "Lieut. Geo. W. Puryear, 95th Aero Squadron, Group I, American Prisoner of War, Kriegsgefengenenlager [sic] Rastatt, Baden Germany." Puryear had already been moved from Rastatt by the time the letter was sent, so the letter was forwarded on to Landshut, and then on to Villingen. It presumably arrived at Villingen after his escape on October 6 because it is also marked "c/o Alfred I. Puryear, A.S. [Air Service], Paris."

ALBUM 1, PAGE 7 [DB# 36176]

1) Wreckage of a French Caudron G.4.

2) French Caudron R.4 reconnaissance plane.

3) Unidentified American standing in front of a Caudron G.4.

The Caudron G.4 was a French bomber and reconnaissance plane that entered service in November 1915. It was also used extensively to provide the initial flight training to Allied pilots.

4) French officer in uniform with 3 medals on his chest. Photograph is signed "Ramy."

5) French Donnet-Denhaut DD-2 flying boat. George W. Puryear is sitting in the front seat.

6) Two unidentified women.

7) George W. Puryear with two unidentified women.

8) Unidentified American soldier greeting several unidentified French officers arriving in a small boat.

9) Unidentified boy holding a string of balloons.

10) A motor boat racing across the water.

11) Two unidentified American pilots.

12) Unidentified American with two unidentified women.

13) Possibly a French Donnet-Leveque flying boat with a Hotchkiss machine gun mounted on it.

14) A French Farman MF.11 fitted with pontoons.

ALBUM 1, PAGE 9 [DB# 36178]

1) George W. Puryear standing next to a Nieuport 28 fighter.

2) Four unidentified American pilots standing in the Place de la Concorde in Paris. The unidentified pilot standing 2nd from left is also in DB# 36170, 36175, 36177, 36179, & 36241.

The view is looking northeast down the Rue Royale towards the Église de la Madeleine. Behind them is the Fontaine des Fleuves (Fountain of River Commerce and Navigation). The building on the left is flying an American flag. On the Rue Royale side of that building (at No. 3 Rue Royale) is the famous Maxim's restaurant, which opened in 1893.

It is possible that they were in Paris visiting George's brother Alfred I. Puryear. Alfred was also a lieutenant in the Air Service during the war, but he wasn't a pilot. He joined the Stock Records Sub-Division, Material Division, Supply Section in January 1918. The Material Division was headquartered at 45 Avenue Montaigne in Paris (just a few blocks west of the Place de la Concorde).

3) George W. Puryear standing next to a SPAD S.XIII fighter.

4) Unidentified American pilot standing next to a French Voisin V bomber.

5) Frederick H. Morlan and George W. Puryear standing in front of what appears to be a large storage tank. See DB# 36170, 36179, & 36180 for other photographs of Morlan.

6) Unidentified American pilot sitting in the cockpit of a fighter. Note the round mirror attached to the top wing above the cockpit (in order to see if there is an enemy plane behind one).

7) George W. Puryear sitting on the bottom wing of a French Salmson 2 reconnaissance plane.

8) American ground crew preparing a SPAD S.XIII fighter.

9) Unidentified American pilot sitting next to an unidentified woman.

ALBUM 1, PAGE 10 [DB# 36179]

1) George W. Puryear and unidentified woman standing at the base of the Eiffel Tower. This photograph is also in DB# 36237 & 36243.

2-3) Unidentified woman (the same woman in photographs 1-5).

4) Unidentified woman with Alfred I. Puryear. For brothers who were born 5 years apart, George and Alfred looked remarkably similar, so it is often difficult to tell them apart in the photographs. Note that the woman is wearing the same dress as in photograph 1, and there are no pilot's wings on Alfred's uniform. He did not earn his pilot's wings until 1921. See also DB# 36324.

5) Unidentified woman with Alfred I. Puryear.

6) Picture postcard of the aerodrome at Pontlevoy, France, and addressed to Lt. H. V. Harding. The photograph on the top/left of the postcard is Frederick H. Morlan. See DB# 36170, 36178, & 36180 for other photographs of Morlan.

7) George W. Puryear standing next to a SPAD S.XI two-seat (or "biplace") reconnaissance airplane.

8) Unidentified Army Air Service pilot standing next to a Salmson 2 reconnaissance airplane. See also DB# 36170, 36175, 36177, 36178, & 36241 for other photographs of him.

ALBUM 1, PAGE 18 [DB# 36187]

1) Postcard of Bern, Switzerland (looking S.E.) showing the railroad bridge (foreground) and granary bridge (Kornhausbrücke, background) over the Aare River. The Stadttheater (city theater) is visible on the right at the foot of the Kornhausbrücke. To the left of the Stadttheater is the tower of Bern Cathedral (Berner Münster) and further to the left is the tower of the Church of St. Peter & Paul. Various mountain peaks in the background are identified and their elevation (in meters) is given.

2) Postcard of Thun, Switzerland (looking S.E.) showing Thun Castle & the Jungfrau (mountain peak on the left).

3) Business card of Ralph E. Bailey, American Red Cross, signed by Capt. Davis, Assistant M.[ilitary] Attache.

4) Business card of Lieutenant V. O. Meyer, Defense Battalion I/6, 38 Lindenstrasse, Zurich. Meyer was, presumably, the Swiss Army officer detailed to assist George W. Puryear after his arrival in Switzerland.

5) Business card of Robert S. Doman, American Red Cross

6) Postcard of Geneva, Switzerland, showing the Brunswick Monument and looking S.E. across Lake Geneva towards Mont-Blanc.

7) Postcard of Montreux, Switzerland, looking S.E. across Lake Geneva towards the peaks of the Dents du Midi ("Teeth of the South").

ALBUM 1, PAGE 19 [DB# 36188]

1) Alfred I. Puryear and unidentified woman (see also DB# 36179 & 36180).

2) Unidentified lighthouse.

3) Lt. H. V. Harding with 2 unidentified women wearing leather flight helmets and goggles.

4) Unidentified American pilot standing atop unidentified ruins.

5) George W. Puryear sitting atop a sea wall at an unidentified beach resort (possibly southern France). See also DB# 36189.

6) Unidentified woman.

7) George W. Puryear (front row, center) in uniform and standing with several unidentified officers at the 2nd Aviation Instruction Center, Tours, France, October 23, 1918.

The caption of U.S. Army Signal Corps film #13358 reads: "Lth. 2.1 M - 7 ft - Several officers leaving the building with Lieut. George W. Puryear. 2nd Aviation Instruction Center. TOURS, Indre-et-Loire, France. 10/23/18." (*Gorrell's History of the American Expeditionary Forces Air Service, 07/05/1917 - 08/31/1919*, Series M, Volume 5, p. 5)

8) George W. Puryear in civilian clothes being filmed by a Signal Corps cameraman, Tours, France, October 23, 1918.

The caption of U.S. Army Signal Corps film #13359 reads: "Lth. 7.6 M - 25 ft - Close up of Lieut. George W. Puryear 2nd Aviation Instruction Center. TOURS, Indre-et-Loire, France. Oct. 23, 1918." (*Gorrell's History of the American Expeditionary Forces Air Service, 07/05/1917 - 08/31/1919*, Series M, Volume 5, p. 5)

ALBUM 1, PAGE 27 [DB# 36196]

1) A Packard-Le Père LUSAC-11 fighter plane in flight.

The Packard-Le Père LUSAC-11 was based on a French design but was built in the U.S. during World War I. The Army Air Service had ordered 3,525 of the airplanes built but the order was cancelled at the end of the war. Only 30 were actually built. On February 27, 1920, Major Rudolph W. Schroeder set the flight altitude record in a LUSAC-11 by climbing to 10,093 m (33,113 ft). See DB# 36292-36298 for images of Schroeder and the 1920 Gordon Bennett Cup race.

2) Aerial photograph of North Island looking southeast and showing Naval Air Station North Island and Rockwell Field. San Diego is to the left across the bay. Coronado is behind North Island and the Hotel del Coronado is just out of the picture on the right.

Naval Air Station North Island and the Army Air Service's Rockwell Field were both located on North Island until 1935 when Rockwell Field closed and the Naval Air Station took over the

entire island. The body of water separating North Island from Coronado, called the Spanish Bight, was filled in by the U.S. Navy in 1943.

3) A Curtiss JN-4 "Jenny" flying over the coast, probably near San Diego.

4) Army Air Service personnel gathered around a wrecked JN-4, probably Rockwell Field.

5) Unidentified Army Air Service observer pilot sitting in the rear cockpit of a JN-4 in flight. North Island, Coronado, and the San Diego Bay are visible behind the tail of the airplane.

6) A dog standing next to the wreckage of a JN-4, probably Rockwell Field.

7) Unidentified Army Air Service pilot in the cockpit of his airplane.

ALBUM 1, PAGE 30 [DB# 36199]

1) Unidentified Army Air Service pilot and ground crew standing next to a SPAD S.XIII.

2) Unidentified Army Air Service pilot and ground crew standing next to a Curtiss JN-4 bearing the insignia of the 103rd Aero Squadron.

The 103rd Aero Squadron was formed in February 1918. The first pilots in the squadron came from the disbanded Lafayette Escadrille and Lafayette Flying Corps (American volunteer pilots who flew for the French). The squadron's insignia was the same as the insignia used by the Lafayette Escadrille. In April 1924, the 103rd was consolidated with the 94th Aero Squadron ("Hat in the Ring"). The unit is now known as the 94th Fighter Squadron and is based at Langley Air Force Base, Virginia.

3) 4 Curtiss JN-4s lined up at an unidentified airfield.

4) 7 Curtiss JN-4s in flight.

5) George W. Puryear (left) and ground crew standing next to a Fokker D.VII.

Photographs 1, 2, and 5-8 were probably taken during the Victory Loan war bond drive, April-May 1919. Puryear was a pilot with the No. 3 (Far West) Flight of the Victory Loan tour. The Far West Flight travelled through California, Nevada, Utah, Idaho, Washington, Oregon, Montana, Wyoming, Colorado, Texas, and Arizona putting on air shows to encourage people to buy war bonds. The commanding officer was Major Carl A. Spaatz, who later commanded U.S. Army Air Force in the European Theater during World War II and became the first Chief of Staff of the U.S. Air Force. On 04/12/1919, Puryear flew a Fokker D.VII in the air show at San Francisco, Calif., for the Victory Loan tour and a photograph of him flying the D.VII appeared the next day in the *San Francisco Chronicle* newspaper. He is quoted in the accompanying article giving a fantastical account of his escape. On 04/15/1919, he participated in an air show at Reno, Nev., for Victory Loan tour.

6) Unidentified Army Air Service pilot and ground crew standing next to an unidentified airplane. Behind them are railroad boxcars.

7) Unidentified Army Air Service pilot and ground crew standing next to a SPAD S.XIII.

8) Unidentified Army Air Service pilot and ground crew standing next to a Curtiss JN-4. Behind them are railroad passenger cars and boxcars.

ALBUM 1, PAGE 31 [DB# 36200]

1) Unidentified Army Air Service unit. George W. Puryear is standing in the back row, 10th from the right.

It possibly shows the members of the Far West Flight for the Victory Loan war bond campaign, April-May 1919. It is more likely to have been taken in France in 1918, but it is unknown if the photograph is from the pilot training school at Issoudun, the aerial gunnery school at Cazaux, or from the 10 days Puryear was with the 95th Aero Squadron at Saints.

2) Unidentified Army Air Service captain standing next to a white truck. The truck appears to be the same as in photograph #4.

3) Aerial photograph of Sacramento, California, looking northwest, April-May 1919.

The California State Capitol is visible near the bottom/right corner of the photograph. Probably taken during the Victory Loan tour.

4) Far West Flight of the Victory Loan tour in Pocatello, Idaho, April-May 1919.

Several airplanes are parked next to the railroad track and a crowd is milling about the airplanes. A train, presumably carrying the ground crews and support staff, is parked on the tracks. The white truck on the right appears to be the same as in photograph #2. The building behind the tracks has a sign painted across the top which reads "Pocatello Produce Packing Co."

5) 4 African American and 1 European American railroad employees.

6) Unidentified Army Air Service pilot and ground crew standing next to an unidentified airplane. The airplane bears the insignia of the 90th Aero Squadron.

7) Unidentified Army Air Service pilot and ground crew standing next to an airplane.

8) Unidentified Army Air Service pilot and ground crew standing next to a Fokker D.VII.

ALBUM 1, PAGE 35 [DB# 36204]

1) 2 Native Americans sitting in a horse-drawn carriage. Behind is the train used by the Far West Flight of the Victory Loan war bond campaign to travel across the country.

2) Marriage announcement of Hilda Gladys Blackburn and Lt. J. Loy Maloney. The photograph attached to the announcement is presumably Maloney.

3) Photograph of the tail on an airplane (possibly a Fokker D.VII) taken from the cockpit while the airplane is in flight.

4) A boy, an unidentified Army Air Service pilot, and an unidentified man standing next to a Fokker D.VII.

5) A Native American woman sitting on a boulder, bent over, and hiding her face from the camera. The woman is also in a photograph in DB #36206.

6) 2 unidentified Army Air Service ground crew members next to a Fokker D.VII. Note how the ground crew member on the right has a handful of the other ground crew member's shirt and is pulling him away from the airplane.

7) View of railroad bridge near the Great Salt Lake. Written on photograph is: "[illeg.] car of train, Salt Lake."

8) 2 African American railroad employees standing next to a Fokker D.VII.

9) 3 unidentified ground crew members standing next to an airplane.

10) Landscape photograph showing range land and snow-capped mountains.

11) Unidentified Army Air Service pilot standing next to an airplane. Unidentified insignia showing a smiling dog is on the side of the airplane.

ALBUM 1, PAGE 36 [DB# 36205]

1) 5 Native Americans on horseback. Behind is a Curtiss JN-4.

2) Photograph taken from the window of the front of train as it travels through rocky hills. It is probably the same location as photograph #7.

3) Major Carl A. Spaatz and Lt. Colonel William Thaw II.

Carl A. Spaatz was the commanding officer of the 13th Aero Squadron during World War I. He was also the commanding officer of the Far West Flight for the Victory Loan war bond drive. He added the second "a" to his last name in 1937 in an attempt to get people to pronounce it correctly ("spahtz"). During World War II, he commanded the 8th Air Force from May to July 1942. On July 7, 1942, he was placed in command of all U.S. Army Air Force units in the European Theater of Operations. In September 1947, he was appointed by President Truman to be the first Chief of Staff of the U.S. Air Force. He retired on June 30, 1948.

William Thaw II enlisted in the French Foreign Legion at the outbreak of World War I. He joined the French Air Force in December 1914 and flew with Escadrille 6, Escadrille 42, and Escadrille 65. He is credited with being the first American to engage in aerial combat in the war. Thaw eventually transferred to Escadrille 124. Escadrille 124 was a squadron composed of American volunteers and was nicknamed the Lafayette Escadrille. After the U.S. entered the war in 1917, the Lafayette Escadrille was disbanded and Thaw became the commanding officer of the 103rd Aero Squadron. He died of pneumonia on April 22, 1934.

4) George W. Puryear standing with an unidentified man and a Native American man next to a Fokker D.VII.

5) Photograph of a mountain taken from the moving train.

6) Native Americans among the crowd of people gather to see the Far West Flight of the Victory Loan war bond drive.

7) Photograph taken from the window of the rear of train as it travels through rocky hills. It is probably the same location as photograph #2.

8) "Jerry M. Wickliff Parlier Cal. [&] Geo. G. Higbee Santa Barbara Cal."

ALBUM 1, PAGE 37 [DB# 36206]

1) Unidentified Army Air Service pilot posing with 2 Native American women. The woman sitting on the boulder is also in a photograph in DB #36204.

2) A crowd of people hauling a Curtiss JN-4 on a ramp up the railroad siding. The JN-4's wings have been removed in order to reload it onto the train.

3) Army Air Service ground crew standing next to a Fokker D.VII.

4) Army Air Service ground crew working on a Fokker D.VII.

5) 2 unidentified Army Air Service ground crew members and 2 unidentified women dressed in ground crew overalls standing next to a Fokker D.VII.

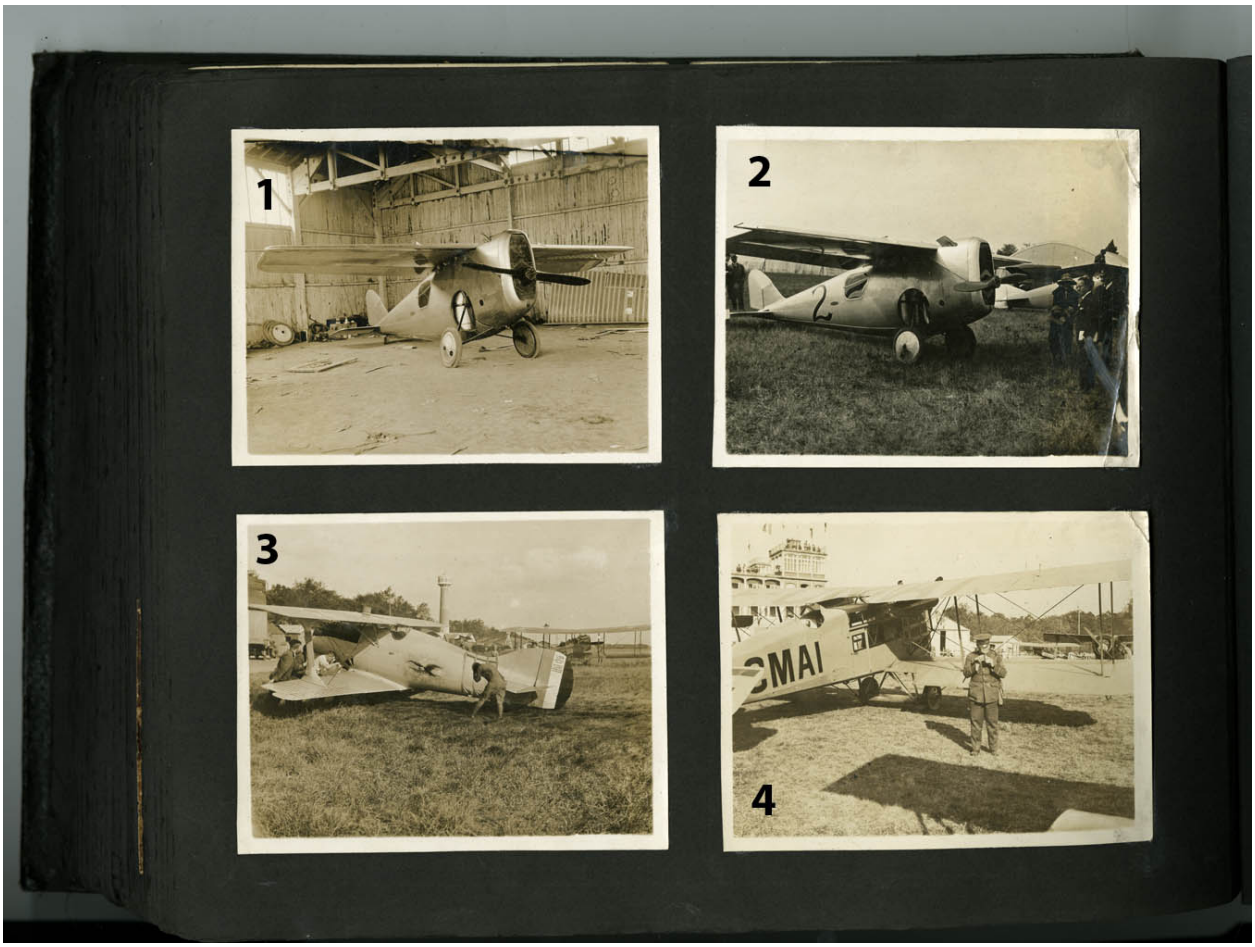
6) George W. Puryear and 2 unidentified women sitting on wooden bench under a tree.

7) George W. Puryear poking at a saguaro cactus (*Carnegiea gigantea*).

8) 5 unidentified people riding in a car.

9) A boy and 2 men standing next to a mine elevator.

ALBUM 2, PAGE 65 [DB# 36291]



1 & 2) Dayton-Wright RB-1 (or Dayton-Wright Racer) piloted by Howard Max Rinehart. Developed specifically to participate in the Gordon Bennett Cup Race, the Dayton-Wright Racer had several design features which were advanced for its day. It had a monocoque fuselage (in which the skin of the airplane provides the main structural support) and retractable landing gear. It used a 250 horsepower Hall-Scott L-6A motor and had a maximum speed of 190 mph. It was forced to withdraw from the race due to mechanical problems (some sources state that it was a failure of the landing gear to retract, other sources state that it was a snapped rudder cable).

3) Verville-Packard R-1 Racer piloted by Rudolph William Schroeder. The R-1 Racer was a modified version of the Verville VCP-1 fighter. It used a 638 horsepower Packard 1A-2025 engine and had a top speed of 177 mph. It was forced to withdraw from the Gordon Bennett Cup Race due to an oil pump failure. On November 27, 1920, Captain Corliss Moseley won the Pulitzer Trophy Race in an R-1 Racer.

Note: Schroeder is visible standing behind the airplane and the airplane in the background is the same one as in the next photograph.

4) Breguet 14.T with the call sign F-CMAI belonging to Compagnie des Messageries Aériennes. The Breguet 14 was a French two-seat bomber and reconnaissance airplane produced from 1916 to 1928. The 14.T was produced after the war and was a single-seat variant of the 14 which was modified to carry 2 passengers. Compagnie des Messageries Aériennes was a French airline founded in February 1919 by Louis-Charles Breguet. The airline merged with Grands Express Aériens to form Air Union on January 1, 1923. On October 7, 1933, Air Union merged with four other French airlines to form Air France. According to the September 16, 1920, issue of *Flight* magazine, this particular Breguet 14.T was flying between Paris and the Cricklewood Aerodrome. Cricklewood is an area in northwest London and the aerodrome was located adjacent to the Hadley Page aircraft factory.

ALBUM 2, PAGE 66 [DB# 36292]

1) Frederick Phillips Raynham standing next to the Martinsyde Semiquaver. The Martinsyde Semiquaver was a single-seat racing biplane built in 1920. It was powered by a 300 horsepower Hispano-Suiza V-8 engine and had a top speed of 161 mph. Raynham set the British speed record (161.4 mph) with it on March 21, 1920. It was forced to withdraw from the Gordon Bennett Cup Race due to an oil pump failure.

Frederick Phillips Raynham (1893–1954) was a British pilot who earned his pilot's certificate in 1911. He served as a test pilot for several British aircraft companies (Avro, Sopwith, Martinsyde, and Hawker) from the 1910s through the 1920s.

2) Wreckage of the Curtiss Model 22 Cox Racer *Texas Wildcat*. There were 2 versions of the Curtiss Model 22 Cox Racer that were built to race in the Gordon Bennett Cup, the *Texas Wildcat* and the *Cactus Kitten*. Both were monoplanes and were powered by a 427 horsepower Curtiss C-12 engine and they had a maximum speed of 196 mph. On arriving in France for the race, it was determined that the wing of the *Texas Wildcat* made it unstable at high speeds and it was converted to a biplane. It crashed on landing at Étampes for the race. The *Cactus Kitten* was

shipped back to the U.S. without ever having been flown in France. After its return, the *Cactus Kitten* was converted from a monoplane to a triplane.

3) Roland Rohlfs (left, with bandaged head) after the crash of the *Texas Wildcat*. Rohlfs (1892-1974) was a test pilot for the Curtiss Aeroplane and Motor Company. In August 1918, he broke the airspeed record by flying 163 mph, but his record was never officially recognized. His mother was Anna Katharine Green, a famous American crime novelist, and his father was Charles Rohlfs, a noted American furniture craftsman.

4) Joseph Sadi-Lecointe (2nd from left, with hat and cigarette in his hands) posing next to an automobile with 10 unidentified men and women. Sadi-Lecointe (1891-1944) flew with Escadrille 10 and Escadrille 48 during World War I. In September 1917, he became a test pilot with Blériot-SPAD and worked on the development of the SPAD S.XIII fighter plane. He became a test pilot for Nieuport-Delage after the war and used their planes to set seven speed records and three altitude records. He became the Inspector of Flying Schools after the outbreak of World War II. Due to his involvement with the French Resistance, he was arrested by the German Gestapo on March 21, 1944, and was released two months later. Joseph Sadi-Lecointe died on July 15, 1944, as a result of the torture he received while in prison.

ALBUM 2, PAGE 67 [DB# 36293]

1) Rudolf W. Schroeder and his crew preparing to sail for France to participate in the Gordon Bennett Cup Race. He is standing 2nd from left in the middle row, and his wife is standing next to him. Alfred I. Puryear is kneeling in the front row & is marked with an X.

Rudolph William Schroeder (ca. 1887-1952) was an American aviator and piloted the Verville-Packard R-1 Racer at the Gordon Bennett Cup Race. At 6-foot-3, he was naturally given the nickname "Shorty." He worked as a mechanic for the exhibition flier, Otto Brodie, until 1913. During World War I, he was the chief Army Air Service test pilot at McCook Field in Dayton, Ohio. On February 27, 1920, he set the flight altitude record of 10,093 m (33,113 ft) in a LUSAC-11 fighter [see DB# 36196 for a photograph of a LUSAC-11]. He left the Air Service towards the end of 1920 after having been reduced in rank from major to captain shortly before leaving for the Gordon Bennett Cup Race.

There is some discrepancy about Schroeder's date of birth. On his passport application to travel to France for the Gordon Bennett Cup Race, his date of birth is listed as August 24, 1887, but on his World War II draft registration card it is listed as August 14, 1886.

2) Alfred I. Puryear, Corliss C. Moseley, Rudolph W. Schroeder, and Walter G. Kilner aboard the U.S.A.T. [United States Army Transport] *Antigone*.

Alfred I. Puryear served as the supply officer on Schroeder's team.

Corliss C. Moseley (1894-1974) flew with the 27th Aero Squadron in World War I. After the war, he was the chief test pilot at the First Air Depot, Colombey-les-Belles, France. He was Schroeder's alternate for the Gordon Bennett Cup Race. On November 27, 1920, he won the first Pulitzer Trophy Race.

Walter G. Kilner (1888-1940) graduated from West Point in 1912. During World War I, he commanded the 3rd Aviation Instruction Center at Issoudun, France, and then all Air Service training in France. He was awarded the Army Distinguished Service Medal on July 9, 1918, for this command. In September 1938, was appointed to be Assistant to the Chief of the Air Corps, Maj. General Henry H. "Hap" Arnold. A heart condition forced him to retire in November 1939 and he committed suicide on August 30, 1940.

The following letter was attached to Alfred I. Puryear's passport application to travel to France for the race:

WAR DEPARTMENT,
Special Orders,)
) WK/lms/423 Washington, July 27, 1920.
No. 175-0)

Extract.

6. The following-named officers will proceed at the proper time from their present stations to the Port of Embarkation, Hoboken, New Jersey, for transportation on the transport scheduled to sail from that port on or about August 20, 1920; thence to Paris, France, on temporary duty in connection with the Gordon-Bennett International Cup Race, and upon the completion of this duty, will return to their proper stations in the United States:

Captain Walter G. Kilner, Infantry
Captain Rudolph W. Schroeder, Air Service,
Captain Corliss C. Moseley, Air Service,
First Lieutenant Alfred I. Puryear, Air Service.

The travel directed is necessary in the military service.

AG 580.8

By order of the Secretary of War:

Peyton C. March,

Major General, Chief of Staff.

Official:

P. C. Harris,
The Adjutant General.

A TRUE COPY:

3) The U.S.A.T. *Antigone* at berth. The *Antigone* was launched in 1900 as the S.S. *Neckar*, sailing for North German Lloyd. After the start of World War I, it sought shelter from the Royal Navy in Baltimore, Maryland. It was confiscated after the U.S. declared war on Germany in April 1917. It was renamed the S.S. *Antigone* on September 1, 1917. After leaving U.S. military service, it sailed as the S.S. *Potomac* for the United States Lines.

ALBUM 2, PAGE 68 [DB# 36294]

LA FRANCE GAGNE

LA COUPE GORDON-BENNETT D'AVIATION

Sadi Lecointe termine les 300 kilomètres du parcours

en 1 heure 6 minutes 17 secondes 1/5.

RINEHART (AMÉRIQUE).

SADI LECOINTE.

DE ROMANET

KIRCH

RAYNHAM (ANGL.).

SCHRŒDER (AMÉRIQUE)

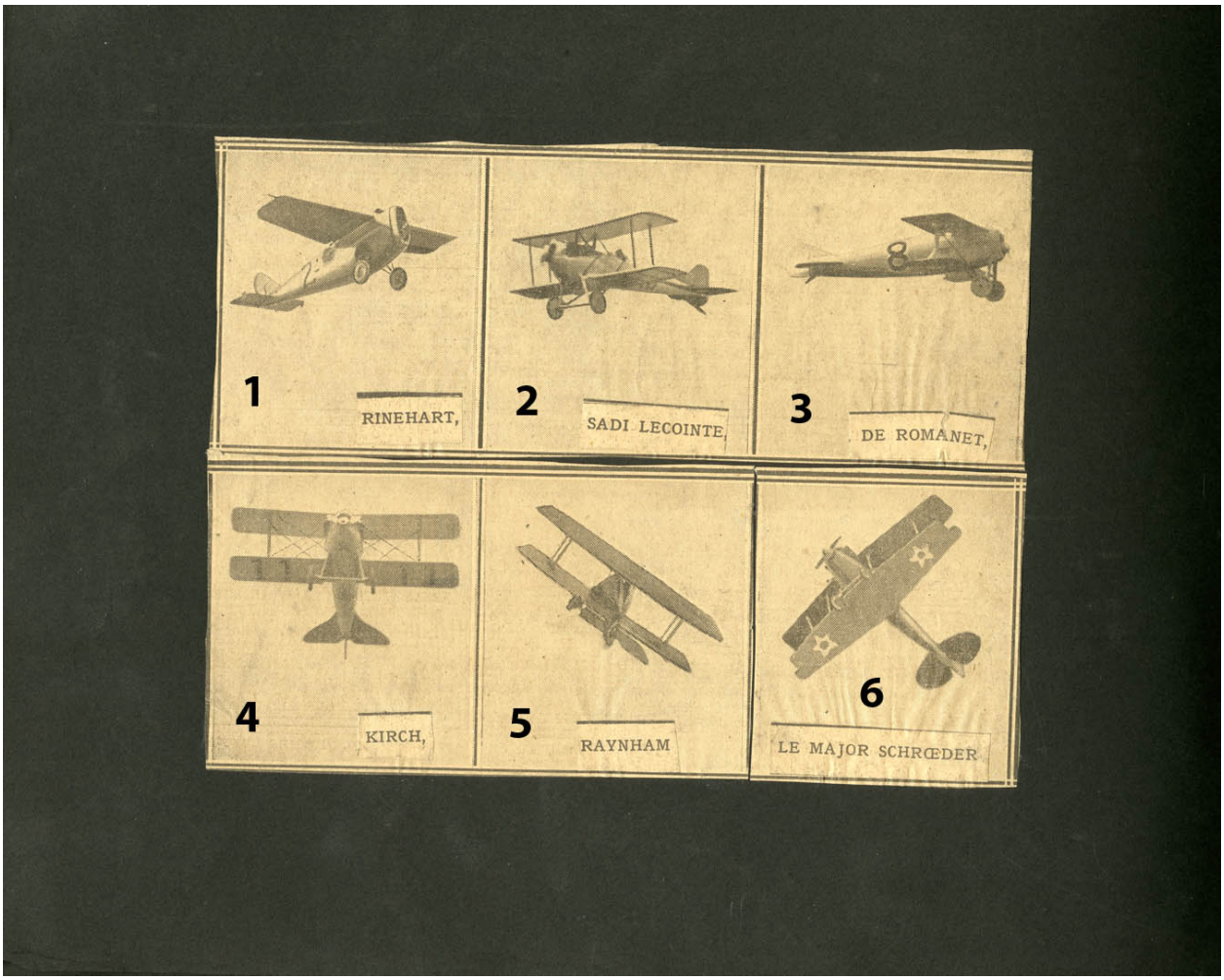
MERCREDI
29
SEPTEMBRE
1920

FRANCE WINS THE GORDON BENNETT AVIATION CUP
Sadi Lecointe finishes the 300 km course in 1 hour, 6 minutes, 17 1/5 seconds

Rinehart (American), Sadi Lecointe, De Romanet, Kirch, Raynham (English), Schroeder (American)

Wednesday, 29 September 1920

ALBUM 2, PAGE 69 [DB# 36295]



1) Dayton-Wright RB-1 (or Dayton-Wright Racer) piloted by Howard Max Rinehart. See DB# 36291 for more information about the Dayton-Wright Racer.

Howard Max Rinehart was born in Eaton, Ohio, in 1885. After working for a construction company in Brazil, he enrolled in the Wright School of Aviation in 1913. After earning his pilot's license, he served as an instructor pilot at the school and as a test pilot for the Dayton Wright Company. He committed suicide in Hattiesburg, Mississippi, in 1949.

2) Nieuport-Delage NiD 29V piloted by Joseph Sadi-Lecointe. The NiD 29 was a single-seat fighter developed for the French Air Force. The first prototype flew in 1918, but it did not go into production until 1920. It used a 300 horsepower Hispano-Suiza 8Fb engine and had a top speed of 146 mph. The NiD 29V was a racing variant with the Hispano-Suiza engine boosted to 320 horsepower. Three NiD 29Vs were built and two of them were flown in the 1920 Gordon Bennett Cup Race. One (No. 10) was piloted by Joseph Sadi-Lecointe and the other (No. 11) was piloted by Georges Kirsch.

See DB# 36292 for more information about Joseph Sadi-Lecointe.

3) Blériot-SPAD S.XX piloted by Bernard Henri Marie Léonard Barny de Romanet. The SPAD S.XX was a two-seat fighter developed for the French Air Force towards the end of World War I. It used a 300 horsepower Hispano-Suiza 8Fb engine and had a top speed of 135 mph. Between 1918 and 1920, it set several airspeed and altitude records.

Bernard Henri Marie Léonard Barny de Romanet (1894-1921) joined the French army in October 1913 and transferred into the French air service in July 1915. He flew with Escadrille 51 and Escadrille 37, scoring 18 aerial victories while flying with the latter. In October 1918, he was made commanding officer of Escadrille 167. After the war, he placed second in the 1920 Gordon Bennett Cup Race and set the World Air Speed record on October 9, 1920, and then again on November 4 of that year. He died in a flying accident on September 23, 1921, while practicing for the 1921 Coupe Deutsch de la Meurthe Race.

4) Nieuport-Delage NiD 29V piloted by Georges Kirsch.

Georges Kircsch (1892-1969) was a French aviator and his name is spelled either Kirch or Kirsch in source documents. He was awarded the Médaille militaire and the Croix de Guerre for his service in World War I. During the Gordon Bennett Cup Race, Kirsch had the fastest first lap time (21 minutes, 29 seconds) but was forced out of the race with sparkplug problems. On July 15, 1921, he unofficially beat Rudolph W. Schroeder's altitude record of 10,093 m (33,113 ft) by climbing to 10,600 m (ca. 34,777 ft). The rules stated that for the results to be official, one had to take off and land at the same airfield. Unfortunately for Kirsch, he had engine trouble on the descent which forced him to land at a different airfield from which he started, thus disqualifying his results. On October 1, 1921, he won the Coupe Deutsch de la Meurthe and also set the speed record over a distance of 200 km. He completed the 200 km in 42 minutes, 39 4/5 seconds, for a speed of 174.74 mph.

5) Martinsyde Semiquaver piloted by Frederick Phillips Raynham. See DB# 36292 for more information about the Martinsyde Semiquaver and about Frederick Phillips Raynham.

6) Verville-Packard R-1 Racer piloted by Rudolph William Schroeder. See DB# 36291 for more information about the R-1 Racer. See DB# 36293 for more information about Rudolph William Schroeder.

ALBUM 2, PAGE 70 [DB# 36296]

T/L: Sadi Lecointe congratulated after his victory
B/R: The victor's plane being returned to its hangar

ALBUM 2, PAGE 71 [DB# 36297]

Top:

Rinehart's monoplane, which did not stay in the air a quarter of an hour

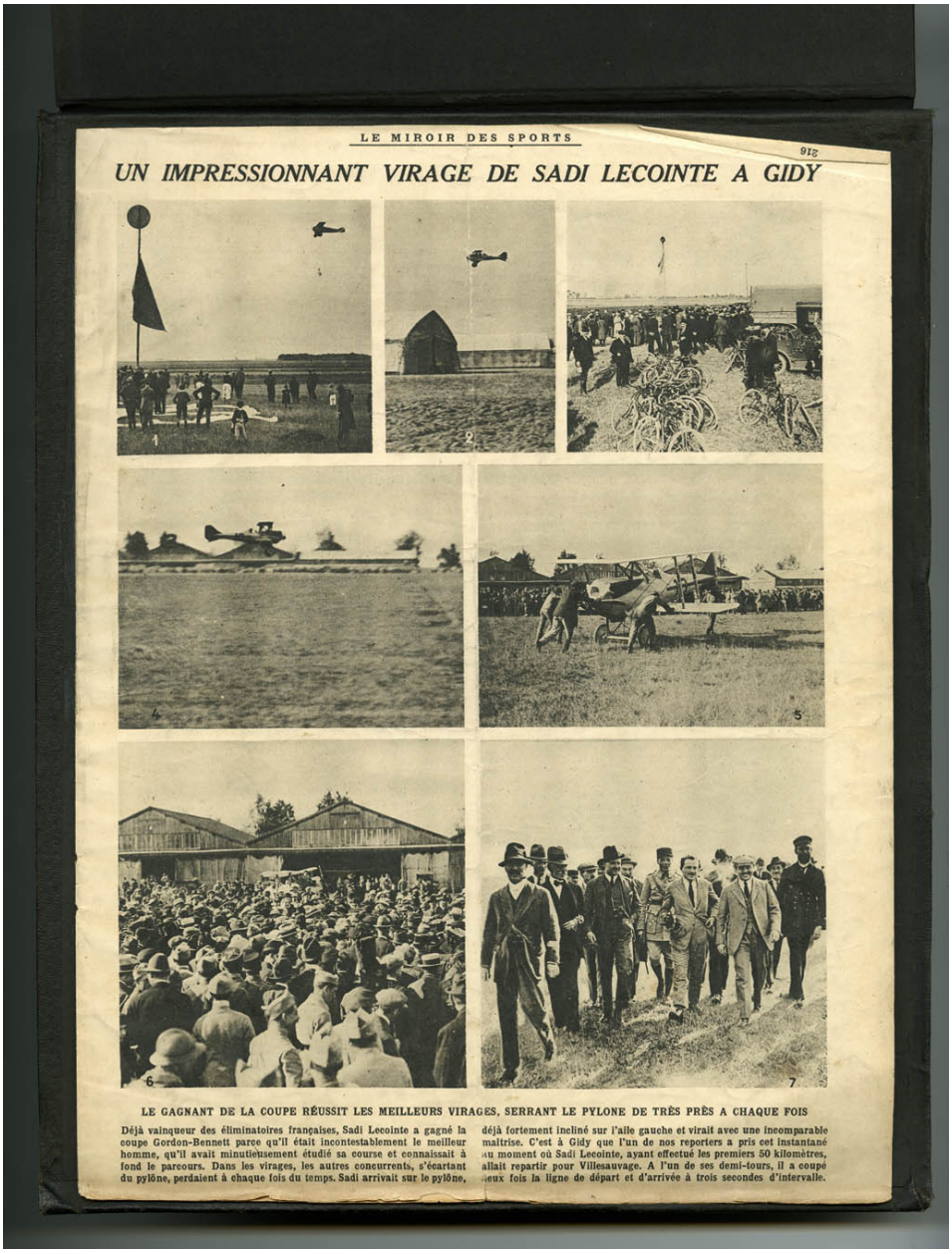
The contest [finished] in 1 h[our], 6 m[inutes], 17 1/5 s[econds]. The Frenchmen Kirch and de Romanet left first. Sadi Lecointe took off a little after 2 p.m. and finished victoriously. The American planes, which cause quite a stir, had to stop quickly, and the Englishman did not fare any better.

Bottom:

Schroeder's plane pushed by American officers

The Gordon Bennett Cup, won in 1912 in America by Vadrines [and] in 1913 in Bétheny by Prévost, and which had not been contested since then, remains in France. Sadi Lecointe, already winner of the preliminaries, won it brilliantly, yesterday, on the course Villesauvage-Gidy, completing the 300 kilometers[...]

ALBUM 2, PAGE 72a [DB# 36298_01]



LE MIROIR DES SPORTS

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UN IMPRESSIONNANT VIRAGE DE SADI LECOINTE A GIDY

LE GAGNANT DE LA COUPE RÉUSSIT LES MEILLEURS VIRAGES, SERRANT LE PYLONE DE TRÈS PRÈS A CHAQUE FOIS

Déjà vainqueur des éliminatoires françaises, Sadi Lecointe a gagné la coupe Gordon-Bennett parce qu'il était incontestablement le meilleur homme, qu'il avait minutieusement étudié sa course et connaissait à fond le parcours. Dans les virages, les autres concurrents, s'écartant du pylône, perdaient à chaque fois du temps. Sadi arrivait sur le pylône, déjà fortement incliné sur l'aile gauche et virait avec une incomparable maîtrise. C'est à Gidy que l'un de nos reporters a pris cet instantané au moment où Sadi Lecointe, ayant effectué les premiers 50 kilomètres, allait repartir pour Villesauvage. A l'un de ses demi-tours, il a coupé deux fois la ligne de départ et d'arrivée à trois secondes d'intervalle.

THE MIRROR OF SPORTS

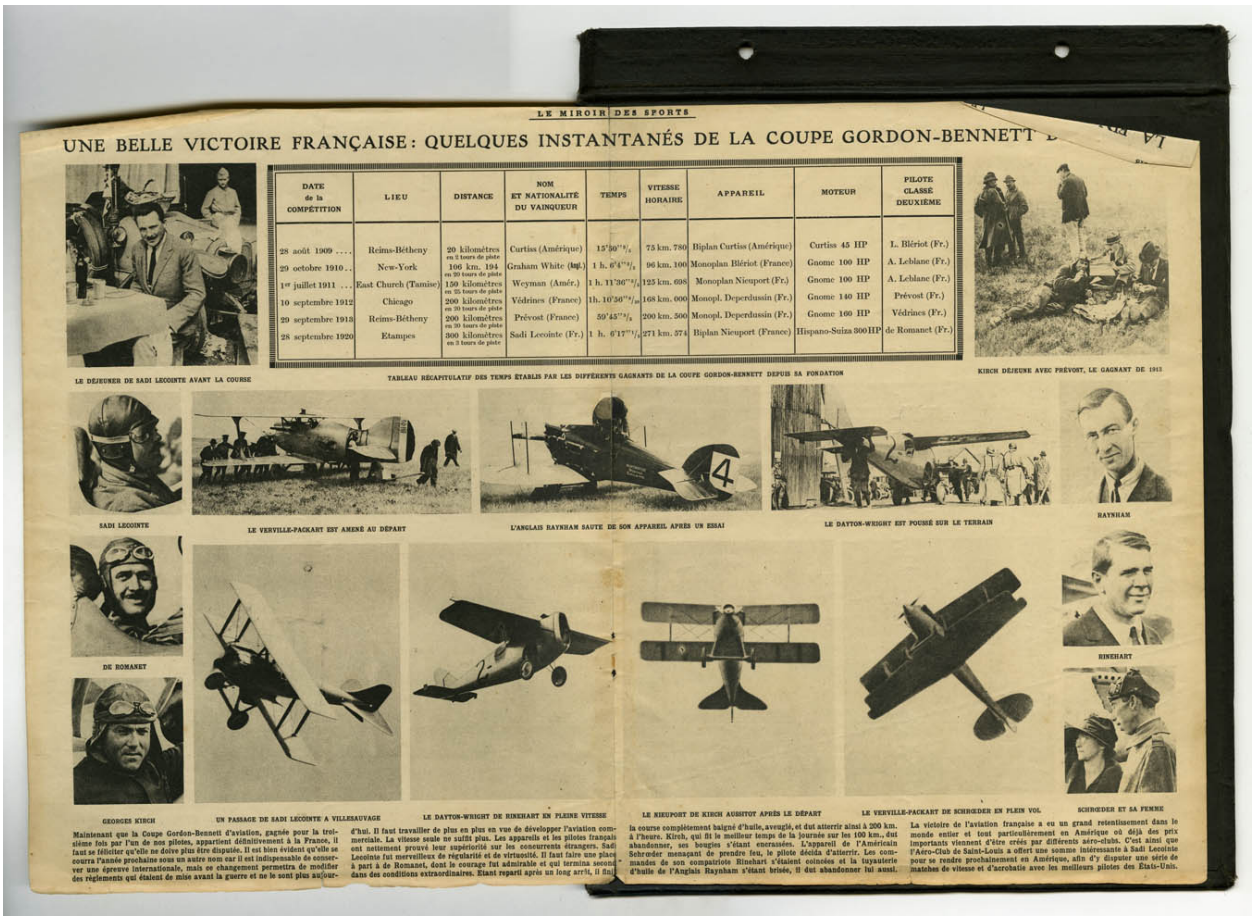
AN IMPRESSIVE TURN BY SADI LECOINTE AT GIDY

THE WINNER OF THE CUP PULLS OFF THE BEST CORNERING, SQUEEZING VERY CLOSE BY THE PYLON EVERY TIME

Already the winner of the French qualifying round, Sadi Lecointe won the Gordon Bennett Cup because he was undoubtedly the best man; he had carefully studied the course and knew it thoroughly. The other competitors, deviating from the pylon in their turns, lost time every time. Sadi arrived at the pylon already banking sharply on his left wing, and turned with incomparable

mastery. One of our reporters took this snapshot at Gidy at the very moment when Sadi Lecointe, having done the first 50 kilometers, was leaving for Villesauvage. In one of his u-turns, he twice crossed the start/finish line three seconds apart.

ALBUM 2, PAGE 72b [DB# 39298_02]



LE MIROIR DES SPORTS

UNE BELLE VICTOIRE FRANÇAISE : QUELQUES INSTANTANÉS DE LA COUPE GORDON-BENNETT

DATE de la COMPÉTITION	LIEU	DISTANCE	NOM ET NATIONALITÉ DU VAINQUEUR	TEMPS	VITESSE HORAIRE	APPAREIL	MOTEUR	PILOTE CLASSÉ DEUXIÈME
28 août 1909	Reims-Bétheny	20 kilomètres en 2 tours de piste	Curtiss (Amérique)	15'50''⅘	75 km. 780	Biplan Curtiss (Amérique)	Curtiss 45 HP	L. Blériot (Fr.)
29 octobre 1910..	New-York	106 km. 194 en 20 tours de piste	Graham White (Ang.)	1 h. 6'4''⅘	96 km. 100	Monoplan Blériot (France)	Gnome 100 HP	A. Leblanc (Fr.)
1er juillet 1911 ...	East Church (Tamise)	150 kilomètres en 25 tours de piste	Weyman (Amér.)	1 h. 11'36''⅘	125 km. 698	Monoplan Nieuport (Fr.)	Gnome 100 HP	A. Leblanc (Fr.)
10 septembre 1912	Chicago	200 kilomètres en 50 tours de piste	Védrines (France)	1h. 10'36''⅘	168 km. 000	Monopl. Deperdussin (Fr.)	Gnome 140 HP	Prévost (Fr.)
29 septembre 1913	Reims-Bétheny	200 kilomètres en 50 tours de piste	Prévost (France)	59'45''⅘	200 km. 500	Monopl. Deperdussin (Fr.)	Gnome 160 HP	Védrines (Fr.)
28 septembre 1920	Etampes	300 kilomètres en 3 tours de piste	Sadi Lecointe (Fr.)	1 h. 6'17''⅘	271 km. 374	Biplan Nieuport (France)	Hispano-Suiza 300 HP	de Romanet (Fr.)

LE DÉJEUNER DE SADI LECOINTE AVANT LA COURSE

TABLEAU RÉCAPITULATIF DES TEMPS ÉTABLIS PAR LES DIFFÉRENTS GAGNANTS DE LA COUPE GORDON-BENNETT DEPUIS SA FONDATION

KIRCH DÉJEUNE AVEC PRÉVOST, LE GAGNANT DE 1913

SADI LECOINTE

LE VERVILLE-PACKART EST AMENÉ AU DÉPART

L'ANGLAIS RAYNHAM SAUTE DE SON APPAREIL APRÈS UN ESSAI

LE DAYTON-WRIGHT EST POUSSÉ SUR LE TERRAIN

RAYNHAM

DE ROMANET

RINEHART

GEORGES KIRCH

UN PASSAGE DE SADI LECOINTE A VILLESAUVAGE

LE DAYTON-WRIGHT DE RINEHART EN PLEINE VITESSE

LE NIEUPORT DE KIRCH AUSSITOT APRÈS LE DÉPART

LE VERVILLE-PACKART DE SCHRŒDER EN PLEIN VOL

SCHRŒDER ET SA FEMME

Maintenant que la Coupe Gordon-Bennett d'aviation, gagnée pour la troisième fois par l'un de nos pilotes, appartient définitivement à la France, il faut se féliciter qu'elle ne doive plus être disputée. Il est bien évident qu'elle se courra l'année prochaine sous un autre nom car il est indispensable de conserver une épreuve internationale, mais ce changement permettra de modifier des règlements qui étaient de mise avant la guerre et ne le sont plus aujourd'hui. Il faut travailler de plus en plus en vue de développer l'aviation commerciale. La vitesse seule ne suffit plus. Les appareils et les pilotes français ont nettement prouvé leur supériorité sur les concurrents étrangers. Sadi Lecointe fut merveilleux de régularité et de virtuosité. Il faut faire une place à part à de Romanet, dont le courage fut admirable et qui termina second dans des conditions extraordinaires. Etant reparti après un long arrêt, il fut la course complètement baigné d'huile, aveugle, et dut atterrir ainsi à 200 km. à l'heure. Kirch, qui fit le meilleur temps de la journée sur les 100 km., dut abandonner, ses bougies s'étant encrassées. L'appareil de l'Américain Schroeder menaçant de prendre feu, le pilote décida d'atterrir. Les commandes de son compatriote Rinehart s'étaient coincées et la tuyauterie d'huile de l'Anglais Raynham s'étant brisée, il dut abandonner lui aussi.

La victoire de l'aviation française a eu un grand retentissement dans le monde entier et tout particulièrement en Amérique où déjà des prix importants viennent d'être créés par différents aéro-clubs. C'est ainsi que l'Aero-Club de Saint-Louis a offert une somme intéressante à Sadi Lecointe pour se rendre prochainement en Amérique, afin d'y disputer une série de matches de vitesse et d'acrobatie avec les meilleurs pilotes des Etats-Unis.

THE MIRROR OF SPORTS

A BEAUTIFUL FRENCH VICTORY: SOME SNAPSHOTS OF THE GORDON BENNETT [AVIATION] CUP

Top Row:
SADI LECOINTE EATING LUNCH BEFORE THE RACE

TABLE SUMMARISING THE VARIOUS WINNERS OF THE GORDON BENNETT CUP SINCE ITS BEGINNING

Date of the competition	Location	Distance	Name and nationality of the winner	Time	Speed	Aircraft	Motor	Second place pilot
28 August 1909	Reims-Bétheny	20 km in 2 laps	Curtiss (American)	15 min, 50 3/5 sec	75.780 km/h	Curtiss Biplane (American) [Curtiss No. 2, "Reims Racer"]	Curtiss 45 HP	L. Blériot (French)
29 October 1910	New York	106.194 km in 20 laps	Graham White (English)	1 h, 6 min, 4 3/5 sec	96.1 km/h	Blériot Monoplane (French) [Blériot XI]	Gnome 100 HP	A. Leblanc (French)
1 July 1911	East Church (Thames)	150 km in 25 laps	Weyman (American)	1 h, 11 min, 36 3/5 sec	125.698 km/h	Nieuport Monoplane (French) [Nieuport II]	Gnome 100 HP	A. Leblanc (French)
10 September 1912	Chicago	200 km in 20 laps	Védrines (French)	1 h, 10 min, 56 8/10 sec	168 km/h	Deperdussin Monoplane (French) [Deperdussin Monocoque]	Gnome 140 HP	Prévost (French)
29 September 1913	Reims-Bétheny	200 km in 20 laps	Prévost (French)	59 min, 45 3/5 sec	200.5 km/h	Deperdussin Monoplane (French) [Deperdussin Monocoque]	Gnome 160 HP	Védrines (French)
28 September 1920	Étampes	300 km in 3 laps	Sadi Lecointe (French)	1 h, 6 min, 17 1/5 sec	271.574 km/h	Nieuport Biplane (French) [Nieuport 29]	Hispano-Suiza 300 HP	de Romanet (French)

KIRCH LUNCHES WITH PREVOST, THE WINNER OF 1913

Middle Row:
SADI LECOINTE [Joseph Sadi-Lecointe]

THE VERVILLE-PACKARD [Verville-Packard R-1] IS BROUGHT TO THE START

THE ENGLISHMAN, RAYNHAM, JUMPS FROM HIS PLANE [Martinsyde Semiquaver] AFTER A TEST

THE DAYTON-WRIGHT RACER [Dayton-Wright RB-1] IS PUSHED ON THE FIELD

RAYNHAM [Frederick Phillips Raynham]

Bottom Row:
DE ROMANET [Bernard Henri Barny de Romanet]

GEORGES KIRCH [Georges Kirsch]

A PASS BY SADI LECOINTE AT VILLESAUVAGE [Nieuport-Delage NiD 29V, No. 10]

RINEHART'S DAYTON-WRIGHT RACER AT FULL SPEED

KIRCH'S NIEUPORT [Nieuport-Delage NiD 29V, No. 11] SHORTLY AFTER TAKEOFF

SCHROEDER'S VERVILLE-PACKARD IN FULL FLIGHT

RINEHART [Howard Max Rinehart]

SCHROEDER [Rudolph William Schroeder] AND HIS WIFE [Lillian Schroeder]

Now that the Gordon-Bennett Aviation Cup, won for the third time by one of our pilots, definitively belongs to France, it should be welcomed that it needs to no longer be contested. It is quite obvious that it will run next year under a different name because it is essential to maintain an international event, but this change will allow the modification of regulations which were suitable before the war but are no longer today. We need to work more and more in order to develop commercial aviation. Speed is no longer enough. French aircraft and French pilots have clearly demonstrated their superiority over foreign competitors. Sadi Lecointe [displayed] wonderful regularity and virtuosity. There must be a special position awarded to de Romanet, whose courage was admirable and who finished second in extraordinary conditions. Setting out after a long pause, he finished the race completely bathed in oil, blinded, and was forced to land at 200 km per hour. Kirch, who made the fastest time of the day on the 100 km, had to give up, his spark plugs being clogged. The airplane of the American Schroeder threatening to catch fire, he decided to land. The controls of his compatriot Rinehart had jammed and the oil pump of the English Raynham being broken, he had to leave too. The victory of French aviation has had a great impact on the entire world and especially in America, where major awards have already been created by various aero clubs. Thus the Aero Club of St. Louis offered an attractive amount to Sadi Lecointe to go soon to visit America, in order to play a series of matches of speed and acrobatics with the best pilots of the United States.