

"The report was promptly made and was thorough, complete, and intelligent in detail"—that's what the Acting Commanding Officer of the U. S. Naval Air Station at Miami, Florida said in commenting upon the service rendered by Ground Observers M. L. Lillard and George M. Fooshe in reporting the crash of a Navy plane at Hollywood, Florida, to the Miami Information Center.

The incident, described in the following letter, concretely demonstrates the value of the Aircraft Warning Service:

Lt. Col. C. P. Young
c/o Miami Information Center
Box 4621
Miami, Florida

Dear Colonel Young:

On April 10, 1943, a plane from this station crashed to destruction just east of Hollywood, Florida. The pilot and passenger parachuted to the water below and were rescued.

Notice of the crash reached this station from two or three different sources. The first notice to be received was from the Army Information and Filter Center, which was received several minutes before any other information was received. It was this notice that was acted upon and immediate rescue relief sent to Hollywood.

It is understood that two of the Filter Center Observers whose names are Mr. M. L. Lillard and Mr. George M. Fooshe observed the crashing plane and parachuting personnel and made the report to the Center.

The report was promptly made and was thorough, complete and intelligent in detail. This type of work is greatly appreciated, not only for its direct assistance to this station; but, also, because it is indicative of the unselfish and cooperative efforts of the observers serving the Army Information and Filter Center.

Very truly yours,

H. L. HOERNER
Commander, U. S. Navy
Acting Commanding Officer
U. S. Naval Air Station, Miami, Fla.

Eddie Rickenbacker writes:

Another organization to appreciate the Aircraft Warning Service is the one whose president and general manager is none other than Captain Eddie Rickenbacker—Eastern Air Lines. Captain Rickenbacker expressed his high regard for the cooperation rendered by the volunteers of AWS. His letter follows:

Dear Sir:

The following facts have been brought to my attention by our personnel and I hasten to assure you that we are grateful to all members of your organization for the hearty and intelligent cooperation our boys have received.

Note—"Last fall Trip 4 had a failure of his transmitters after leaving Charleston for Washington. Having had no contact with the trip for 50 minutes after departure from Charleston, the Dispatcher checked down-line stations in an attempt to get his position. Contact was then made with the Interceptor Command as to the possibility of the Air Raid Spotters through the Florence area having seen it. About five minutes

TWO LETTERS REVEAL VALUE AND WORTH OF AIRCRAFT WARNING SERVICE

later, the Dispatcher was advised that a ship flying at the same altitude as our Trip 4 was spotted on the airway 50 miles north of Florence. Additional information as to the progress of the flight was so accurate, reasonable estimates of his speed were made possible. Definite confirmation that this was our Trip 4 was made over Richmond when he flashed his landing lights in response to a 'blind' broadcast in hopes his receivers were functioning normally.

"Another incident involved the operation of our Trip 42 of December 15, 1942, when due to atmospheric conditions which prevented the Captain from being able to maintain radio range reception, and due to unpredictable winds, the ship was forced off its course after passing over Richmond. Two-way communication over our company voice channel was maintained at all times. Low ceilings made it impossible for the Captain to obtain ground contact until the ship found a 'hole' in the overcast; however, no landmarks were recognized. He was advised to circle the area and the Interceptor Command was contacted. A report was received from the spotters of Fairmount, Delaware, that a twin engined transport was circling over that area, and confirmation that it was our ship was made after the spotters had flashed a spot light from a fire truck, and this definitely established his position. Instructions were immediately issued as to the course back to an airport."

If convenient, I would like to have all members, both in uniform and out, under your command advised of our sincere appreciation and high respect for their intelligent cooperation.

Sincerely yours,

E. V. Rickenbacker
President and General Manager
Eastern Air Lines
New York, N. Y.