



COAST GUARD AIR STATION

*File* 71  
TREASURY DEPARTMENT

UNITED STATES COAST GUARD

Cape May, New Jersey,  
26 October, 1935.

Dear Commander Von Paulsen:

In response to your letter of October 25, 1935 I am furnishing you the following information:

1. I have been flying continuously since 6 June, 1917.
2. On 30 September, 1935 I had five thousand one hundred forty-two (5,142) hours and thirty-seven (37) minutes certified flying time in all types of aircraft.
3. I have flown practically all service type land and seaplanes, including commercial types.
4. From June 6, 1917 to April 1919 I was flying for the Army Air Corps, (World War) during this time I completed advanced course in flying with the Royal Flying Corps on detached service in Canada and also a course in seaplane flying and arial navigation with the U. S. Naval Air Station at Miami, Fla., and was in command of various squadrons during this time.

April 1919 to December 1925 was operating my own flying service, carrying passengers and flying exhibitions for county and state fairs, all over the United States, with practically no landing facilities.

1925 and 1926 was test pilot for the Keystone Aircraft factory the Huff Doland Aircraft Co., at Bristol, Pa., where I tested all new types aircraft and worked with the Army Air Corps on changes, orders, and etc.

1927 and 1928 was test pilot for the National Advisory Committee for Aeronautics at Langley Field, Va., where tests were flown on all types of Military and Commercial Aircraft, including seaplanes.

1929 - until comming into the Coast Guard I was secretary of the Contest Committee, National Aeronautics Association. In this capacity I conducted air races and air tours all over the U.S.A.

At the time of comming into the Coast Guard I held a Major commission in the Air Corps Reserve and was in command of the 409th attack squadron Air Reserve Corps. During the period from 1919 to 1931 I held a commission in the Air Corps Reserve and continued to fly all service types of planes.

5. I had one crash (minor) during my entire flying in the Army Air Corps during the war, this was due to a cadet freezing on the controls and did not result in serious injury to personnel.

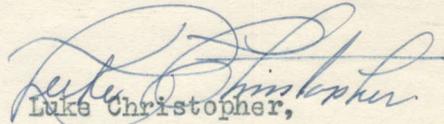
In July 1930 had a forced landing near Dyersburg, Tenn., due to engine failure in a Lockheed-Vega resulting in serious damage to the airplane and no injury to passengers or myself.

During my four years flying in the Coast Guard I have had no crashes nor during my entire flying career I have never injured a mechanic or passenger.

In my reexamination in navigation for permanent appointment in the Coast Guard I received a mark of 83%.

I hold Department of Commerce Transport Lisence No.175.

Sincerely yours,

  
Luke Christopher,