



ALBERT MACCLELLAN BARNES, III

1933

Albert Barnes spent four years at St. Paul's, entering as a Second Former in 1928 and leaving in 1932 to complete his preparation for college at the Hun School. He rowed on the Hun crew which went to England in the summer of 1933 to compete in the Henley Regatta.

At Yale, Barnes rowed on the Freshman crew and later on the Pierson crew, of which he was captain in his Senior year. He majored in Government and graduated in 1937. He was completing his final year of law at the University of Michigan when he enlisted in the Army Air Forces.

After his induction in 1942 at the Pre-Flight School at Santa Ana, California, Barnes was sent to Officers' Candidate School at Miami Beach, Florida, where he was commissioned Second Lieutenant in January, 1943. The following March he was graduated from the Air Intelligence School in Harrisburg, Pennsylvania. Sent overseas in June, 1943, with the 51st Fighter Squadron, he served as Intelligence Officer in the Galapagos Islands and later in the Panama Canal Zone. He was promoted First Lieutenant in March, 1944, upon his return to his squadron, after completing a short course of instruction at Orlando, Florida, and visiting his family on leave.

Two months later, on May 5, 1944, Barnes was en route to Washington, D. C., on a special mission. Off the coast of Florida, the transport plane in which he was travelling collided with a bomber in practice flight, and he was instantly killed.



FRANK WILKS BROOKS, III

1933

Frank Brooks entered St. Paul's in 1927, left at the end of his Fourth Form year and spent a year at the Hun School. He cruised three months in the Caribbean aboard Count von Luckner's four-masted schooner *Mopelia*, was commended for excellent work as seaman, engineer and navigator, obtained his seaman's papers, first class, and at the age of nineteen, went into the Merchant Marine.

He sailed from New York in 1932 as cadet officer aboard S.S. *President Polk*, was soon made senior cadet officer, served aboard her fourteen months, and went around the world four times. He became very interested in the shipping business, cargoes and stowage, harbors and their loading facilities. In Marseilles, early in 1933, he helped avert a mutiny by persuasive talks to the crew, who, unpaid for weeks on account of the closing of the banks in the United States, were at the end of their patience.

On his return to the United States, Brooks left the Merchant Marine, feeling that its future was uncertain, and began studying the investment business in the firm of Nicol, Ford and Company in Detroit, and also at night school. In the autumn of 1934, he went into the Packard Motor Company, at first as a day-laborer. His experience in the Merchant Marine proved valuable in the automobile business. He was put into the Export Department, and, at twenty-two, went to New York as Traffic Manager in the office of the Packard Export Company. In New York, he got exercise playing hockey as a substitute on the St. Nicholas team.

*ST. PAUL'S SCHOOL*

He was married in 1936 to Elizabeth Swift McMillan. They had two children, Frank Wilks Brooks, 4th, and Frederika Swift Brooks.

When, as a result of world conditions, the export business began to deteriorate, Brooks, who had held a private pilot's license since he was eighteen, joined George Arents, his friend and distant cousin, as manager of the latter's private airport at Armonk, N. Y. Both men were in the Naval Reserve. In December, 1941, they gave up the airport and were commissioned Ensigns. Brooks took a three months' course at Pensacola, was promoted Lieutenant (j.g.) and assigned to the Navy Ferry Command.

On Sunday morning, May 2, 1943, orders came to the Floyd Bennett Field to deliver a Navy Scout Bomber to Jacksonville, and the duty was assigned to Brooks. He obtained permission to stop at the Washington Airport for thirty minutes to see his mother, whom he had not seen for over a year. After telephoning her that he was coming, he took off and almost immediately afterwards was observed to be in trouble. He attempted to return to the field for an emergency landing; but his altitude was not sufficient and he crashed in the meadow adjacent to the station.