

iday, August 17, 1928

## LOCAL BOY WILL PILOT PLANE HERE DURING BIG CELEBRATION IN SEPT.

### Plane Motored With Wright 220 Horsepower Whirl- wind

Definite arrangements have been completed whereby Burton Cosgrove, son of Mr. and Mrs. C. B. Cosgrove, and Lieut. D. E. Jones, war-time pilot and just recently out of the United States army air service, will bring a brand new Travel Air biplane, powered with a Wright 220-horsepower whirlwind motor, to Silver City during the centennial celebration September 3 and 4.

The temporary landing field for the plane will be at the north of Plata Vista, near town. A crew of workmen are busily engaged in removing rocks and leveling off the field, which will be in excellent shape by the time the aviators are ready to make the flights here during the celebration.

Mr. Cosgrove is permanently located at Tucson, Ariz., and flew his plane to Lordsburg Saturday, where he left it. Because of the absence of a landing field here his mother met him at the latter town and brought him to Silver City by car.

#### A Brand New Plane

The plane, which is to be brought to Silver City during the celebration, is a new one, manufactured by the Travel Air Manufacturing company at Wichita, Kansas. The motor in this plane is the same as the motor in Lindbergh's plane when he crossed the Atlantic. In 1926 a ship of this make won the Ford National Reliability tour.

It has a wing spread of 34 feet 8 inches; its top speed is 130 miles per hour and will climb 20,000 feet with a full load at the rate of 1,200 feet per minute. It has a cruising radius of 600 miles, carrying 60 gallons of gasoline.

#### Will Fly Plane From Factory

Mr. Cosgrove will start for Wichita

#### Will Fly Plane From Factory

Mr. Cosgrove will start for Wichita about the middle of next week, where he will secure his new plane at the factory there, and fly direct to Silver City, expecting to arrive on Saturday before the celebration starts on Monday. He and Lieutenant Jones will carry passengers from the Plata Vista field on Sunday, Monday and Tuesday, September 2, 3 and 4.

Both pilots and the plane are licensed by the United States department of commerce. Speaking of his flights here and at his headquarters, Mr. Cosgrove stated yesterday that there would be no stunts and that all flights would be straight, safe and sane.

Mr. Cosgrove is personally acquainted with Col. Charles Lindbergh and is a strong admirer of the American flying ace.

"Aviation," Mr. Cosgrove says, "is no longer in its infancy. It is beyond the experimental stage. The principal drawback to the popular method of present day travel is the lack of landing fields.

"Every city and town of any consequence should have a landing field, with approved appliances for its up-to-date conduct.

#### Silver City's Advantage

"Silver City is advantageously located for a landing field. El Paso will be an airport of extreme importance, and Silver City should be in air contact with that city."

"Passengers at this time," he says, "who wish to come to Silver City, either come by rail or car, whereby if a regularly scheduled air route were established, business between the two cities would be rushed.

"The danger stage of flying has been overcome. A few accidents, of course, happen, and perhaps they will always happen, but the same is true in any method of travel. A check-up will reveal that accidents to flyers are less in proportion to the numbers that travel by air than any other method."

#### No Age Limit for Aviators

Mr. Cosgrove says that age seems to cut no figure in the production of pilots. He knows of aviators at the age of 15, and is giving instructions himself to a potential aviator at Tucson who has reached the age of 65.

# COSGROVE WILL SELL AIRPLANES

## Former University of Arizona Student Takes Agency For Travelair Ships

C. B. Cosgrove, for three years a student of the University of Arizona and member of the aviation committee of the Tucson chamber of commerce, has been appointed distributor in Arizona and New Mexico for the Travel Air Mfg. Co.

For the past two years Cosgrove has been flying and studying aeronautics with various aeronautical organizations throughout the country, and has decided to make his headquarters in Tucson because of it being the "air capital" of the southwest.

Cosgrove accepted the appointment for Travel Air due to the fact that they have for so many years been building such sturdy and reliable planes suitable for all purposes. They have also gained distinction by being the builders of the famous Woolaroc which was the winner in the Dole race to Honolulu.

A great deal of time will be spent in the promotion of aeronautics and the selection of dealers in the two states. The commercial value, which is to be derived by air travel and the great distances which have to be covered with the ideal flying conditions, which continually prevails in this section, causes Cosgrove to believe that this entire country will soon travel by air.

# Tucson Man Takes Over Agency For Airplane Company

Establishment of a distributing center in Tucson for the Travel Air Manufacturing company, Wichita, Kansas, makers of airplanes, was announced yesterday by officials of the new concern. C. B. Cosgrove, who has been connected with aeronautic endeavors for the past five years, has been given the agency for the Travel Air product, with Arizona and New Mexico as his territory.

Mr. Cosgrove has been connected with airplane manufacturing companies on the Pacific coast, and also has been engaged in commercial piloting. He is a former student of the University of Arizona. During his school days he became a member of the aviation committee of the Tucson Chamber of Commerce, a post which he holds at present.

He plans to give his full time to his new work. One branch dealer, in New Mexico, has been chosen, and others, principally in Arizona, are to be selected in the near future.

Burton Cosgrave, Jr., grandson of Mrs. A. M. Cosgrove and Mrs. J. B. Silliman of Atchison, is president of the Southwest Air Service, Inc., in Tucson, Arizona. There is to be a centennial celebration in Silver City, N. M., where Burton Cosgrove's parents live, September 3 and 4, and one of the features will be the flying of a new Travel Air biplane, manufactured in Wichita. Burton Cosgrove and Lieut. D. E. Jones will be the pilots. Lieut. Jones is a war-time pilot and just out of the United States air service. The Silver City Enterprise of a recent date devotes a column to exploiting Burton Cosgrove and tells us his acquaintance and admiration for Col. Lindbergh. Burton Cosgrove is licensed by the United States department of commerce, and does not do stunts, but straight, safe, sane flying.

c. 9-1928.

# Cupid Is Co-Pilot In Sky Romance of Tucson Couple

"Love rules the camp, the court,  
the grove  
The men below, the saints above  
For love is heaven and heaven  
is love."

—Sir WALTER SCOTT.

Out of a clear blue sky today two love birds dropped and nestled gently in Tucson airport. They weren't quite saints but one of them was an angel and the entire affair was altogether heavenly, according to Ben Fidler, radio operator for the American Airways and noted authority on love.

For weeks, yea months, the love birds have been flitting thither and yon over the local skyways; she as an aviation student he as a flyer. Nobody paid any attention to the episode until one day the astute and imaginative radio man discovered that despite the fact that the plane was a two-place job the pair were nevertheless carrying a third person as passenger.

This might be construed as a violation of the Department of Commerce aeronautical regulations were it not for the fact that the passenger's name was Daniel Cupid, Esq., who is engaged in the bow and arrow business. Mr. Cupid simply doesn't give a darn about Department of Commerce regulations, Mr. Fidler explains.

On being accused of carrying a third party in his two seater Curtiss Junior plane, Cornelius B. Cosgrove, for such was the flyer, was seen to smile knowingly at the party of the second part, Mrs. Mildred Kerrick, for such was the aviation student. Then Cornelius admitted that Mr. Cupid was an awfully nice air passenger and that when his angel would win her wings in a few weeks they'd make arrangements to have Mr. Cupid fly with them wherever they flitted.

The flying romance started several weeks ago when Cosgrove acquired a new plane and a new co-pilot. Thither and yon over the neighboring Alps and canyons they winged as Mrs. Kerrick was getting dual instruction work in preparation for her private pilot's license. One day they found Mr. Cupid at the controls. That's all. Soon they'll wed, Cosgrove admitted today.

Cosgrove, ex-archaeology student of the University of Arizona and later famed as a frolicsome sportsman pilot is soon to resume his duties as airport manager. His bride-to-be is quite prominent here as a socialite. Cosgrove wouldn't say whether he's going to do an Aimee McPherson by staging an airplane wedding but he was wholeheartedly enthusiastic about the coming event.

## C. B. COSGROVE WEDS MRS. MILDRED KERRICK

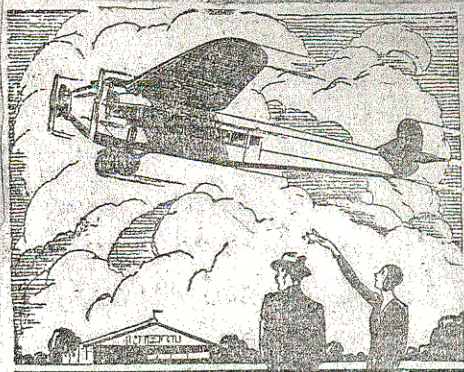
In a quiet ceremony at the Presbyterian church in Nogales at 4 o'clock yesterday afternoon C. B. Cosgrove, city airport manager and widely known aviator, was united in marriage to Mrs. Mildred Kerrick. The Rev. A. O. Smith officiated.

Thomas F. Griffin, president of the International Flying Service and owner of famed Yerba Buena Ranch at Nogales, was best man. Mrs. Griffin was bride's maid. Lieut. Paul T. Adams, U. S. N. R., aide to Mr. Griffin was the only other observer at the wedding.

After the ceremonies the pair were entertained at the Griffin ranch. In the evening all dined at the Cavern in Nogales, Son. There will be no honeymoon as Mr. Cosgrove today takes over his duties as city manager for Tucson airport.

The flying romance started some time ago when Mrs. Kerrick, an aviation enthusiast, took up flying instruction from Mr. Cosgrove. In the tiny two-place plane they found a third passenger, one Daniel Cupid. Soon Mrs. Cosgrove will be ready to fly. Then the pair plan to purchase a new cabin plane. Mr. Cosgrove attended the University of Arizona. He is a member of a prominent Eastern family. Mrs. Kerrick is widely known in Tucson and Phoenix social circles.

10-1-31



## COSGROVE AND BRIDE TAKEN ON BUGGY RIDE

C. B. "Corny" Cosgrove, airport manager, who several days ago perpetrated matrimony with his flying student, was last night the recipient of a quaint old-time buggy ride which wended its way amid much eclat through the city's main rialto in a cortege of wrecked chariots as a large number of frolicsome local aviators gave the air-minded Irishman a big hand. Led by Dale Myers the caravan had for its highlight an old one-horse shay drawn by an auto. In this antique hearse Mr. and Mrs. Cosgrove sat in regal splendor while fifteen autos supplied sound effects. The matrimonial cortege started at the newlywed's home, 802 East Sixth street, and ended at the Pioneer. The following airport personalities presided at the Lohengrin party: Mr. Myers, Alan Coulter, Sgt. Dewey Simpson, Frank Arietta, Archie Grout, Lee Wray, Clyde Wallace, Keith Hick, Wallace Booher, M. Ramsey and others.

## MRS. COSGROVE MAKES SOLO FLIGHT

Enthusiasm ran high this morning at Tucson airport as the air-minded wife of the airy airport manager, C. B. "Corny" Cosgrove, went sky-high in her first solo flight and after circling the field with considerable swagger, made a perfect three-point landing. Although the Department of Commerce aeronautics branch states that the average time a woman flyer takes in dual control instruction is about sixteen hours, Mrs. Cosgrove went up alone after a bare eight hours, smashing previous records. She also has the honor of being the first woman student to solo here.

SO LONG, BERT! Feb-1932

C. B. (Bert) Cosgrove, who for more than a year officiated as airport manager and genial host to hundreds of visiting nobility of the air, relinquished his duties at the field yesterday. He will leave soon for the coast where he will engage in commercial aviation. A great flyer, a good mixer, Cosgrove was an extremely popular figure in local aerial circles and contributed much to the promotion and stimulation of aeronautics in these parts. He was graduated from the local university and met his fate atop a cloud six months ago in a romance that eventually welded an aviator and an aviatrix. She won her wings at the port shortly after the pipe organ played "Lohengrin." They both fly a Curtiss Junior.

COSGROVES NEED Feb. 1932  
MORE AIRPLANES

C. B. Cosgrove and his air-wise wife are expected to return to Tucson airport this afternoon from Los Angeles. Cosgrove, who is airport manager and who owns a Curtiss-Wright plane, is said to have made the trip to look over some new airplanes with the idea of purchasing one for "the missus" and himself.

Feb. 1932.

## COSGROVE IS GIVEN POST WITH CENTURY

Bert Cosgrove, well known in local aeronautical circles, has been appointed operations manager in Tucson for the Century Pacific air lines, it was announced last night by Robert W. Cantwell, assistant general manager of the air transportation organization.

Cosgrove is a former University of Arizona student, a member of the local chapter of the National Aeronautical Association, and until February 1st was manager of the Municipal Airport. *Mch. 1932*

Albert Hubbard.

## LOOKS BAD FOR JAPS

4/8/32

"It won't be long now," was the knowing wise-crack that was tagged onto today's announcement by C. B. "Corny" Cosgrove that he's thinking seriously of departing for China within a few weeks. "Corny" said he had an offer from someone in the embattled Orient—whom he wouldn't definitely state! He's been pondering on this project for some time and has almost made up his mind to go. Looks pretty bad for the Japs if "Corny" gives the Chinks a break with his "flying bathtub" as they laughingly style the Curtiss-Junior with which he won a marvelous romance just a few weeks ago. The noted impresario was seen and heard in a personal appearance at Tucson airport today after an absence in the western seaboard where he is alleged to have been looking over the aviation situation or something.—Tucson Citizen.

April - 1932

Of course one can do that sort of thing right here in Tucson, but that's not the reason why C. B. Cosgrove, variously known as "Burt" and just plain "Corny", is going to the Orient; he's going just because he needs a change of scenery.

Thus on May 15, Tucson's premier aviator, will take off from Los Angeles on the good ship "President Coolidge" and heave-to for the rollicking ports of the glamorous East, to Honolulu, Yokahama, Kobi, Shanghai, Hong Kong, Manilla, Singapore, Borneo, Sarakack, Bali Isnald and any other place that hits his fancy.

He's bringing along his "applause", as he laughingly calls his bride of eight months, the former Mrs. Mildred Kerrick.

"Burt" has been flying since 1927. Prior to that he was an archaeologist. His father was an archaeologist; is still an archaeologist in the Peabody Museum at Harvard University, no less.

'Twas at the Travelair factory at Wichita, Kansas, that "Corny"—pardon me "Burt"—first "took up" flying. They made him special representative in these frontier parts. Everyone was so sorry to see him go away that when he returned they decided to hold onto him, and that they did when they elected him Airport manager in 1929.

After many vicissitudes "Burt" was "fed up", as it were, on the vagaries of things economic and he decided that the only place they couldn't fire a chap anymore was on a ship if he paid his passage so, having seen all he wanted to see of the Occident and its accidents, he turned to the Orient; and 'twont be long now . . .

C. B. Cosgrave is 28 years and three months. He has blue eyes that tell of his ancestry as much as his personable blarney. He is five feet 10 inches, weighs 145 pounds and carries "a lot of weight" in aviation circles here.

The Lord Mayor of Polvo, the lads at the airport of that historic burg, the militarists of the airdrome and all the aforementioned powers-that-be will be sorry to see "Burt" sail away for the ends of earth.

In the words of Sergt. Dewey Simpson, the O. O. McIntyre of local aviation—

"We don't want to lose you; but we think you ought to go!"



## COSGROVE AGAIN BECOMES PORT MANAGER

C. B. Cosgrove, today assumed, or rather resumed, his duties as city-appointed manager for Tucson airport. He formerly held that post for the city but owing to city economy measures a year ago the position was vacated. Since then he has been field manager for the American Airways. He flies his own Curtiss-Junior plane.

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*Santa Monica Jan - 1945*

# Lt. Col. C. B. Cosgrove Takes Executive Post

A veteran of the Southwest Pacific, Lt. Col. Cornelius B. Cosgrove, Jr., this week was designated as Executive Officer here. As such, he will coordinate the activities of the various sections and act as deputy commander of the station.

No arm-chair executive, Colonel Cosgrove is a pilot and was with the 19th Bombardment Group in the Philippines when the Japs attacked on December 7, 1941. As a squadron commander and group S-1, he had arrived in the islands with the first B-17's in October of that year.

At the time of the fall of Manila, he was the assistant A-1 for the Far East Air Forces under Lt. Gen. Lewis Brereton. When the situation became



LT. COL. C. B. COSGROVE

critical it was necessary to declare Manila an open city and the colonel evacuated to Bataan Peninsula with the remaining Air Force personnel. This Air Force personnel fought as ground troops until the fall of Bataan as all aircraft had been destroyed by enemy action. He escaped to Mindanao in the Southern Philippines in a small boat.

The trip required four days

(Continued on Page Eight)

## Cosgrove Is New Executive Officer

(Continued from Page 1)

and four nights—hiding by day and traveling by night—but in spite of these precautions, they were attacked by Japanese planes. He remained on Mindanao for some time and was then picked up by plane at night and flown to Java.

Colonel Cosgrove remained in Java as A-1 for the 5th Bomber Command which was part of the combined American, British, Australian, and Dutch Forces under the command operated from Java over Borneo, the Celebes, and the Malay Peninsula.

After the fall of Java he flew to Australia where he served as A-1 for a time and as acting Adjutant General for the newly activated American Air Force in the Southwest Pacific area, and still later the 5th Air Force. He became A-1 of the Air Service

Lt. Angela Mazzeo

Command, 5th Air Force, when that command was activated and served in Australia and New Guinea.

Before coming to Santa Monica Colonel Cosgrove was stationed in Washington, D.C., Headquarters Army Air Forces, Military Personnel Division, Office of the Assistant Chief, Staff Personnel, where he was responsible for the assignment of all enlisted men to all continental and overseas Air Forces and Commands. During this period he went back overseas, spending a long time in the Central Pacific islands, the Solomons, and New Guinea.

As a civilian, Colonel Cosgrove was Division Traffic Manager for American Airlines at Tuscon, Arizona, and airport manager in the same city. He was also Division Operations manager in Tuscon and later in Phoenix for Century Pacific Airlines. He also spent some time in airplane sales and operated a civilian flying school.

After graduating from the University of Arizona and the New Mexico Military Institute at Roswell, he did archaeological research in the Southwestern part of the United States

# Tucson Flying Fan Visits Here

One of Tucson's earliest flying enthusiasts, Col. C. B. (Burt) Cosgrove, returned to Tucson last weekend with Mrs. Cosgrove and their 4-year-old son, Corky, for his first visit here in over eight years. While Col. Cosgrove's present air force assignment is chief of staff of the Special Weapons Command, a unit devoted to the research, development and testing of atomic weapons for the air force, his aerial experiences had a more prosaic beginning. He started flying in Roswell, N. M. in 1920 and moved here in 1924 to become closely associated with early Tucson flying activities.

"In those days," he said, "all the flying activities of this area were concentrated out at Charlie Mayes' field, the present site of the fairgrounds." It was there that Frank Hitchcock, former publisher of the Daily Citizen, first became interested in flying.

## Recalls Early Days

Hitchcock later was appointed Postmaster General of the U. S., a post which he held when the first air mail flights were begun.

"Hitchcock was very active in Tucson flying activities," Cosgrove said, "as was Walter Clapp of the Tucson Realty & Trust co. There were many others, of course, but most of them have left this area and I have lost contact with them."

The flying in those days was mostly private activities. However, he explained, there was a small army detachment at Mayes' field that serviced all the army planes landing at Tucson. Major Dewey H. Simpson, who is now retired, was in charge of that detachment, Cosgrove said. And later, when Davis-Monthan was opened up, Simpson moved his detachment out there.

"Davis-Monthan has certainly changed since the days we used to chase jack-rabbits and shoot coyotes out there," he said. "When we opened that field in 1928, it was nothing more than a mesquite desert.

## Moved Hangar

"That little passenger building on Alvernon was the first building at the field. Then they moved an old steel hangar from Mayes field which I think is still at the field," he said.



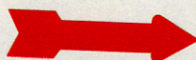
—Photo by Reggie Russell

**COL. C. B. COSGROVE**  
Flying has changed.

"Later we retreated with the rest of the forces to Bataan and from there I was fortunate enough to catch a boat to Mindanao. After that we caught a plane to Java but were chased out of there to Australia where the 19th Bombardment group was re-grouped and sent to New Guinea."

After the war, Cosgrove spent some time in Panama before being assigned to the Special Weapons command at Kirtland air force base in Albuquerque, N. M.

The Cosgroves left yesterday to return to Kirtland field after an enjoyable visit spent looking over the changes in Tucson.



TUCSON DAILY CITIZEN  
29 JANUARY 1951

desert.

## Moved Hangar

"That little passenger building on Alvernon was the first building at the field. Then they moved an old steel hangar from Mayes field which I think is still at the field," he said.

The field those days was quite far from town as there weren't many houses past Park avenue at that time, he said.

In the early days, Cosgrove operated a flying school at Tucson, sold airplanes all over the southwest, and was the first airport manager of Davis-Monthan when the city opened the field in 1928. He still has a close interest in the field, he said, as an old friend of his, Col. William Fisher is now the base commander there.

Before he became the airport manager at D-M, Cosgrove attended the University of Arizona for three years until 1927. 1932 he left Tucson to join the air force and except for a brief but hectic stint when he filled in as an infantryman at Bataan, he has been connected with the air force since that time.

## Lost Planes

"We lost all of our planes the first day at Clark field," he said.

# Mrs. Cosgrove was first woman to fly in China

Mrs. Mildred Cosgrove, the first woman to pilot a plane in China, helped set up the original Blood Bank in Beverly Hills, Calif.

Mrs. Cosgrove, 66, died yesterday in an Albuquerque hospital after an illness.

She was the wife of Co. C. B. Cosgrove, 801 Loma Linda Place SE.

## Since 1956

Born Feb. 16, 1906, in Ridgewood, N.J., she had lived in Albuquerque since 1956 when Col. Cosgrove retired.

The Cosgroves married in 1931.

They spent a year's honeymoon in China.

## Tri-Motor

Cosgrove had taught his wife to fly before they were married.

In China, they were given the use of a Ford tri-motor plane. Mrs. Cosgrove learned to fly it and often took sightseeing trips alone.

He said she was the first woman to pilot a plane in China.

## 30 Years

Cosgrove said that he and his wife traveled all over the world during the 30 years he was in the Air Force and Army.

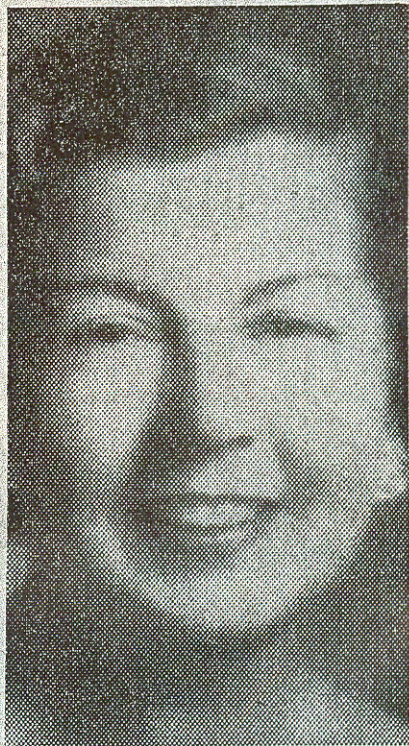
During World War II she set up the original Blood Bank in Beverly Hills, Calif., he said.

She also served as a nurse's aide at Walter Reed Hospital when they were in Washington, D.C. She was a member of St. Mark's-on-the-Mesa Episcopal Church.

## Oil Painting

She enjoyed oil painting.

Her husband is one of the co-founders of the well-known E.



Mrs. C. B. Cosgrove Jr.

Cosgrove Co. of Silver City. He moved to Silver City in 1907 with his parents from Kansas as a child.

Cosgrove was one of the Army's first flyers. He entered the service after attending the University of Arizona.

## Establish Kirtland

Col. and Mrs. Cosgrove moved to Albuquerque in June 1941 when he was with the 19th Bombardment Group from March Field, Calif.

Cosgrove's organization helped establish Kirtland AF Base.

Surviving besides her husband is a son, C. B. Cosgrove III of Tucson.

Memorial services will be at 2 p.m. tomorrow at Strong-Thorne Mortuary. The Rev. Charles Fish will officiate.