

Biography

- 1917, June 11th. Enlisted as Pfc. ASSERC for flying-training. Ground School, Univ. of Texas. Flying-training at 8th A.I.C. Poggia, and Malpensa, Italy. Thence to Ford Junction, England to U.S. Bomb'mt Gp. scheduled for Allied Independant Air Force Armistice intervened. Returned to U.S. Dec. 1918.
- 1920, Commissioned in Air Service, U.S.Army(Reg.)
- 1921, Participated in Bombing of Battleships off Va. Capes. (Gen. "Billy" Mitchell project.)
- 1929, Participated in first Transcontinental (and return) flight by a full strength Bombardment Sqdn. (Opening of Mines Field, L.A.) Composite Sqdn. of 20th, 49th, 96th, Sqdns. 2nd Bomb. Gp Langley Field, Va.
- 1933-1937. Opns. Officer 5th. Composite Gp. Luke Field, T.H. and Air Aide to Commanding General, Hawaiian Dept.
- 1938-1941 Commands: 18th Recce. Sqdn. Mitchel Field, NY.
Composite Demonstration Gp. Orlando, Fla.
3rd Light Bomb. Gp. Savannah, Ga.
- ~~1942~~; ~~C-8f-S~~ 8th Air Support Command, England.
- 1943, Plans Sec. Hq. *COSSAC, & Hq. Allied Expeditionary Forces, London, England (For preliminary and operational plans for "OVERLORD")
- 1943-1944 A6-of-S 9th. T.A.C. (Normandy to Rhine)
- 1946, Director of Air Instruction, Command & Gen'l Staff School, Ft. Leavenworth, Ka.
- 1949, Member, Personnel Council, Office of the Secy. of A.F. Washington, DC.
- 1953 Retired. (36-yrs, 2-mos, Active Duty.)

Present Occupation: Artist & Author.

* COSSAC = Chief of Staff to the Supreme Allied Commander(Designat

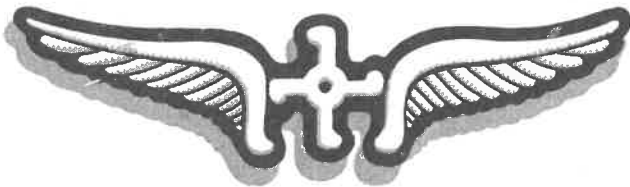
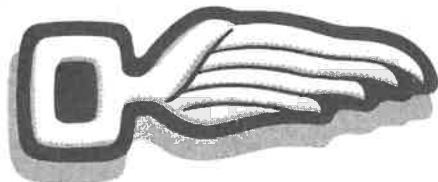
Paintings in recognized Collections

- Martin "SEAMASTER" jet-propelled seaplane. Navy Art Collection, Donor: Martin Co.
- * "SINKING THE OESTFRIESLAND" '21 Bombing Project. USAF Academy, Donor: Martin Co.
- "FLIGHT OF THE QUESTIONMARK" '29 Air refuelling record. USAF Academy, Donors: Gen'ls: Spaatz & Eaker.
- ** "CA GIULIO CESARE" Tri-motor Caproni bomber, Caproni Museum, Rome. Donor: Self.
- "LYNX" Privateer of 1812. (watercolor) Smithsonian, (a Commission)
- "LYNX" " " " " (oil) Bankers Life Ins. Co. Collection.
- "U.S.S. PRINCETON, First propeller-driven warship. Bankers Life Collection.
- "PRINCE DE NEUFCHATEL" Privateer of 1812. Bankers Life Collection.
- *** "FIRST OFFICIAL SALUTE TO THE AMERICAN FLAG". White House (Office of the Vice-Pres.)
(Hopefully it will join the National Fine Arts Collection in D.C. in May.)

Published Articles:

- "ELEVEN GUNS FOR THE GRAND UNION" American Heritage, Issue of Oct. '58.
- "THE CARONDELET RUNS THE GANTLET" American Heritage, Issue of Oct. '59.
- "LEXINGTON, BRIGANTINE-OF-WAR" Naval Institutes "Proceedings" Issue: April '66
- "SALUTE AT 'STATIA" " " " " "v" " " Issue: June '61
- "CA GIULIO CESARE WAS A LADY" Am. Aviation Hist'cl Soc. Journal. Summer '72 Issue
- "PILOTI AMERICANI IN ITALIA" " "v" " " " " " " Winter '73 Issue
(The U.S.A.S in Italy in WW-I)
- "A LESSON IN BLIND FLYING" Aviation Quarterly, Issue : Fall '74
- * This took place 100-miles at sea off the Virginia Capes, It established Gen. "Billy" Mitchells' contention that Bombing-Planes could sink Battleships. The planes employed were Martin Bombers. The battleship went down 20-mins after the first bomb was dropped I took part in this project.
- ** This Caproni bomber had been brought to the U.S. late in '17 by an Italian Commission. Following the Armistice of Nov. 11, '18 the Commission donated the plane to the U.S. Air Service, and headed for home. As I had flown these planes in Italy, I "inherited" it, and flew it in the "Handicap Class" in the New York - Toronto (and return) Race of 1919. Due to two forced-landings we were unable to finish before the Race ended, but we got to Toronto, and back to Long Island again, (Hazelhurst Field) which was more than 20% of the racers were able to do. Distance covered; 1000 miles, approx. That was a long way in '19.
- *** This historic Salute took place at St. Eustatius in the Netherlands Windward Antilles on 16 Nov. 1776, when the local Fort replied with eleven guns to the thirteen-gun National Salute fired by the Continental Brig-of-War ANDREW DORIA. How I came to produce a painting of this event, and how this article led to Bicentennial interest is a long story. Fortunately the detailed facts came to me as translated from the Archives in Holland in a rare pamphlet now over 100-yeras old.

AMERICAN AVIATORS IN THE GREAT WAR 1914-1918





Melville, Phillips (NMI), 1st Lt, USAS. Born 17 November 1895 in Boston, MA. Enlisted 11 June 1917 at NYC, and graduated from the Univ. of Texas at Austin SMA, 14 August 1917. Received preliminary flying training in the Maurice Farman at 8th AIC, Foggia, Italy. Passed his first Brevetto and rated a 1st Lt RMA in January, 1918. Received combat flying training at Foggia in the Caproni CA-3 and CA-5 bombers, and the bi-place S.V.A. Assigned to the American Night Bombardment Group at Ford Junction, England scheduled to be equipped with American built Handley-Page night

bombers. The war ended before the planes could be put in flying condition. Returned to the U.S. on 20 December 1918. WWI Decorations: WWI Victory Medal, 2 gold overseas chevrons. Chief of Staff, Eighth Service Command in WWII and assisted in the planning of *OPERATION OVERLORD*. He retired in 1953 in the grade of Colonel, USAF.



Mentley, George Leslie, 1st Lt, USAS. Born on 24 June 1894 in Gowanda, NY. Enlisted 27 April 1917 at Philadelphia, PA, and graduated from Cornell University SMA on 22 July 1917. Cadet Mentley received preliminary flying training at Selfridge Field, Mt Clemens, MI until 22 October 1917 when he was ordered overseas. He received his RMA rating on 4 September 1917 and was commissioned a 1st Lt on 18 January 1918. Lt Mentley was assigned to 2nd AIC, Tours, France from 2 February to 10 May 1918 as Officer in Charge of pilotage, training department, and airplane testing, repair

and maintenance. He was transferred to Paris Hqs. and assigned duty as Assistant to Chief of Spare Parts Sub-Division, Airplane and Motor Division, 13 June 1918 to end of war. He flew the JN-4D, Caudron G-3, Nieuport series, Spad VII and Spad XIII. Discharged at Garden City, L.I., NY, 20 March 1919. WWI Decorations: WWI Victory Medal and 2 gold overseas chevrons.



Middelton, Irvin Bright, 2nd Lt, USAS. Born on 21 January 1894 in Greenville, Kentucky. He enlisted in October 1917 at Fairfield, Ohio and graduated from the University of Texas at Austin School of Military Aeronautics on 23 February 1918. Cadet Middelton received preliminary flying training in the Standard airplane at Call Field, Wichita Falls, Texas from 14 March to 8 June 1918. He received his Reserve Military Aviator rating and was commissioned a 2nd Lt on 6 June 1918. Lt Middelton received Gosport system instructor training in the JN-4D airplane at Brooks Field,

San Antonio, Texas from 8 July to 17 August 1918. He was then assigned as an instructor flying the JN-4D at Taylor Field, Montgomery, Alabama from 16 September 1918 until 6 January 1919 when he was discharged. World War I Decorations: World War I Victory Medal. Mr. Middelton died on 5 July 1982 in Austin, Texas.