

The next day, I was placed on flying status, given a fifty percent increase in pay and since I had been allotting my Mother two-thirds of my pay and keeping up a ten thousand dollar insurance policy, this added pay was surely welcome. That afternoon, I went over the lines and it was then that I learned the difference between flying for a joyride and flying with some one shooting at you. We often carried four twenty pound bombs and a camera. These two items did not increase our speed and were not always the most welcome passengers. However, if we did make a good direct hit, it was nice to have a picture to show. Our work was mostly infantry liaison, artillery regulate and general observation. After each trip over the lines we went to intelligence headquarters where we made a report of our trip. This information went direct to Washington but was used first to regulate the next day's line-up. Reports and plans were now out for a smashing drive and on Sept. 12th., 1918 we were busy driving the enemy back some twenty-five kilometers. Then it took three days to take one as we had to have advance flying fields and I had been sent to Flairy(?) the morning of the 15th. I came upon what might have been headquarters for some working dogs. These dogs had been killed by a high explosive shell or shrapnel but one of them had two messenger pigeons on its back. These two birds were still alive and were in little wicker baskets attached to straps fastened around the dog's body. Not far from this spot I heard the familiar cry of puppies that proved to be just three days old. I know they were three days old because I saw them open their eyes just six days later. The mother of these five puppies had crawled to the rear of an old dog-out and in the cool earth had her babies, very much like a wolf. She was all for protecting her babies but after a hard struggle I managed to land her safely at the hangar at Toul where in an old empty oil barrel partly filled with straw, the little family started light house keeping. For two days the mother, now known as Betty and owned by Capt. George Bryant of the 90th Aero-Squadron though on the same field with the 135th. Eddie Rickenbacker was just across the river and six years later furnished the pick of the puppies with a priv-

**RinTinTin**

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**From:** "Louis" <firebase9@comcast.net>  
**To:** "Miss Hereford" <MissHereford@rintintin.com>  
**Sent:** Monday, September 19, 2005 8:44 PM  
**Subject:** Fw: Lee Duncan

THANKS.THIS GREAT....I wanted you to have a copy for your Duncan file.....Tell your friend thanks!!! Now I can do a VA search and unit record.....Louis

----- Original Message -----

**From:** "Kevin Hallaran" <KHallaran@riversideca.gov>  
**To:** <firebase9@comcast.net>  
**Cc:** "Teresa Woodard" <TWoodard@riversideca.gov>  
**Sent:** Monday, September 19, 2005 5:32 PM  
**Subject:** Re: Lee Duncan

Hello Mr. Crosby,  
Teresa Woodard forwarded your email from yesterday to me regarding our Rin Tin Tin Collection. We do indeed have many of Lee Duncan's papers, photographs, television scripts, movie posters, etc. They were given to the Museum in the 1970s by close friends of Mr. Duncan several years after his death. The collection is, however, incomplete, mainly because much of the earlier material generated by Duncan and the first RTT was lost in a fire before Duncan moved to Riverside from Los Angeles. The only two items we have from Duncan's war service are his enlistment record and his honorable discharge certificate dated May 26, 1919. There may also be a few photos. Both documents show Duncan's service number as 31637, last assigned to the 135th Aero Squadron, ASA[?]. (I say "service number," though there is nothing official stating it is so, only its appearance next to his name.) He was discharged from Camp Kearney, California, near San Diego, I believe.

I hope this is what you were looking for. Let me know if you want to schedule an appointment to look through the Duncan materials.

Best wishes,  
Kevin Hallaran

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>>> "Louis" <firebase9@comcast.net> 9/18/2005 3:36 PM >>>

Ms. Woodward is it true that you museum has the collection of the papers of Lee Duncan (dog trainer and founder of Rin Tin Tin). Can you forward this note to anyone who could access these files as I have been told the