

ST. PAUL'S SCHOOL

duty at Wright Field with the A.A.F. Technical Service Command as second in command of the Army's program for developing the helicopter, then still in the experimental stage. Cooper made the first long-distance helicopter flight, tested the new planes in landings on tankers, freighters and ships similarly inaccessible to other aircraft, and helped advance their use in rescue work. In November, 1943, he went to Alaska to test helicopters under conditions of extreme cold. He continued organizing and participating in this experimental work for two and a half years.

Then, in 1944, he was given command of the 5th Aircraft Repair Unit (Floating). Installed on board converted ships, such units were to go to the Pacific to repair and maintain B-29's until equivalent facilities could be set up on shore. Helicopters, as well as boats and "ducks," were to transport men, supplies and parts of planes to and fro between airfield and floating repair shop. Cooper's unit was organized at Brookley Field, Alabama. Just before it was to sail, he went to Philadelphia, said good-bye to members of his family, and started for the ship. On October 18, the plane in which he was a passenger crashed near Pennsville, New Jersey. He and four other Army men were killed.

Besides his lifelong interest in aviation, Cooper had many other interests and pursuits. He wrote verse, he loved hunting and fishing, and he was a very good tennis player, at one time ranking in the second ten in the country. He was keenly aware of the evil that led to the Second World War, and long before Pearl Harbor he wanted his country to take its place on the side of freedom.

Leslie Cooper was married in 1916 to Katharine Trumbull Thomas, who survived him with their two children, Katharine Bradford Cooper (Mrs. William H. Moorehouse), and Leslie Trumbull Cooper, at the time of his father's death a Staff Sergeant in the U.S.A.A.F.



ALWYN BALL, III

1910

Alwyn Ball entered the Second Form in 1905 and spent five years at the School, graduating in 1910. He belonged to the Forestry Club, the Cadmean Literary Society and the Scientific Association. He was on the Delphian hockey team, was captain of the Delphian football team, and captain of the Shattuck crew. He won his S.P.S. three times in rowing and three times in football, and he was awarded the Gordon Medal.

In the First World War, Ball joined the American Field Service and drove an ambulance in Northern France from November, 1914, to February, 1915. Serving as a First Lieutenant in the 105th Machine Gun Battalion, 27th Division, he was in action during the summer and autumn of 1918 in the Schorfenburg and Ypres-Lys Sectors in Belgium. He fought also in the Somme offensive and in the battles of the Hindenburg Line, La Selle River, Jonc de Mer Ridge, Vierstaat Ridge, St. Monica River, the Knoll, Guilmont Farm and East Poperinghe Line. He was twice cited in Special Orders of Headquarters 27th Division: the first time "for determined courage and qualities of skilled leadership frequently demonstrated under fire . . . particularly in the battle of the Hindenburg Line . . ." and the second time "for courage and determination in making personal reconnaissance under heavy enemy shell and machine gun fire . . . in the battle of Vierstaat Ridge."

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York, in which he had begun work before the war, after leaving Princeton. From 1929, when the firm merged with Charles F. Noyes and Co., Inc., Ball was its Vice President, until 1935, when he went into business for himself. He was also associated with the Abex Realty Company and was a real-estate advisor with the Prudential Life Insurance Company.

In 1942 Ball went back into the Army, and was promoted to the rank of Major. He served at the Army War College in Washington, D. C., until his death, after a brief illness, November 9, 1944.

Alwyn Ball was married in 1920, to Ethel Louise O'Donahue. They had two daughters, Priscilla, who survives her father, and Sheila (Mrs. Leroy H. Watson), who died not long after his death.