

AFEHRI File 19-10

**Research Materials/Source Documents
ENLISTED FIRSTS**

**FILE TITLE: 1st Enlisted Person to have a an Air Force Base Named in his Honor and
1st Enlisted Person Killed in an Aircraft Accident - Corporal Frank Scott**

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File
A-10

Corporal Frank Scott: First Enlisted Aerial Fatality.

Corporal Frank S. Scott, the first enlisted man to lose his life in an air accident, was killed at College Park, Md., Sept 28, 1912, while flying as a passenger with 2nd Lt. Lewis G. Rockwell, who was engaged in a course of tests for Military Aviator ratings.

Corporal Scott was born in Braddock, Pa., part of suburban Pittsburgh, on Dec 2, 1883. Little is known of his early life except that he became orphaned in 1889 after losing his parents in the great Johnstown flood that year, and that an aunt reared him.

In 1908, at the age of 24, he enlisted in the Field Artillery. Discharged in 1911 with character "excellent," he reenlisted the same year and was subsequently assigned to the Signal Corps.

Corporal Scott had talent for things mechanical. He rose from the task of releasing balloons to become chief mechanic of one of the Wright Type-B biplanes which the Army had purchased.

Scott's ill-fated flight started out in routine fashion on Sept 28, 1912. Lieutenant Rockwell, the pilot, and Corporal Scott took off in the open biplane; and, after reaching an altitude of 150 feet, levelled off and soared for about 10 minutes. Coming in for a landing, the frail craft developed trouble and nosed downward. For tragic seconds, its 30-horsepower, 4-cylinder engine popped at full power. But the biplane continued its long dive, hurtling to earth with a crushing impact.

Nothing was left but a heap of splintered wood and torn canvas. Corporal Scott was dead when the running soldiers reached the scene of the crash. Lieutenant Rockwell was rushed to Washington's Walter Reed Hospital, but died on the operating table. More than 300 people had witnessed the crash.

In 1917, following the procedure of naming military aviation fields after American airmen who had lost their lives during the "experimental" era, today's Scott Air Force Base, Illinois, located near St. Louis, Mo., was officially designated "Scott Field."

Corporal Scott is buried at Arlington National Cemetery, VA gravesite No. 53315.

Two Army Aviators Dashed to Death

LIEUT. ROCKWELL AND CORP. SCOTT THE VICTIMS

College Park Tragedy Is Unexplained

Officers Unable to Account for Fall
of "Old War Horse," Veteran
Aeroplane of More Than
Thousand Flights.

Lieut. L. C. Rockwell, of the Tenth United States Infantry, detailed at the Army Aviation School at College Park, Md., and Corporal Frank S. Scott, Signal Corps, met death on the aviation field yesterday afternoon at 4:40 o'clock, when the machine in which they were flying at a height of about seventy-five feet, collapsed and fell like a plummet to the earth.

Corporal Scott was instantly killed. Lieut. Rockwell was taken to the Walter Reed Hospital at Takoma Park, where he died shortly afterward.

The aeroplane in which the aviators were flying at the time of the accident was affectionately dubbed "Old War Horse," by the fliers. It was one of the first machines purchased by the government and had successfully made more than 1,000 flights. It was officially designated as No. 4, and was used Friday evening in making the exhibition flight over the Speedway.

Scott Instantly Killed.

The machine crashed to the ground a mass of worthless splinters and torn canvas. The limp and bleeding forms of Lieut. Rockwell and Corp. Scott were lifted from the wreckage. When the army officers, who had witnessed the flight reached the scene of disaster Lieut. Rockwell was found in a dying condition and Corp. Scott dead. He was crushed almost beyond recognition.

Dr. John F. Kelley, the army physician stationed at the school, made a hasty examination, and found that Lieut. Rockwell was still alive. He was placed in an automobile belonging to Edward Bougie, of 209 First Street Northwest, and hurried to the Walter Reed Hospital, where he was placed upon the operating table. An examination showed that both of Lieut. Rockwell's legs had been broken in several places, his skull was crushed, and he was suffering from concussion of the brain. An operation was ordered, but everything known to modern science failed to save his life. He died at 7:15 o'clock.

Lieut. Rockwell just prior to starting on the flight which fate decreed should be his last, remarked to Capt. De Forrest Chandler, commandant of the army aviation school, "Captain, I intend to try the air out, and if conditions are favorable, I would like to complete my test for my army aviator's license."

FATALITIES OF THE U. S. ARMY FLIERS

Lieut. Harry Selfridge, killed in test flight with Orville Wright, at Fort Myer, Va., June, 1908.

Lieut. John Kelley, killed during army maneuvers, San Antonio, Tex., March, 1911.

Lieut. Leighton W. Hazlehurst, killed in test flight at College Park, Md., June 12, 1912.

Lieut. L. C. Rockwell, killed in flight College Park, September 28, 1912.

Corp. Frank S. Scott, killed in flight College Park, September 28, 1912.

Corp. Scott is the first enlisted man of the army to be killed.

The ill-fated machine was nicknamed "Old War Horse." It made more than 1,000 flights and was the first Wright machine purchased by the government. It was entirely rebuilt three times and was the same machine Lieut. Kelley met his death in.

Makes Long Glide.

It was with this purpose in mind that Lieut. Rockwell made the flight. In order to thoroughly test the machine and air currents he carried a passenger, as is required in the test he hoped to pass. Corp. Scott, chief mechanic of the ill-fated machine, was standing near, and Lieut. Rockwell motioned for him to climb in the machine.

Rising in the air they waved their hands to the people below in response to their cheers. Circling the aviation field several times and after being in the air about eight minutes, Lieut. Rockwell, when at a height of about 500 feet, throttled his engine to quarter speed and made a long, gradual glide downward, as if to make a landing. As they descended, the machine seemed to be working perfectly. When about seventy-five feet from the ground, Lieut. Rockwell opened his engine wide as if he intended to rise in the air again. For some unaccountable reason the machine, instead of pointing upward, made a headlong dash to the ground. It crashed to the earth at a speed estimated by Capt. Chandler to be about forty-five miles an hour.

Board to Probe Deaths.

Immediately following the departure of the bodies to the hospital Capt. Chandler telephoned a brief account of the accident to the War Department and appointed Capt. F. B. Hennessy, Lieut. Harry Graham, and Lieut. Thomas De Witt Milling as a board to make a careful investigation of the wrecked aeroplane for the purpose of determining if possible the cause of the accident. Capt. Chandler said last night it was exceedingly doubtful if the cause of the ac-

Officer Fourth to Lose Life in
Aviation, and Scott the First
Enlisted Man Counted
Among Dead.

cident would ever be learned, for the machine was literally demolished. A guard has been stationed over the pile of debris so it will not be disturbed. Last night a glimmering light marked the spot where the two aviators had lost their lives. It was the lantern of the solitary guard.

Lieut. Rockwell was twenty-eight years old and unmarried. He was born in Cincinnati, Ohio, November 23, 1884. He was appointed a cadet at the United States Military Academy at West Point in 1902.

He was graduated in the class of 1906. He was appointed a second lieutenant June 14, 1907, and assigned to the Third Infantry. Later he was transferred to the Tenth Infantry, and on June 22 he was assigned to the aviation corps. Although a member of the aviation school a trifle over three months, Lieut. Rockwell was regarded as one of the most skillful of the army aviators. He was always cautious. He was awarded his pilot's license August 18, 1912, and only had one more requirement to fill to gain his army aviation license.

The machine in which Lieut. Rockwell and Scott were flying was an old Wright Type B machine, which had been rebuilt three times. This is the same machine in which Lieut. John Kelley met his death in San Antonio, Tex., in March, 1911. The machine, because of its long service, had been nicknamed "Old War Horse."

Fifth Victim in Army.

The death of Lieut. Rockwell yesterday afternoon makes the fifth fatal accident in the history of army aviation in the United States. The first army officer to sacrifice his life in the advancement of army aviation was Lieut. Selfridge, who was killed in September, 1908, at Fort Myer, Va., when a Wright biplane collapsed and plunged to the ground.

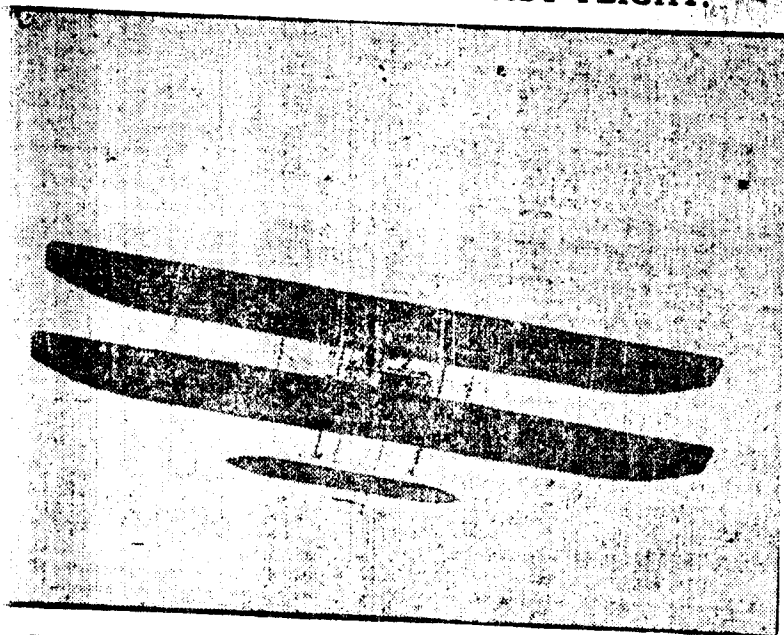
The second officer to sacrifice his life on the altar of advancement of army aviation was Lieut. John Kelley, who was killed at San Antonio.

The third officer to meet his death was Lieut. Leighton W. Hazlehurst, who was killed on June 12, 1912, at the army aviation field, College Park, when a Wright machine collapsed.

Corporal Frank S. Scott is the first enlisted man of the United States Army to sacrifice his life. Others have been injured, but none have been killed or died of the results of injuries.

(Continued on next page)

"OLD WAR HORSE" IN LAST FLIGHT.



Rockwell starting on tragic journey with Corp. Scott seated beside him.

Capt. Chandler last night, in discussing the accident, said:

"There is not much that I can tell you about the accident, it all happened so quickly. Rockwell had been up in the air about eight minutes. The machine seemed to be working perfectly. He had never reached an altitude of over 500 feet. I was watching him closely. When about 300 feet in the air he throttled his engine to quarter speed and began descending at a gradual angle. I was expecting him to shut his engine off and make a landing. Suddenly he threw his engine wide open. I thought he intended to rise in the air again, and turned my head away. Although I don't know what his intentions were, I am sure he intended to rise again. For some unaccountable reason the machine plunged downward. I cannot advance any theory as to the cause of the accident, as the machine should, under the circumstances, have risen in the air. The tail flew up, and it struck the ground almost on its nose. Both men were thrown out and buried under the debris.

"Scott was one of the finest troopers in the army. Lieut. Rockwell, although he reported late in July, was an apt pupil and quickly attracted attention by the ease with which he handled machines.

Made Exhibition Flight.

"The accident resulting in the death of the two men is such a shock to me that I am really at a loss to speak of it. It is greatly to be regretted and all officers connected with the school are overcome with sorrow.

"I do not believe any one is to blame and think that the cause of the accident will never be determined. Unfortunately it is a heavy toll to pay for the development of a new science."

Lieut. Rockwell Friday made an extended flight over the city of Washington for the benefit of the hundreds of foreign delegates to the Fifteenth International Congress of Hygiene and Demography. He circled about over the meeting place of the Congress for a quarter of an hour, and then flew back to College Park, whence he had come.

High Tribute to Rockwell.

Col. George P. Scriven, acting chief signal officer of the army, in speaking of the accident last night, paid a high tribute to Lieut. Rockwell as one of the brightest and ablest of the young officers composing the military aviation corps.

"The accident," said Col. Scriven, "was one of those most regrettable things that happen in aviation. Not only has the army lost one of its most promising young officers, but it has suffered an almost irreparable loss."

Lieut. Thomas De Witt Milling, a brother officer of the aviation school, feels particularly disheartened by the loss of Lieut. Rockwell. Lieut. Milling acted as Lieut. Rockwell's instructor at the school. In speaking of the accident, Lieut. Milling said:

"I am sure that the accident was not the fault of Lieut. Rockwell, for he was one of the most cautious and skillful operators stationed at College Park. He thoroughly demonstrated this Friday in his flight over the city. The shock has been a terrible one to me. I have lost one of my closest friends, and the aviation school has lost one of its most promising officers. I cannot talk about it."

ARMY BOARD PROBES DOUBLE TRAGEDY AT AVIATION GROUNDS

Funeral Arrangements for Lieut. Rockwell and Corp. Scott Not Completed.

Capt. Charles DeForest Chandler, commanding officer of the Signal Corps Aviation School at College Park, Md., announced today the work of the army fliers would not be stopped by the tragic deaths yesterday of Lieut. Louis C. Rockwell and Corp. Frank S. Scott, who were killed when a Wright biplane in which the two men were flying plowed headfirst into the ground about 4:30 o'clock.

"It is sad, of course, to lose our men. But the work will not stop. It has begun and although it is a blow to have such accidents occur, we cannot quit."

An investigation into the cause of the accident which resulted in the death of the two men will possibly be concluded tomorrow.

Hundreds Saw Accident.

More than 300 persons watched in horror when the biplane crashed into the earth.

Lieutenant Rockwell, early in the afternoon, had made a flight by himself. The biplane behaved perfectly. Then he decided to carry a passenger. Corporal Scott, an expert mechanic and the man in charge of the hangar in which Lieutenant Rockwell kept his machine, wanted to make the trip.

Together the two men climbed into the machine. Corporal Scott occupied the right-hand seat, and Lieutenant Rockwell the left.

They ascended about 500 feet, and then flew about the field for ten minutes. Lieutenant Rockwell then volplaned to within 100 feet of the earth, and continued to fly about the field. After about five minutes of flying at this altitude he headed the biplane's nose downward.

Since learning to fly, it was one of Lieutenant Rockwell's "stunts" to come to the earth with motor cut almost entirely off, and when within a few feet from the ground, put on full, skip gracefully away, and go up again. It is believed it was while doing this "stunt" that the machine, instead of rising, smashed nose downward into the ground.

Hit at Full Speed.

Another theory advanced in considered plausible by many who witnessed the accident, was that Lieutenant Rockwell, when but thirty feet from the ground, reached up to cut off the motor so that he could land and that for some reason the engine refused to stop. The machine was driven at a terrific speed into the earth. It "bucked" for a moment and then was hurled head-

First Lieut. Rockwell, upon examination of the debris, said that the machine was killed instantly. His face was cut off smoothly, and he suffered other injuries sufficient to cause his death.

Lieutenant Rockwell was picked up unconscious, placed in a large touring car offered by one of the spectators, and a quick run made to the Walter Reed Hospital, in Georgia avenue, this city. The run was made in seventeen minutes. The injured officer was placed on the operating table, but died at 7:05 o'clock without gaining consciousness. It was found that he had both legs broken in two places, the left arm broken, and received a concussion of the brain.

When the biplane hit the earth brother aviators standing less than 200 feet away and many enlisted men rushed upon the field. The men tore at the debris of the machine, and in a minute had pulled their bodies out. As Corporal Scott was dead, a stretcher that had been rushed on the field was used to carry Lieutenant Rockwell to the big automobile used in the race with death to the hospital.

Tributes to Dead.

Tributes to the memory of both men were paid today by the officers and enlisted men.

The aviators one and all expressed their sentiments that Lieutenant Rockwell was a "prince among princes."

"He was always jolly, lovable and kind, and it was a pleasure to know him," said Lieut. Harry Graham, officer of the day at College Park, today. The officers will contribute a handsome floral tribute.

The enlisted men at the school are mourning the death of Corporal Scott. Sergeant A. C. McCrea, speaking of Scott said:

"Scott was a gentleman. I remember two years ago while protecting a lady on one of the street cars of the city from the insulting remarks of a colored man, he was badly stabbed. He was particularly upright, honest and square. The men most sincerely regret his loss."

A floral tribute will be given by Corporal Scott's comrades.

Lieutenant Rockwell's Career.

Lieutenant Rockwell was twenty-eight years old, the son of the late Col. Charles Rockwell, of the Fifth Cavalry. He was detailed to aviation duty last May from the Tenth Infantry, and had been in the school but a few weeks until he began taking lessons. He learned to fly in the remarkably short time of ten days after he took his first lesson, and quickly developed into one of the best aviators in the service.

Within the past two months, he had made some splendid flights, including a cross-country trip to Laurel, Md., and return. It was only Friday afternoon that he thrilled 5,000 delegates to the International Congress of Hygiene and Demography with his flight around the Washington Monument and over Potomac Park. He flew over from College Park, maintaining an altitude of 2,500 feet, and at times cutting some wonderful figures in the air.

Besides being a good aviator in the technical sense of the word, Lieutenant Rockwell was a student of the atmospheric conditions. He was considered an authority on "air pockets" and currents, and, at College Park, knew before he flew about where he would strike bad conditions.

Corporal Scott was considered by Captain Chandler as one of the best mechanics in the service. He was in charge of the hangar in which Lieutenant Rockwell kept his machine.

Five Army Men Killed.

Since the United States Government became interested in aviation four years ago this month, four officers have given up their lives in the advancement of the science.

The first officer killed was Lieut. Thomas E. Selfridge, who met death at Fort Myer, four years ago. The second officer to be killed in a heavier-than-air machine was Lieut. E. M. Kelly, who met death at San Antonio, Tex., May 10, 1911.

On the afternoon on June 11 at College Park Lieut. Leighton W. Hazlehurst, jr., was killed in a fall in a Wright biplane, along with A. ("Al") I. Welsh, of this city, professional flier in the employ of the Wright brothers.

Lieutenant Rockwell makes the fourth officer. Corporal Scott's death makes the toll paid by the United States army in the advancement of the science at five. He was the first enlisted man to meet death in any of the army machines.

With the double tragedy at College Park yesterday afternoon, the total of aviation victims reaches 185. The French army leads, with more than fifty, with Germany second, England third, and this country fourth.

Of the victims, two were Washington men. "Al" Welsh, killed at College Park, June 11, lived in Southwest Washington, and Paul Peck, who was killed at Chicago two weeks ago, was also a resident of the District.

Funeral Plans Incomplete.

The funeral arrangements for Lieutenant Rockwell and Corporal Scott will not be known until some time late this afternoon or tomorrow. Lieutenant Rockwell's mother and two sisters, of Cincinnati, but now on a visit to Cascade, N. Y., were notified, but as yet it is not known whether they will come to Washington to take charge of the funeral. Until they are heard from the plans for the interment will not be made.

The body may be laid to rest in Arlington, near the grave of Lieut. Leighton W. Hazlehurst, jr., who met death in June, or his family may insist that it be taken to his old home.

Corporal Scott formerly lived in Ridgeway, Pa., where he has a sister. She was notified of his death, but up until this afternoon she had not definitely decided where the burial will be.

Aviators Killed and Wreck of Wright Biplane Which Crashed to Earth.

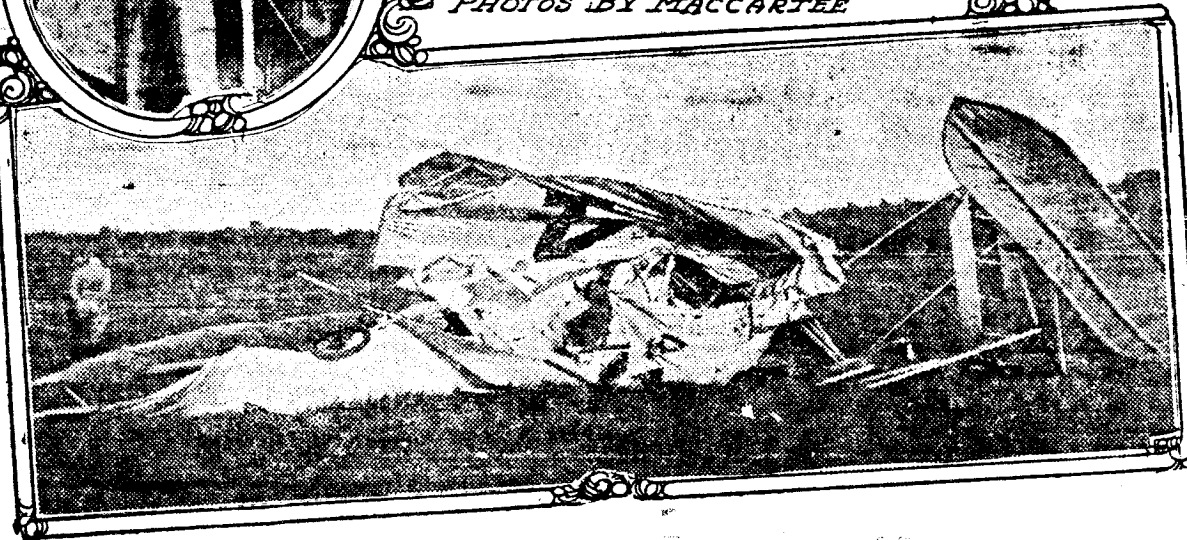
LIEUT. LOUIS C. ROCKWELL.



Showing How Airship Crumpled When It Struck the Ground.



PHOTOS BY MACCARTHEE



Wright Biplane After Victims Had Been Removed.

FRANK S. SCOTT.



Article follows.

Extracted from Washington Times, September 29, 1912.

(Continued on next page)

missioned officer of the United States army to meet death in an army aeroplane, the total death rate so far being

at the time of the accident held a long conference and made an inspection of the wrecked plane immediately following

and witness the machine as I watched Lieut. Rockwell. It was terrible.

PICTURES OF THE FATAL COLLEGE PARK AERO

the air again, barely skimming over the surface of the ground. It is one of the prettiest movements which can be made with an aero, and Lieut. Rockwell was an expert in its execution.

When he started to turn his planes for the ascent yesterday, however, it is generally believed that the wire broke or the elevators jammed, and the added speed of the motor threw the machine headlong into the earth. Varying other reasons were given by the officers who witnessed the accident.

Capt. Hennessy Escapes Fall.

One of the sad features of the fatality is that Corpl. Scott probably owes his death to a careless remark made by Lieut. Rockwell, who was anxious to make a successful flight in his test for a military aviator's license. The same remark which brought death to Corpl. Scott probably saved the life of Capt. Frederick Hennessy, one of Lieut. Rockwell's brother officers, who has thrice narrowly missed flying in aercos which have plunged to the ground. When Rockwell was about to start aloft Capt. Hennessy approached him, and requested that he be taken along as passenger. Lieut. Rockwell replied: "No, you're too heavy." And Corpl. Scott was selected to accompany the lieutenant on the trip.

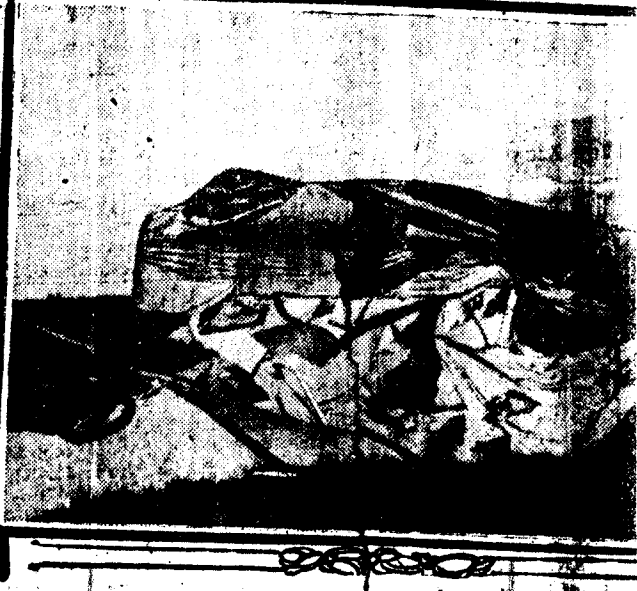
Board Is to Investigate.

Immediately following the accident, Capt. Chandler, commanding officer of the school, convened a board of officers to make an investigation into the cause of the accident. The board consists of Capt. Frederick B. Hennessy, in charge of the Hydroplane School; Lieut. Harry Graham, who was officer of the day at College Park, and Lieut. Thomas Milling, who lived with the dead aviator at 1905 N street northwest. Nearly every officer of the aviation school had banded together to lease the N street house.

Lieut. Rockwell was regarded as a most careful aviator, but had had several very narrow escapes from death, due to bad luck. Only a bare two weeks ago, while making his first flight in a hydroaeroplane at the Hydroaeroplane school, War College Point, Washington Barracks, he was plunged into the water, and narrowly escaped being thrown into a stone wall, when a launch darted across the path of water, in which he was preparing to land.

Machine in Previous Accident.

He was flying in the same machine in which he met his death yesterday, at the time, and in attempting to avoid the launch and prevent a more fatal accident he struck the water from a very poor angle, smashing one of the wings and ripping open one of the pontoons. He was rescued from the water at that time by Capt. Hennessy, in the launch Gray Bat. The aero was taken to College Park and repaired and was thought to be as safe as of old. It was also in this machine that Capt. Hennessy, together with Lieut. Milling, who is teaching Capt. Hennessy the intricacies of the Wright plane, were on a flight at College Park yesterday morning. The machine was damaged, but escaped serious harm.



PHOTOS BY MAC CARTER

Top—Capt. Hennessy, who escaped fall when Lieut. Rockwell refused to take him up because of side view of crumpled machine. Bottom—Lieut. Rockwell, who was crushed to death, and another demolished aeroplane.

strict. One of the strictest and hardest of the tests is the descent from an altitude of 500 feet and the landing within 150 feet of a given point, and it was in practice for this event that Lieut. Rockwell so faithfully practiced the false landing, in one of which he is believed to have died.

Popular at the School.

He was the most popular member of the aviation school, and was always willing to take his machine on any test, and was anxious to make a successful flight, which came at the end of his career.

He believed Lieut. Rockwell to be making an attempt to alight, and for some reason failed to stop his motor. He admitted, however, that the officers of the board who would submit their report today were more capable and experienced to pass judgment on the accident than he. He was reticent to speak in regard to the cause of the fatality, but finally declared he believed Lieut. Rockwell intended to alight, but hit the ground harder than he intended.

"It is one of those things that happen that cannot be explained," Col. Scriven stated. "I think that Lieut. Rockwell intended to make an attempt to alight, but hit the ground harder than he intended."

Lieut. Rockwell's home was in Cincinnati. He is survived by his mother, Mrs. Little, and a sister, Mrs. W. B. Lackman, both of whom live in Cincinnati. He was nearly 30 years of age. Entering the United States Military Academy in 1903, he graduated and received his commission as a second lieutenant in 1907. He was assigned to the Third Infantry, and afterward was transferred to the Tenth infantry, from which he volunteered his services as an aviator in the aviation corps.

Corpl. Scott was attached to the signal corps of the army.

First Flew in Death Aero.

Lieut. Rockwell was ordered to the Walter Reed Hospital in April of the present year for treatment of his foot, and it was while there he first evinced a desire to join the aviation squadron of the army signal corps. After he had sufficiently recovered from his treatment to be able to move around he frequently journeyed to College Park to witness the flights there, and expressed the greatest desire to make a flight. Finally he was taken for his first trip in the air by Lieut. Arnold, with whom he lived up to his death at the N street house.

It is curious to note that the machine in which he made his first flight last May was the same in which he met his death and was the one in which he made the most of his flights. After his flight with Lieut. Arnold, Lieut. Rockwell extended every effort to secure his detail to the aviation squadron, with the result that he was ordered to College Park on July 7 last.

Made Rapid Progress.

His progress as an aviator was perhaps the most rapid of any of the officers of the signal corps, and within a month he was in possession of his coveted civilian pilot's license. He was particularly anxious to secure his license as a military aviator, the requirements of the War Department for this license being very

careful. He was flying at College Park until after the funeral of Lieut. Rockwell and Corpl. Scott. It is likely that no flying will be indulged in until at least a week after the funeral of Lieut. Rockwell. The matter rests with Col. Scriven.

Officers of the army were reticent in discussing the fatal accident last night until after the report of the board of officers has been submitted. Privately, among themselves, the fall was blamed to a jammed or caught guide or control wire, they refusing to believe that any carelessness on the part of Lieut. Rockwell could have brought on the accident, as he was the most careful aviator at the school.

View of Capt. Chandler.

Capt. Charles de Forrest Chandler, in charge of the school, in discussing the plunge last night, declared that it was impossible to give any one reason for the fatalities which have occurred in army aeronautics.

"A board was recently appointed by the French war department, consisting of officers of the French army, to make an investigation into accidents similar to the one of yesterday," Capt. Chandler said. "The report of the board, which was submitted not so very long ago, reported that there was a variety of causes for these accidents, but that it was hard to determine which cause resulted in each accident."

"Among the various causes given, it was shown that very few accidents were due to faulty construction of the machines or motors, but the majority of them came from careless management, sudden gusts of wind, and errors in the judgment of the control. Banking too steep has also resulted in many accidents."

Col. Scriven Differs.

Col. George P. Scriven differed with the majority of the officers in that he be-

lieved that the accident was caused by

It was pointed out at the time that an army officer was forced by all large insurance companies to forfeit his life and accident policies, when he became an aviator, and that no extra rank or pay was granted the officers of the United States army, although abroad they were given increased rank, and their pay was increased by amounts of from 150 to 300 per cent. It was also pointed out that in case of death during a flight, under the present pension system, an officer killed in line of duty would leave to his wife but a bare pittance for her support as pension. The wife of a lieutenant would receive about \$24 a month, while each child of an aviator would receive but \$2 per month. As a result of the agitation started then it is expected that the next session of Congress will at least double the pay of the officers of the aviation school, if they do not increase their rank. Had Mrs. Little, Lieut. Rockwell's mother, been dependent on her son for her livelihood, she would have received but \$24 for her support.

While Lieut. Rockwell and Corpl. Scott were being plunged to their death, the officers of the Hydroaeroplane School at War College Point were flying the two hydroaeroplanes now stationed there.

It is curious to note that at about the same time that Lieut. Rockwell was dashed to his death Lieut. Geiser had a narrow escape from death in an accident somewhat similar to that which proved fatal at College Park.

He had made a successful start, and had flown to a point not far from Alexandria, when his engine suddenly went dead, without warning or reason, and he was sent plunging to the water. He maintained his nerve, however, and by skillful operation of his hydro, dropped, but was left hopelessly drifting around the water. He was rescued by an unidentified woman in a small launch, who refused to give her name, and towed back to War College Point. He was operating a double-control Cessna at the time. He had also previously made a successful flight.

Lieut. Arnold Makes Three Trips.

Three flights were made by Lieut. Arnold yesterday in the new type C Wright, which has six cylinders and is of 50 horsepower. It is equipped with Burgess pontoons. Lieut. Arnold carried a passenger on each flight. The first trip was made with Capt. Williams, of the medical corps, as passenger. It lasted about fifteen minutes. On his second flight Lieut. Arnold took as passenger Private William Buchold, of the signal corps. This flight also lasted about fifteen minutes. The last flight of the day was made with Sergt. Marcus, of the signal corps, as passenger. They were up about twenty minutes.

At the time that Lieut. Rockwell took his fatal plunge at College Park, William Kahlitzke, the Wright demonstrator, whose flights with the new Wright machine, which may be purchased by the government, have been delayed by the rains of the past few days, was preparing to complete the tests of the speed scout, which has met two of the official requirements. He will not fly now until the army officers are ordered to continue the flights, and will not conclude the tests until about the middle of October. He made no flights yesterday.

Sister Faints at News.

Cincinnati, Ohio, Sept. 28.—Lieut. Lewis C. Rockwell, who was killed in an aviation accident today, was the son of Mrs. Cecilia Little, of Cincinnati. Mrs. Little, when she married Maj. John Little, was the widow of Col. Charles Rockwell, Lieut. Rockwell's father. Col. Rockwell was superintendent of public buildings and grounds in Washington during President Garfield's term. At the time of his death about ten years ago, Col. Rockwell was with the Fifth United States cavalry.

Lieut. Rockwell was the brother of Mrs. Herman W. Lackman, wife of a well-known Cincinnati lawyer. When she received the news of his death over the telephone, from a Cincinnati newspaper, she fainted, and is in serious condition.

Visitors to Washington

Vizitantoj en Washingtono

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Held for Court-Martial to Prevent a Review of Their Cases by Civil Courts. Strikebreakers Reach the City and Troops Patrol Streets to Preserve Order—Saloons Closed.

Augusta, Ga., Sept. 28.—The arrival of 25 strikebreakers from New York and the death of Ben F. Baker and Robert Christie, the remaining two business men shot by the soldiers last night, bringing the death list to three, were the principal developments in the street railway strike situation tonight. Large crowds thronged the downtown streets, but the presence of the troops patrolling the city had a quieting effect, and there was no disorder.

Several conferences were held during the afternoon by street railway officials and citizens in the hope of effecting a settlement, but it was announced that the company holds to its position that there is nothing to compromise.

The strikers have made known their willingness to arbitrate.

Company Asked to End Strike.

At a special meeting of the city council today a resolution was adopted calling upon the company, in the name of the city, to end the strike.

It was reported today that 600 carpenters had struck in sympathy with the street car men, but this could not be verified.

ED Capt. Henderson and Jowett and fifteen or more members of the national guard connected with the killing yesterday of the three business men when they crossed a "dead line" established about the company's property, are under arrest, and will be court-martialed to prevent the rehearsal of the affair by the civil courts.

Saloons Ordered to Close.

Adj. Gen. William J. O'Bear arrived here today and took command of the city under martial law, assisted by Col. M. J. McLeary, commander of the first infantry regiment of Georgia.

Gen. O'Bear was notified that Gov. McLeary, of South Carolina, had ordered will the dispensaries on the Carolina side of the river closed. Gen. O'Bear also ordered will county saloons in this county closed.

Armed guards have been placed at the bridges leading to the Carolina side, and no one is permitted to cross without a military pass.

Savannah, Ga., Sept. 28.—The Georgia consuls, a cavalry troop, today was ordered to Augusta on riot duty, and left the city this afternoon on a special train.

DEMANDS PLEDGE OF TAFT.

Gov. Hadley Names Conditions Under Which He Will Support Ticket.

St. Louis, Mo., Sept. 28.—Gov. Herbert Hadley, after an all-day wrangle with the Republican State committee, issued an ultimatum tonight that the only condition upon which he would support President Taft in his fight for reelection was that the President should immediately declare himself for presidential preference primaries and non-boss-controlled delegations from Southern States to national conventions, to prevent in future conventions the charges of fraud such as arose in the recent Republican national convention at Chicago.

A telegram embodying Hadley's demands was sent to President Taft, but no reply had been received up to the hour set for the meeting at which Gov. Hadley was to declare his position. He declared, therefore, that he would be unable to support the Republican ticket unless the assurances he demanded were forthcoming.

\$27.75 to Indianapolis and Return, Baltimore & Ohio R. R., Sept. 29th to Oct. 1st, valid for return until Oct. 8th, equal Conservation Congress.

\$1.25 to Pimlico Races, Sept. 29, 30, September 2, trains from Union every hour on the

Corpl. Frank S. Scott, attached to the signal corps, had been stationed at College Park for the past year, and was the expert mechanic in charge of the machine in which he met his death. He formerly lived in Ridgeway, Pa., where his sister, who survives him, has been notified of his death. He was 25 years of age.

Lieut. John P. Kelly, killed to death when he struck ground too hard upon landing, at San Antonio, Tex., May 10, 1911.

Lieut. Thomas E. Selfridge, dashed to death at Fort Myer, Va., several years ago, while flying with Orville Wright, who had his leg broken in the fall.

Paul Peck, Washington aviator, killed at Chicago, September 11, 1912

Lieut. L. C. Rockwell and Corpl. Frank S. Scott, both stationed at the Army Aviation School, were plunged to their death shortly before 4:30 o'clock yesterday afternoon at the aviation field at College Park, and two more victims were added to the long list of fatalities which have already occurred in the conquest of the air. While nothing definite could be learned to explain the sudden plunge of the aero to the ground, at top speed, it is the generally accepted theory of those who witnessed the accident that the control wire of one of the elevators refused to work, the machine striking the ground almost on end.

Corpl. Scott was killed outright, his face being torn off by one of the guide ropes against which he was thrown, while Lieut. Rockwell, who was buried with Corpl. Scott beneath the debris of the wrecked machine, sustained a double fracture of both legs, possible fracture of the skull, and internal injuries. He was rushed to the Walter Reed General Hospital in an automobile, and died without having regained consciousness, at 6:55 o'clock, a bare two hours after he had gayly left the ground at College Park.

Comrades See Death Plunge.

The terrible death plunge from an altitude of a bare 50 feet came without warning, while Lieut. Rockwell was preparing to make a flight for qualification as a military aviator, and was in full view of Col. George P. Scriven, acting chief signal officer of the army, and Capt. C. De Forrest Chandler, head of the aviation school. Practically every army aviator witnessed the catastrophe.

At 4:10 Lieut. Rockwell, who had just descended from a successful flight in the same machine, started on his fatal flight, with Corporal Scott as a passenger. Rising into the air, he circled around for a few minutes, and soon reached an altitude of 500 feet. He then started the descent, making a long glide until about 50 feet from the ground.

The speed of his motor had been reduced, and when he reached this point he started to turn his elevating planes for the ascent. At the same time he increased the speed of the aero to its highest point. The planes for some reason did not seem to work, and in another instant the daring army aviator had been plunged to the ground at full speed.

Machine Crumples Like Paper.

The machine, which ran its nose several feet into the ground, crumpled into debris as if it had been paper. The left wing, which was the highest in the air, folded over the machine like so much cardboard and covered the mangled bodies of the two aviators and the wreck of the motor.

When the other officers on the field rushed to the scene and frantically pulled aside the debris they found the body of Corporal Scott lying with his head crushed, his face torn off, and most of his clothes ripped from his body. A minute's examination sufficed to show that he had been killed outright. Lieut. Rock-

well was found lying outstretched beneath one of the crumpled wings, his head buried partly in the ground by the force of his fall.

He was unconscious, but still showed signs of life, and after a hurried examination by Lieut. John P. Kelly, a surgeon of the medical reserve corps stationed at College Park, he was removed at once to the Walter Reed Hospital.

Rush to Hospital Futile.

Placing him in a high-powered touring car, which was offered for the use of one of the many civilians, who also witnessed the fatal accident, his brother officers pleaded with the civilian who name no one secured in the excitement, to make the highest possible speed in the rush with death to the hospital. The run was made in 17 minutes.

Lieut. Rockwell was still unconscious when he reached the hospital, and despite the most strenuous efforts of the army surgeons there, he died without having regained consciousness.

Nothing is known of the disposition which will be made of the body, which having been received from the hands of the young officer, who was notified of his death immediately. A sister of Corpl. Scott, who lives in Ridgeway, Pa., has been notified of her brother's death, and is expected to claim his body.

Are at Loss to Explain.

The prominent officers who witnessed the accident were at a loss to explain except on the problematic theory, the sudden plunge earthward of the aero. The machine was the old type "B" Wright, the first purchased by the government, and considered the safest of any at College Park. The general opinion among the officers was that Lieut. Rockwell, who is an expert at making false landings, was merely making the rapid descent and ascent of which he was so fond. He frequently would dash earthward from an altitude of several hundred feet, slow down his engine, and, when but 100 feet or so from the ground, would throw on his full speed, and rise gracefully into

\$31.00 to Chicago and Return, Baltimore & Ohio Railroad, October 3 to 7, valid for return until October 15. Four through trains of modern equipment leaving Washington morning, noon, evening, and night. Ask agents for particulars.

\$1.25 Baltimore and Return, Baltimore and Ohio. Every Saturday and Sunday. Good to return until 9:00 a. m. train Monday. All trains both ways, including the Royal Limited.



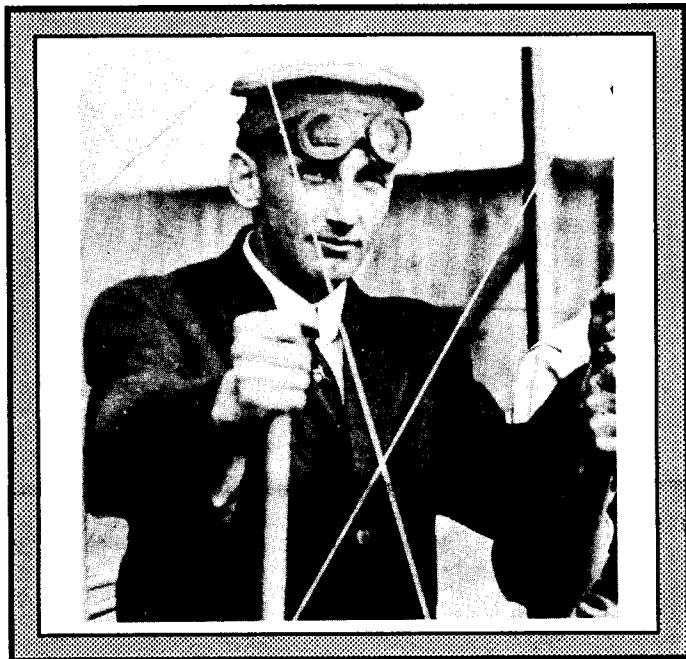
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Scott Air Force Base, Illinois

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FRANK S. SCOTT



Corporal Frank S. Scott, the first enlisted man to lose his life in an air accident, was killed at College Park, Md., Sept. 28, 1912, while flying as a passenger with 2nd Lt. Lewis G. Rockwell, who was engaged in a course of tests for Military Aviator ratings.

Corporal Scott was born in Braddock, Pa., part of suburban Pittsburgh, on Dec. 2, 1883. Little is known of his early life except that he became orphaned in 1889 after losing his parents in the great Johnstown flood that year, and that an aunt reared him.

In 1908, at the age of 24, he enlisted in the Field Artillery. Discharged in 1911 with character "excellent," he reenlisted the same year and was subsequently assigned to the Signal Corps.

In July 1911, Corporal Scott was the victim of a lengthy illness, the nature of which is not known. Upon convalescence, he was pronounced unfit for "mounted" duty and assigned to the Army College Park Flying Field in Maryland, a meteorological station of the pioneer Army Aeronautical Division.

Corporal Scott had talent for things mechanical. He rose from the task of releasing balloons to become chief mechanic of one of the Wright Type-B biplanes which the Army had purchased. Apparently he was keenly enthusiastic to go on the flight that carried him to his death.

A visitor to College Park, retired Army Capt. Bernard Rome, saw Corporal Scott a day before the ill-fated flight. "He was in high spirits when I spoke to him," Captain Rome recalled. He added, "A Lieutenant Rockwell had promised to take him flying the following day, and Scott jokingly referred to himself as 'ballast.'" Another officer had asked to accompany the lieutenant on the flight but had been turned down because of excess weight. Corporal Scott, on the other hand, had never fully recovered from his illness, and carried no excess poundage.

The flight started out in routine fashion on Sept. 28, 1912. Lieutenant Rockwell did a solo. The clumsy craft banged and coughed its way into the air, fluttering over College Park at the remarkable speed of 40 mph. Assured that everything was in proper working order, the lieutenant landed and picked up Corporal Scott. The two men took off in the open biplane; and, after reaching an altitude of 150 feet, levelled off and soared for about 10 minutes. Coming in for a landing, the frail craft developed trouble and nosed downward. For tragic seconds, its 30-horsepower, 4-cylinder engine popped at full power. But the biplane continued its long dive, hurtling to earth with a crushing impact.

Nothing was left but a heap of splintered wood and torn canvas. Corporal Scott was dead when the running soldiers reached the scene of the crash. Lieutenant Rockwell was rushed to Washington's Walter Reed Hospital, but died on the operating table. More than 300 people had witnessed the crash.

In 1917, following the procedure of naming military aviation fields after American airmen who had lost their lives during the "experimental" era, today's Scott Air Force Base was officially designated "Scott Field."

We are indebted to Roger D. Launius, the Command Historian for Military Airlift Command who submitted this story, and particularly to Betty R. Kennedy of the Office of History, Military Airlift Command, Scott Air Force Base, Illinois, who wrote it. The article is derived from a recent Military Airlift Command History Office publication: *An Illustrated History of Scott Air Force Base, 1917 - 1987*. Scott AFB has a lot of memories for many people.

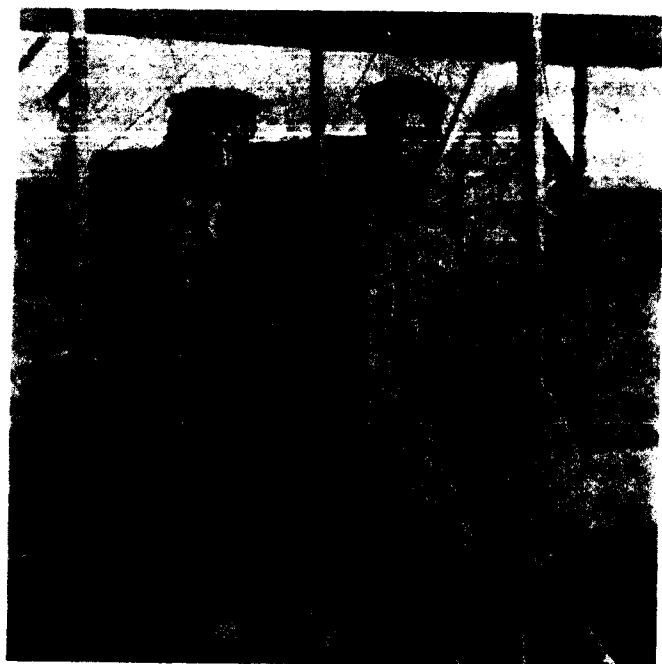
Remembering the Early Years of Scott Air Force Base 1917-1957

By

Betty R. Kennedy

Office of History, Military Airlift Command

The beginnings of Scott Air Force Base date to 1917 when local business and civic leaders in St. Louis, Missouri, and nearby Belleville, Illinois, banded together and offered the War Department land to establish a military aviation



station. Their offer was part of a larger dream--namely to make the Midwest a center for aviation. Perhaps the most influential member among the group was Missourian Albert Bond Lambert, whose father had founded a pharmaceutical company famous for its antiseptic "Listerine." Lambert was an avid and nationally-known supporter of aviation and later helped the city of St. Louis establish the airport which today bears his name. Led by Greater Belleville Board of Trade President C.P. Tomlinson and Board Secretary Edward A. Daley, the Illinois contingent put together an attractive lease arrangement for a plot of land, six miles northeast of

Corporal Frank S. Scott, left, with his friend Private First Class James S. O'Brien at College Park, Maryland. Scott, who was an airplane mechanic at College Park, died in an airplane crash along with the pilot, Second Lieutenant Lewis G. Rockwell, on 28 September 1912. The Signal Corps later honored both men by naming flying fields after them.

FRANK S. SCOTT
CORPORAL, U.S. ARMY
1883 - 1912

ONE OF THE MANY WHO HELPED TRANSFORM THE FRAGILE FLYING MACHINE INTO THE UNITED STATES AIR FORCE. BORN IN BRADDOCK, PA., ON DECEMBER 2, 1883, CORPORAL SCOTT WAS A CREW CHIEF MECHANIC WITH THE U.S. ARMY AVIATION SCHOOL AT COLLEGE PARK, MD.. ON SEPTEMBER 28, 1912, HE BECAME THE FIRST ENLISTED MAN TO BE KILLED IN A MILITARY AIRPLANE CRASH. IN 1917, A SMALL ARMY AIRFIELD NEAR BELLEVILLE, ILLINOIS, WAS NAMED IN HIS HONOR. THIS INSTALLATION IS THE ONLY U.S. AIR FORCE BASE TO BEAR THE NAME OF AN ENLISTED MAN.

DEDICATED JULY 20, 1976

