

The purpose of this letter is to keep the personnel of the Air Service, both in Washington and in the field, informed as to the activities of the Air Service in general, and for release to the public press.

FOR RELEASE January 10, 1925

HOW IT FEELS TO PILOT A PLANE ON A NIGHT BOMBING MISSION

The following is an interesting account of the night bombing mission, experienced by First Lieutenant Robert S. Worthington, Air Service, Luke Field, T.H., during the recent Hawaiian Department maneuvers, in which the Air Service played a very important part.

The mission was a bombing raid laid over a designated course, protected by a series of Searchlight Batteries, and the third Air Service mission of the maneuvers which took from one hour to two hours and a half to complete. Only those who are familiar with the terrain and weather condition of the Islands can really appreciate Lieut. Worthington's predicament, which is herewith explained in detail:

"Before taking off at Kuhuku, Island of Oahu, two fires were lit near a stone wall, and one ahead on the sand dunes for use in case of forced landings, or failure of the searchlight.

"At the time of take-off it was raining, and clouds were gathering over the nearby mountains, giving a ceiling of 1000 feet. Lieutenant Jesse A. Madarasz took off first and circled clockwise over the land ahead, and then Lieutenant Landon C. Catlett, Jr., took off, circling counter clockwise over the sea. I took off and proceeded straight ahead, burning a Holt wing flare.

"The other planes immediately fell into a "V" formation, and proceeded out to sea. We attained 8000 feet altitude, and upon approaching Schofield Barracks we changed to bombing formation and made the required two trips over that Post. There was a light, low haze below us through which we could clearly see the Post, but the searchlights could not pick us up. Overhead and before us the stars were shining, though below over Kole Kole pass and the mountains the rain and clouds were thick.

"We were proceeding, still in bombing formation, out to sea, intending to return via Barber's Point, and I had just got a glimpse of Barber's Point light when we were enveloped in a thick cloud full of sleet and snow. This covered my goggles, which I had to remove, and used no more.

"Thinking of the two ships behind I immediately stuck the Martin's nose down, but Lieutenant Catlett, who did the same, passed over me hardly ten feet away. I then tried to hold some elevation, about 4500 feet, since that was about the level of the top of the mountain below.

"Flying about for some minutes I saw a dull radiant glow that I recognized as a searchlight beam, and, diving down, I came out of the clouds about 500 feet above the ground in a heavy rain.

"A great many searchlights were now turned on the ships, and only after firing several Very light signals were they taken off. Through the rain it was hard to see the few lights below after the searchlights were removed so I circled around the lights, trying to place myself. There was another small settlement with lights showing nearby, and when the rain decreased enough to let me see it I flew there and circled over them awhile, knowing there could be no mountains between. At times the rain and clouds made it all black, and I was intending to have the observer and radio men jump in their chutes. Finally I made out dimly two searchlights laid along the ground, head to head, and thought it might be Wheeler Field or Luke Field. As I looked I saw three parachutes come down, and thought those in one of the other ships had jumped. It turned out that these "chutes" were Very lights blown by the wind and dimmed by the rain and clouds.

"Seeing a clear moment we flew over and I said, 'Where are we?'

"As I couldn't do much looking, the observer said, 'It's water!' I glanced over and saw the ripples of the water in the searchlight beams. It really was a heavy wind blowing the wet grass. I then was all at sea, for the lights which had at first checked with Schofield now checked with no place I knew.

"After flying about for some time all the street lights below were turned on and immediately recognizing Schofield Barracks I proceeded on the mission, flying well out to sea, as had been previously arranged in case of the planes getting separated.

By the time I reached Fort Kamehameha I saw one of the two other ships coming back to the airdrome at Luke Field.

Following this ship I completed the mission and landed."

AIRSHIP TC-4 ROLLS UP SOME FLYING TIME

During the second week in December the Airship TC-4 at Langley Field, Va., flew four out of the five working days, 29 flights being made. Colonel I.F. Pravel of the Office of the Chief of Air Service came to Langley Field on December 15th and made nine flights, piloting the TC-4. On other flights officers of the Heavier-than-Air branch were taken up as passengers, also Captain S.B. Clinard, Flight Surgeon at Langley Field.

FOREIGN DUTY IN THE UNITED STATES

Our Langley Field Correspondent states that Lieut. "Bill" Boyd who came to Langley Field in October from Panama for the bombing maneuvers had the good luck to miss all the transports back to Panama so far and is still doing his foreign service in the good old United States. At the present time he is carried on detached service at Langley Field, special duty at McCook Field, and is on a cross-country at Scott Field helping "Cupid" Flinter do his stuff with the "Wart" Sperry Messenger and the lighter-than-air ship. Our Correspondent asks someone to please tell him just what Bill's status really is, outside of being on foreign service in the United States.

GIVE US SONGS OF THE AIR SERVICE.

It has been observed that at gatherings of Air Service men at dinners or other functions there has been a noticeable absence of songs. At such gatherings there is nothing like a song or two to keep things lively, especially between courses at a dinner. Song is one of the greatest mediums for the association of ideas. We may hum a little tune and then instantly associate it with some event which had been forgotten with the passing years.

We would request our readers to send in to the Office Chief of Air Service any suggestions they may have for Air Service songs. They should be short, of only one or two verses each, and written so as to be sung to tunes which are familiar and easy to sing.

If a sufficient number of these songs are received, it is proposed to have a committee select those best adapted for the purpose in view, and those selected will be published in the NEWS LETTER and other Air Service publications, and at the same time a number of songs struck off for use at Air Service gatherings.

GENERAL PATRICK VISITS LANGLEY FIELD

Major-General Mason M. Patrick, Chief of Air Service, was a visitor at Langley Field, Hampton, Va., on the 15th and 16th of December. The General came down from Washington by boat and landed at the Naval Base near Norfolk. A flight of five planes was dispatched from the field to escort the General to the field. On the evening of the 15th a dance was given at the Officers' Club in his honor, and it was attended by all officers and ladies of the Post as well as several officers from Fortress Monroe. Although General Patrick was unable to pay a lengthy visit to the Post on this trip, he seemed well pleased with the way the work is being carried out at Langley under the command of Major Westover. He promised to pay a more lengthy visit to the field, some five or six days, early in the spring, and all the officers of the field are anxiously awaiting that time.

RESERVE OFFICERS IN TRAINING AT LANGLEY FIELD

The old saying that once flying gets you you will never give it up must be true. Eight Reserve Officers from many parts of the States have just finished a two weeks' course at Langley Field, Va., and even in freezing weather they were more than anxious to push "Jennies" around the Airdrome. Some few who were so unfortunate as to fail to get by the flight surgeon did not give up hope and came to the line every morning and were usually given good long cold rides in Martin Bombers and D.H.'s. From now on a class of Reserve Officers is expected in once a month for two weeks' courses.

On December 13th a gigantic aerial review was staged for all Reserve Officers in the vicinity, and afterwards a luncheon was given them at the Officers' Club, where all the modern equipment of airplanes was on display for their benefit. While

watching the review and looking over the equipment many a longing look was seen to pass over the faces of the officers who at one time were in the service and formed part of our Air Service. Some day, writes our Correspondent, we hope that each and every one who so desires will return to the fold.

HAWAII'S NEED FOR LANDING FIELDS ✓

Hilo's need of an airplane landing field was brought home more keenly than ever when Lieut. Joseph A. Wilson of the 4th Observation Squadron, Wheeler Field, Oahu, T.H., recently circled over the city, dropped a message, and returned to Parker Ranch where two planes had landed earlier in the day. Lieut. Wilson's message read:

"We would like to drop in and see you this morning if you only had a landing field. Air Service unit, Wheeler Field, is visiting Parker Ranch. Kohala is condemning 12 acres of cane field for a landing field."

Immediately upon receipt of the message, Dr. Milton Rice, President of the Chamber of Commerce of Hilo, wrote a letter to Lieut. Wilson acknowledging receipt of the message and assuring him that the Chamber is doing everything in its power to provide for just such occasions as this. The land is already selected, said Dr. Rice, and while it will cost considerable money to put it into shape it is the hope of the Chamber that everything will be in readiness shortly after the first of the year.

ACTIVITIES OF SAN ANTONIO AIR INTERMEDIATE DEPOT FOR NOVEMBER

The Engineering Department of the San Antonio Air Intermediate Depot, Kelly Field, Texas, under the direction of 1st Lieut. Clements McMullen, completely overhauled and repaired the following airplanes and airplane engines during the month of November: Airplanes - 8 DH-4B, 7 DH-4M-1, 8 SE-5E, 4 JN6H1, 1 DH-4B-1, 1 DH-4B-3, 1 Vought VE-9, 1 MB-3A, 1 DH-4B-P-1; Engines - 38 Liberty -12A, 23 Wright-E, 5 Wright-1, 2 Wright A-2.

SMOKE SCREEN EXPERIMENTS AT FORT BENNING, GA. ✓

Staff Sergeant L. P. Hudson with Corp. J.F. Zombro as passenger, both stationed at Phillips Field, Aberdeen Proving Grounds, Md., recently flew in an NBS-1 smoke screen ship to Fort Benning, Ga., to lay a series of smoke screens in connection with the Chemical Warfare Service. Five screens were laid, all being very successful. On the return trip to Phillips Field stops were made at Savannah, Ga., Pope Field, N.C., and Bolling Field, D.C.

NBS-1 FITTED WITH DUAL CONTROLS ✓

The Engineering Department at Phillips Field, Aberdeen Proving Grounds, Md., recently completed work on fitting an NBS-1 with dual controls. This will now make it easier for all those concerned with long bombing and high altitude trips because it will now be possible to have an alternate pilot where formerly one pilot had to fly the complete trip.

A UNIQUE NIGHT FLYING EXPERIENCE ✓

Lieut. Charles G. Percy, Air Service, stationed at Post Field, Fort Sill, Okla., had a rather unusual and exciting experience one night a few weeks ago when he attempted to fly from Norman, Okla., back to Post Field. At eleven o'clock, just before he started, he telephoned that he would arrive in about forty minutes. The line gang waited on the field until about two o'clock in the morning, but he did not show up until about noon the next day. Here is his account of the flight:

"The moon was shining brightly when I took off from the field at Norman and I was confident that I could make Post Field in less than an hour. -However about fifteen minutes out I ran into a driving rainstorm with clouds and fog so thick that it completely obliterated the moon, becoming quite dark.

Having no compass to guide me and unable to see the stars nor to distinguish any familiar landmarks, I got off the course and after flying an hour and a half knew positively that I was lost. Now and then I passed over a small group of lights which I knew were small towns, but had no idea whatever of my location.

After flying two and a half hours, knowing nothing would be gained by flying aimlessly until my supply of gasoline was exhausted, I decided to trust to luck and the Grace of God and try to make a landing.

Idling the motor I nosed down and turned on the spotlights with which my plane was equipped, flying along a few feet above the ground until I came to a comparatively level place of large enough dimensions that I believed I could get the ship down. Circling back over the same course three times to make sure of the lay of the ground I settled down.

Luck was with me and I made a perfect landing in what proved to be an alfalfa patch. There I waited for daylight.

When it was light enough to see I discovered that I had landed between two straw stacks so close together that there was just room for the plane to squeeze through. I doubt very much if I could have done it in broad daylight."

THE WRONG LIEUT. BURGESS

Our Correspondent from Kindley Field, Fort Mills, P.I., states that through error Lieut. George H. Burgess, formerly stationed there, was given credit for a flight made by Lieut. Walter K. Burgess, A.S., Kindley Field. The following letters from the Commanding Officer of Fort Mills and the Commanding General, Philippine Department, are self explanatory:

"HEADQUARTERS COAST DEFENSES OF MANILA AND SUBIC BAYS FORT MILLS, PHILIPPINE ISLANDS

June 17, 1924.

Subject: Commendation.

To: Commanding General, Philippine Department, Manila, P.I.

1. On Tuesday, June 10, 1st Lieut. L.H. Thompson, C.A.C., commanding at Fort Wint, sent in an urgent request for a surgeon, he having developed abscesses in both ears. Storm conditions prevented sending a plane and no boat was available.

2. On June 11, a second urgent wire was received and conditions not having changed, the Commanding General, Philippine Department, was requested to arrange for a Naval Surgeon to attend from Olangapo. For reasons unknown this assistance requested by the Commanding General, Philippine Department, was not forthcoming.

3. To solve the question, 1st Lieut. W.K. Burgess, A.S., in spite of dangerously rough water and constant succession of rain and wind squalls, proceeded to Fort Wint, with Captain Keeler, M.C., and emergency operation at night relieved conditions and Captain Keeler, with his patient were brought to the Post Hospital by launch on June 12.

4. I consider this a very commendable case of performance of a dangerous duty on the part of Lieut. Burgess, and something more than this on the part of Captain Keeler, and who in spite of the dangerous conditions and the presence of his wife, nevertheless cheerfully made the trip in the interest of duty.

5. Lieutenant Burgess and Captain Keeler are in my opinion deserving a special commendation though neither seems to be aware of having done anything out of the ordinary.

MALIN CRAIG,
Commanding."

"HEADQUARTERS PHILIPPINE DEPARTMENT Manila, P. I.

Subject: Commendation.

To: 1st Lieut. Walter K. Burgess, Air Service. (Thru Commanding General, Coast Defenses of Manila and Subic Bays.)

1. There has been received at these Headquarters an official report of an incident occurring on June 11, 1924, in which the conduct of yourself and of Captain Maxwell G. Keeler, Medical Corps, was of so meritorious a nature as to be worthy of special commendation.

2. On the date mentioned the commanding officer of Fort Wint, having developed acute abscesses in both ears, sent an urgent wireless message to Fort Mills for the services of a surgeon. No boat was then available at the latter place,

and although there was raging at the time a heavy storm accompanied by intermittent rains and high seas, you promptly and cheerfully undertook the dangerous duty of piloting Capt. M.G. Keeler, M.C., to Fort Wint by hydroplane, thus enabling Capt. Keeler to relieve the condition of Lieut. Thompson that night by an emergency operation.

3. Gallantry in the performance of a dangerous duty is no less praiseworthy than in war. Your willing acceptance of personal risk in order that you might pilot a surgeon to the prompt relief of a brother officer is an example of unselfish and courageous devotion to duty that reflects credit upon the Service of which we both are members.

Sgd. G.W. READ,
Major General, U.S.A.,
Commanding."

NEW AVIATION FIELD AT OKLAHOMA CITY

All the pilots from Post Field, Fort Sill, Okla., attended the opening of the Oklahoma City Aviation Field on Sunday, December 14th. A crowd of about 25,000 people was present at the opening and witnessed the performance. They were much interested in the Martin Bomber from Kelly Field, as most of them had never seen a ship larger than a DH4. One thing, however, marred somewhat the feeling of fellowship and co-operation which marked the celebration. Several civilian pilots took advantage of the free gas, oil and other accommodations afforded by the Chamber of Commerce to better themselves financially by taking up passengers. They also refused to do the stunts scheduled unless a large sum of money was guaranteed. As no admission was charged, everything being free, no funds were available.

The pilots from Post Field who took part in the program were: Captain Richard H. Ballard, Lieuts. Donald G. Stitt, Thomas L. Gilbert, John F. McBlain, Charles G. Pearcy, and Tech. Sergeant Linus D. Frederick.

ARMY TO PHOTOGRAPH SUN ECLIPSE

On the occasion of the eclipse of the sun, which takes place on January 24, 1925, the Chief of Air Service has instructed the Commanding Officer of McCook Field, Dayton, Ohio, to cooperate in every possible way with Dr. David Todd, Professor Emeritus of Astronomy and Navigation of Amherst College, in attempting to secure by means of photography from an airplane at high altitude, photographs of this eclipse. The details of this photographic flight are to be arranged between Dr. Todd and the Commanding Officer of McCook Field.

The flight to be made by the Air Service to photograph the eclipse of the sun is only one of a series of flights made for the purpose of recording the sun's corona. It was the idea of Dr. David Todd, that it is possible to photograph the corona of the sun at any time by going high enough. Formerly it has been possible to photograph this corona only during a total eclipse. From 1833 to 1922 all photographs of the sun's corona were made during total eclipses. This was due to the fact that in full sunlight the corona is projected upon a sky background of atmospheric particles strongly illuminated by direct solar rays. The contrast between the corona and its background is so slight that photographs will not show the corona. Atmospheric dust also hampers photographing the corona from the ground. At 13,000 feet, we are above one-third of the entire atmospheric mass and above practically all of the atmospheric dust. The higher the ceiling, the better picture will be made but 15,000 to 18,000 feet has been found to be satisfactory. This experiment was first made at Miami, Fla., in March, 1922, and good pictures were secured. To neutralize the jar and vibration of the camera, no wood or metal contact is permitted between the camera and the airplane. The camera is secured in the cockpit by heavy cotton-covered rubber rope. The pilot goes to his maximum ceiling then cuts off his engine and glides as slowly as possible in a straight line away from the sun. The observer adjusts the finder on the camera so that the sun's image will be in the center of the picture desired, and exposes several negatives. With the usual movie camera, the solar image will be about one-twelfth of an inch in diameter. If carefully secured and focused, the solar image on the film should appear in a succession of small black and practically circular disks. The film is developed with weak solution and very slowly. When the thin streamers or brushes of light make their appearance around the edge of the black solar disk, the developing is stopped as this is a phenomenon which it is desired to show. The best films for this work are those double covered with emulsion and Dr. Todd plans to experiment with films packed with a mixture which is readily soluble in the developer. In the experiments above Miami, such intense cold was found at the

high altitudes that the oil which lubricated the camera froze and caused the camera to stick and jam. It was found necessary before going up to wash off all of the oil with gasoline and then oil the bearings with alcohol. At 15,000 feet the sun's rays are from three to five times more powerful than they are on the ground and color screens are necessary to dampen the full sunlight. Such screens are used as will permit only bluish and violet rays to act upon the film. During the period of the total eclipse, the corona of the sun will be much more easy to photograph, but the method suggested by Dr. Todd should permit the corona to be photographed at any time.

COMMERCIAL AVIATION ABROAD

The following are extracts from a report submitted to The Assistant Secretary of War through the Chief of Air Service by an officer designated to study commercial aviation abroad who has just returned to the United States after travelling more than 6,000 miles by air over Europe.

In the five years from 1919 to 1923, inclusive, European air lines have covered 13,015,600 miles - equivalent to 520 complete circuits of the world at the equator - and have transported 115,225 passengers, 1,400,000 pounds of mail and 7,600,000 pounds of goods. It is estimated that during 1924 an additional 4,800,000 miles will be flown on regular air schedules and over 50,000 passengers transported.

Air transportation lines are in regular operation in England, France, Switzerland, Hungary, Roumania, Poland, Germany, Holland, Belgium, Denmark, and other European countries. Governments are showing great interest in developing commercial aeronautics and contributing liberally to its support and encouragement, in spite of the serious financial difficulties which many of the Continental nations have been facing during the years since the war.

- From Africa to Finland by Air -

Passengers may be booked by air, through any of the regular travel agencies, from London via Paris and Vienna to Constantinople, or via Berlin to Moscow, Russia, or Helsingfors, Finland; from Paris to Copenhagen, Denmark; from Toulouse, France, to Casablanca, Morocco, in northern Africa; and on a score of other routes.

The volume of passenger traffic is increasing every year, more than 1,000 passengers a week leaving London by air for the Continent during certain seasons of the summer. The majority of these passengers out of London are American tourists and it is estimated that over 35,000 Americans visiting Europe have thus avoided crossing the channel by boat.

Germans and Dutch appear to take up air travel most naturally and readily, then the English and finally the French. In Germany travel by air is not considered to be any more hazardous than by rail and the ordinary life insurance policies apply without distinction to both forms of transportation.

- Valuable Goods Safer by Air -

The records of European commercial air services indicate that financial matters, merchandise and freight of all kinds may often be transported by air with greater safety from loss or damage than by the usual channels of boat or rail. The insurance rates, for example, for all risks including theft, on articles such as dresses, furs, jewelry, fragile goods, light machinery, etc., between London and Paris or Amsterdam are several times less by air than by boat and rail. Much gold bar and silver are shipped across the channel by air, one plane alone having carried \$2,000,000 worth.

The principal investors in the national air lines of Germany, Holland, England and France are the leading industrial, shipping, banking and forwarding organizations of Europe. They are convinced that air transportation is destined to fill an important role in the economic life of the Continent. In this respect the European public is much more awake to the significance of aviation, both as an element of national defense and as a transportation agent, than is the American public.

- Government subsidies to Air Lines -

In England the British Government has created an air monopoly, known as the "Imperial Airways Limited", and voted a subsidy of 1,000,000 pounds sterling, covering operations for the next ten years. In Holland an advance without interest amounting to \$500,000 has been made to the "Royal Dutch Air Service" to aid the national Dutch air line during the next four years; while France has voted an

annual subsidy of 41,422,000 francs for its commercial services during the year 1924.

In addition to the direct subsidy grants, considerable indirect Government support is offered to promote the growth of commercial aeronautics by the establishment of large airports at the principal cities, at which Government erected hangars and other facilities are rented to the operating companies for a nominal sum; by the free use of Government radio communications, by the development of technical appliances for commercial aviation, and in a number of other ways. In several instances municipal airports have been created at the expense of the cities as at Königsberg, Dänzig, and Rotterdam. Berlin has a big municipal landing field under preparation at Tempelhofer Feld, which may be reached from the center of the city by street car in less than twenty minutes.

- United States and Europe Compared -

European nations are faced with a fundamental political difficulty in the development of air lines. In Europe the principal lanes of business exchange in almost every instance involve flight over several countries. The United States, on the other hand is probably better suited politically to the establishment of self-supporting air lines than any other country in the world, by reason of its geographical extent, freedom from custom restrictions, common national interests and homogeneous business methods.

- Conclusion -

Air transportation under suitable conditions may be conducted in the United States with a degree of safety, regularity and dispatch sufficient to establish it as an important additional channel of commerce in the transportation resources of the nation.

NOTES FROM AIR SERVICE FIELDS

Langley Field, Hampton, Va., November 28.

50TH OBSERVATION SQUADRON:

During the week November 16th to 22nd the total flying time for this Squadron was 18 hours and 45 minutes, which included the following: 9 flights, Training of Aircraft Crews, 2 flights to Naval Base; 7 aerial reconnaissance missions, 11 routine test flights and 1 cross-country flight.

Due to inclement weather and the possibility of the observer from freezing to death, the tests with the spotting instrument, Model "E" were not conducted. This instrument is designed to be used by an observer in an Airplane or Balloon to permit him to measure accurately the distance of a falling shot from a given target and the magnetic bearing of the point of impact with reference to the target at an altitude above 4,000 feet.

We took possession of our new operations building and take pride in knowing that we changed an old War-time structure into a modern and comfortable building. From its appearance one can judge that the 50th Squadron is well fortified with carpenters and painters.

Orders were received assigning Captain Galloway to Langley Field. Captain Galloway will succeed Captain Arthur E. Easterbrook, our Commanding Officer.

20TH BOMBARDMENT SQUADRON:

Thanksgiving was thoroughly enjoyed by every member of the 20th Squadron. The mess Sgt. excelled himself and satisfied everybody, which is no mean feat. Even the notorious Upole; Wiley and Gibbs claimed that their dainty appetites were sharpened at the sight presented by the tables.

Lieut. Grisham and Sgt. Avaritt returned from Kelly Field, having ferried three Flight Surgeons from Mitchel Field, N.Y. to Kelly Field, Texas, and return. They turned in a total of nearly seventy hours flying time and the only trouble encountered was poor gasoline which caused slight carburetor trouble. The fact that so little trouble was encountered is in itself remarkable for a heavy type of ship such as the Martin Bomber.

ELEVENTH BOMBARDMENT SQUADRON:

During the past week, owing to the inclement weather, the Eleventh Bombardment Squadron was unable to create its usual total of flying time.

Thanksgiving Day took some of the monotony out of the week. The Eleventh had a great dinner, the guests being Major and Mrs. Pirie, Lieuts. Kase, Collins and Brady, Captain Hofstetter and the very popular Commanding Officer of the Organization, Captain Early E.W. Duncan.

Langley Field, Hampton, Va., December 12.

50TH OBSERVATION SQUADRON:

During the week November 30th to December 6th the following missions were participated in by the 50th Squadron: 1 Artillery Mission co-operating with Coast Artillery Units at Fortress Monroe, Va; 5 Cross-Country flights to Richmond and return; 2 Cross-country flights to Baltimore and return; 1 cross-country to Naval Base and return; 6 Ship tests; 2 motor tests; 41 Flights for training Aircraft crews; 15 Flights, instructing Reserve Officers. Total flying time for this Squadron for the week was 35 hours and 35 minutes, with a total of 22 Flights.

Lt. William J. McKiernan, Jr. and Lt. William S. Wilson were actively engaged in instructing Air Service Reserve Officers from different parts of the 3rd Corps Area, namely: Lieuts. Boudwin, Mumma, Foster, Younger, and Peterson.

Captain Arthur E. Easterbrook, Air Service, departed from this station December 6th for Spokane, Washington. Captain Horace N. Heisen is now acting Commanding Officer of this Squadron during the absence of Captain Galloway, who is to assume command upon his arrival from Richmond, where he was on duty with the Organized Reserves.

The 50th Squadron can boast of a poet in its rank, as testified by the following poetic piece dedicated to our departing C.O. - Captain Easterbrook.

FAREWELL

You joined us in the winter,
You leave us in the fall;
You've treated us like real men
And been the best of all.
You have served with us for three long years
An example you have set,
We are trying hard to carry on and
You never to forget.
Our Squadron is the best we know,
Our record can show the same -
May we but be fortunate enough
To continue with our plans.
But now you go to the Pacific Coast
Where the sun shines every day,
May it shine its best upon your life
In the same old fashion way.
And when you look back upon your past
May you think of your comrades here,
And if you should need our help
Just call on us from anywhere.

W.J.Napier.

59TH SERVICE SQUADRON:

First Lieut. Bertrandias was placed on temporary duty at McCook Field.

Lieut. Hayward, Commander of the 59th, held an inspection of the barracks personnel, and personnel equipment on the 6th. Sergeant Hixon, while spending his leave in Tennessee, was accidentally shot, while hunting. At last reports he was resting easily at Ft. Oglethorpe, Georgia. Sergeants Hutchinson and Harrison and Private Garcia departed for Chanute Field to pursue a course of instructions at the A.S.T.S., for Automobile Mechanics, Sheet Metal workers and Drafting respectively.

19TH AIRSHIP COMPANY:

The TC-4 flew only one day in the past week. On December 4th the ship made a flight to Washington, D.C., taking as passenger Major Mars of the Chief of Air Service Office. A landing was made at Bolling Field. After exchange of passengers the ship returned to this station.

96TH BOMBARDMENT SQUADRON:

The past week's inclement weather hindered materially the flying activities of the Squadron, but taking it from all angles there were quite a number of flying hours rolled up. The outstanding occurrence of the week was the cross-country flight to Aberdeen, Md., of Captain E.C.Black. He was accompanied on this flight by Lieuts. Lindeburg and Bowen. Lieut. J.M.Davies also made a successful cross-country flight on the same date to the same destination. Lt. Davies was accompanied on his flight by Lts. Atkinson and Cross, it being the latter's first cross-country in a bombardment plane. Everyone reported that it was a pleasant trip. If "Jupe Pluvius" holds his horses during the coming week, it is hoped to fly at least fifty hours during the week.

This past week was a week to bring gladness to everyone concerned, from several standpoints. It wrote the finals to the installation of all equipment necessary to render the cross-country flight to Chanute Field of Lt.'s Lindeburg and Bowen a surety, and consequently everyone is on his toes awaiting the order to depart. It is hoped that once they get under way there will be no undue trouble experienced by anyone on the trip. To begin the week in regulation fashion every ship was in the air for at least one hour on Monday, with the exception of the two superchargers, everyone feeling disinclined to shake hands with Old Sol at the time. Until some Eskimos are unearthed hereabouts it is a matter of some uncertainty when it will be accomplished. To chronicle another chapter to the week's events the Squadron Basket Ball team journeyed to Fort Monroe Gym and locked

horns with the Phoebus Mosse (caribou or reindeer) basketeers and, although they suffered defeat at the hands of their rivals, it was by no means a decisive one, for their opponents won only by a margin of five points, the final score being 35 to 30. The locals were well ahead until the second half, when lack of coordination caused their downfall. We expect future practice will enable them to remedy their mistakes, and put them in top-notch shape for future contests.

The excellent playing of Jack Burt and George Saltzgever featured the argument, and the phenomenal long shots of the center of the opposing team. Taking into consideration the fact that it was the locals' initial appearance together this season, and that the Phoebus team has played to date seven games and won them all, it was a very creditable showing on the part of the Squadron team.

The Squadron team and a bevy of rooters will again journey to Fort Monroe and engage in combat the disciples of the 'Most Worshipful Can A la Cosmolene' known to the rest of the Army as Battery "B", 61st scions of the Coast Artillery Corps. We sincerely hope that they are rendered "Hors de Combat" from the time the whistle blows, and that the last decision is totally reversed. "Time alone will tell", as the clock has been known to say.

20TH BOMBARDMENT SQUADRON:

The Squadron regrets that Captain Hale is still confined to his quarters through illness and we hope that he will be well enough to return to duty in the very near future.

The 20th Squadron is highly elated over the victory of its Basket Ball team over the Fort Monroe Post Team. The latter was considered a crack team and in beating them the 20th boys placed themselves among the most-to-be-feared teams in the district. Lieut. Sutter, the Squadron Recreation Officer, is confident that they will make an even better showing before the season is over.

Rapid progress is being made on the new Squadron quarters, and it is expected that they will soon be ready for occupancy. We all hope so, and so does the Mess Sergeant, who has reported a decided increase in the consumption of his wares since we have been in the temporary quarters, no doubt owing to the fact that we walk nearly half a mile for each meal, this having a tendency to sharpen our already lusty appetites.

All the Reserve Officers of the 20th Squadron are now flying Martin Bombers which is greatly increasing the daily flying time of the Squadron. None of the Twentieth Officers are calm weather pilots and, regardless of slightly inclement weather, several hours flying time is rolled up to the credit of the Squadron each day.

11TH BOMBARDMENT SQUADRON:

During the past week, on account of the weather being so inclement and severely cold, it was impracticable for this Squadron to do much flying.

Flying time for the past week totalled 13 hours and 45 minutes, embracing 28 flights.

The day following Thanksgiving, the Eleventh Bombardment Squadron had a little excitement. Through some means or other, the Barber Shop stove set the roof on fire. The alarm was immediately turned in, and while waiting for the fire department, the noble fire fighters of the Eleventh quickly set to work and used the four fire extinguishers of the Squadron. After destroying about fifteen or twenty cents' worth of Barber supplies, they succeeded in putting the fire out. When it was all over but the shouting, the Langley Field Fire Department came on the scene, headed by its noble and brave chief, who with quick wit and determined orders quickly set his men to work in re-putting the fire out. We have a great deal of thanks to the Chief for his bravery and clever handling of a pyrene fire extinguisher. His work should be a model for any man.

Wilbur Wright Field, Fairfield, Ohio, December 5.

Major H.J. Knerr and Sgt. Bissiot, flew two DH's to Chanute Field, taking with them two enlisted men who are about to be enrolled in the Air Service Technical School at that Station. These two soldiers had previously been flown from Langley Field to Wilbur Wright Field.

Lieut. C.E. Bond, proceeded by air from ^{this} Station in a DH, his destination being Phillips Field, Aberdeen, Md.

On November 21st there was a farewell party for Major and Mrs. J.H. Rudolph at the Officers' Club, the guests being the Officers and their families from Wilbur Wright and McCook Fields.

Lieut. James T. Grisham of Langley Field arrived at Wilbur Wright Field en-route from Kelly Field to Mitchel Field. With him besides the enlisted mechanic, were two Medical officers; Major Marshall and Capt. Fisher, both of whom expect to enter the Air Service Medical School at Mineola. These Officers remained at Wilbur Wright Field for two days and then proceeded eastward.

Major and Mrs. J.H. Rudolph have as their house guests, Mrs. Stats and daughter, from Milwaukee, Wis. They entertained with an informal dance at the Oakwood Club of Dayton and had as guests, in addition to their house guests, Captain Henry Pascale, Lieut. and Mrs. M.N. Stewart, Lieut. and Mrs. C.A. Cover and Lieut. and Mrs. L.E. Sharon.

While giving instructions in handling a shot-gun to Warrant Officer, who, by the way, holds several medals for marksmanship, Lieut. H.A. Bartron accidentally discharged his gun and shot out a spoke from the wheel of a new Maxwell Sedan owned by John Morris, the Chief Clerk in the Quartermaster Department.

Major and Mrs. A.W. Robins, and Lieut. C.E. Thomas, Jr. left for temporary duty at Washington, D.C.

Lieut. J.E. Parker of Schoen Field, left in a Martin Bomber for Bolling Field, with him were four Infantry officers from Schoen Field.

Captain Henry Pascale left for Baltimore in a DH on November 28th. Lieut. H.H. Mills left on the same day for Aberdeen, Md. He left his ship there and returned by rail, after seeing the Army-Navy football game.

If weather conditions permit, Major Geo. H. Brett, Major J.H. Rudolph, Capt. E. Laughlin, Capt. R.H. Wooten, Lieut. C.A. Cover and Mr. Wm. D. Kennedy will leave in three airplanes for San Antonio to attend a conference of Engineer Officers. They expect to be gone for about ten days, and will stop on their way at Fort Sill where they will be joined by several other officers who will attend the conference.

Lieut. Wm. Hanlon returned to Wilbur Wright Field after being in Washington, D.C. on temporary duty since October 20, 1924.

Wilbur Wright Field, Fairfield, Ohio, December 23.

Major Hugh J. Knerr, Captain John G. Colgan and Lieut. C.W. Pyle flew in formation to Bowman Field, Louisville, Kentucky, and return, on December 22d.

Lieut. C.H. Howard arrived from Chanute Field on December 22d for the purpose of ferrying a DeHaviland airplane back to that Station. He returned the same day.

On December 15th Major J.H. Rudolph and Captain Ralph H. Wooten, returned from San Antonio by air. Capt. Wooten proceeded to Washington, after a brief stay at Wilbur Wright Field. Major G.H. Brett returned on Dec. 18th. These officers had been in attendance at the recent conference of officers from the Engineering Department of Air Intermediate Depots. Lieut. C.A. Cover, with Mr. W.D. Kennedy as passenger, and Capt. Edward Laughlin, returned by air on December 22d.

Lieuts. Alfred Lindeburg and Elmer J. Bowling, arrived at this station on December 19th. They piloted two Martin Bombers from Langley Field, and left for Chanute Field on December 22d. Each officer ferried a large amount of baggage.

The Fairfield Air Intermediate Depot will be closed from December 24 until Monday, January 5. On the morning of December 24, the Repair Shops and Supply Depot will be open to the public. A Christmas entertainment will be given by the Welfare Association at the Post Gymnasium.

At a meeting of the Officers' Club held on December 20, the following Officers were elected for 1925: Board of Governors - Major Geo. H. Brett - Chairman; Lieut. G.V. McPike - Member; Lieut. H.A. Bartron as Secretary-Treasurer.

Phillips Field, Aberdeen Proving Grounds, Md., December 12.

Lieut. C.F. Bond with three enlisted men in an NBS-1 left for Chanute Field, Ill. where the men were to enter the A.S.T.S. The trip to Chanute Field was made without mishap, Lieut. Bond returning alone to Fairfield, where the NBS-1 was left to be overhauled. Lt. Bond returned to this station in a new DH.

Lieuts. Bleakley and Austin made a cross country flight to Mitchel Field and return.

Staff Sgt. L.P. Hudson, pilot, with 1st. Lieut. Earl Hendry, Ord. Dept., made a reconnaissance flight over Pooles Island for the purpose of observing gun fire from the Ordnance Dept. water range guns.

Several Air Service officers, namely, Major E.A. Lohman, Capt. A. Mileau, 1st. Lieuts. B.S. Thompson, J.D. Barker, and W.H. Bleakley had very good success in

bagging ducks and geese this season, the Major getting 6 nice geese one day. Game is very plentiful on the reservation and the best of sports can be enjoyed by all.

Staff Sgts. L. P. Hudson and M.C.J. Markle flew to Langley Field, Va. for the purpose of ferrying a rebuilt DH back to this station. The return trip was made the same day, via Bolling Field, D.C.

The Ordnance proof work has been carried on to the extent of 3900 lbs. of bombs having been dropped and several tests made with the Airway Parachute flares, all of which were very successful. Practice bombing over the hard surface is now being carried on by the heavier-than-air, where before the TC-2 was wrecked at Langley Field, it was carried on by the lighter-than-air.

Now that football season is over, everyone is turning their attention to basketball. The officers and enlisted men are both trying to make a strong team to represent the Aberdeen Proving Grounds in the Corps Area Championship tournament, both Air Service teams having been eliminated last year. We are going to try and be better this year and every effort is being made to make up an unconquerable team.

Hqs. 2nd Div. Air Service, December 19, 1924.

Lieut. Weddington and Sergeant Tyler made a cross country flight to Fort Stockett, Texas December 13th and returned December 14th.

Lieut. Weddington and Sergeant Rhodes made a cross country photographic flight to Lordsburg, New Mexico, and return Dec. 16th.

Lieut. Clark and Sergeant Newland made a cross-country flight to Kelly Field, Texas, December 15th and returned December 17th.

Lieut. Gale left on a cross-country flight to Kelly Field, Texas, December 19th for the purpose of bringing Private Herpin, 1st Photo Section, to this station.

Sergeant Thomas Baskas and Private Robert H. Wolfe were discharged from the service December 16th, Sergeant Baskas reenlisted December 17th, and left on a three months' furlough.

Brooks Field, San Antonio, Texas, December 10.

Yes, we have a new dance floor today - and Friday evening we'll try it out. Lieut. K.B. Wolfe has been busy out in the Big Hangar for the last couple of weeks putting in a wooden floor that will be available both for dancing, and as a battleground for the various teams of the Basket Ball League. One of the most serious problems has been the washing out of the echo, which was tremendous in the vast interior. This has been solved by hanging false canvas walls and ceiling which also aid in conserving the heat.

The appearance anywhere of Lieut. Sargent Chapman (No. dumb-bell, that's his name, not a new rank) is the occasion for titters, snickers, and poorly controlled out-bursts of merriment. And the reason is, that with all the atmosphere to maneuver in and all the fields to land on, he had to choose the particular line that leads thru the water tower.

Fortunately, he descended unhurt, and that evening at mess a group of admiring and enthusiastic fellow students surrounded and presented him with a large and beautifully decorated comical cap, on which the name, date and stunt of the recipient were recorded, as well as the words DUMB-BELL in large letters.

Later this accomplished young aviator was presented publicly with what might, under circumstances, be called a miniature 'Water Tower' - handsomely silvered and fur-lined.

Lieut. Charley Lawrence is receiving the congratulations of his friends for the skillful manner in which he lands JN6's on their backs. He can do it now so that nothing is damaged save the tempers of the Aero-Repair officer and his Stage Commander.

Of course, there isn't any question at all as to which branch may most undoubtedly claim the title of the 'Cream of the Service', but just to impress that point as well as our versatility we took the best that the entire 2d. Division could offer in the way of football into camp on Turkey Day, to the inspiring tune of 18 - 0. Truthfully, not so bad, and the battered old ball denoting the championship looks pretty well up on the mantle piece beside the one of a year ago.

We'll admit our defeat at the hands of All-Star organization at Dallas, and have no alibis whatever - they were purely and simply out of our class as anyone who saw the game will vouch.

San Antonio Air Intermediate Depot, San Antonio, Texas, December 11.

The Civilian Social Club, which gave several delightful entertainments and balls last year, fell into a condition of lassitude or somnolence during the long

hot summer. With the advent of cooler weather, the club has been re-organized, new officers elected, a collection taken among members to clear up a few small debts, and to provide a working balance.

A Hallowe'en dance was given with an attendance of about fifty couples. Everybody present enjoyed the dancing and music. It seemed to be the desire of the party that they should all meet again soon. Accordingly two or three young men made arrangements for giving a dance to the members on the Saturday following Thanksgiving day.

The old Service Club, which Major Lackland has placed at the disposition of the employees, was decorated in a truly Thanksgiving manner with cornstalks, pumpkins, and vari-colored autumn leaves. An orchestra was engaged and an enjoyable time was had by everyone. The club has a piano, and a movement is now under way among the members, several of whom are fair musicians and own instruments, to organize an orchestra among themselves. The Commanding Officer has encouraged the promotion of entertainments and parties among the employees, and wishes to see them enjoy themselves in any wholesome way.

First Lieut. John M. Clark, the Adjutant at the San Antonio Air Intermediate Depot, left for Mexico City on the evening of December 2, 1924, to participate in the International Polo games to be held in that city. Mrs. Clark accompanied him.

The following officers were ordered here by the Chief of Air Service to attend the conference of Engineer Officers, and arrived on Monday, December 8th: Major Jacob H. Rudolph, from McCook Field, Dayton, Ohio; Major George H. Brett, Field Service Section, Supply Division, Air Service, Fairfield, Ohio; Captain Edward Laughlin, Fairfield Air Intermediate Depot, Fairfield, Ohio; Captain Ralph H. Wooten, from the Office of the Chief of Air Service, Washington, D.C., and First Lieut. Carl A. Cover, from Field Service Section, Supply Division, Air Service, Fairfield, Ohio. Major Frank D. Lackland, the Commanding Officer of the San Antonio Air Intermediate Depot, and First Lieut. Clements McMullen, Engineer Officer, represented this Depot at the conference, and the others are representing the Depots and Fields enumerated above. Captain Robert G. Ervin, of the Rockwell Air Intermediate Depot, Coronado, California, will also attend the conference. It is contemplated that this conference will probably last a week or two.

Clark Field, Pampanga, P. I., November 1st.

Four Sergeants and two corporals of the 3rd Pursuit Sqdn. woke to the light of day last Monday morning not knowing their warrants arrived here on the first mail from the Group Commander, advancing Sergeants M.A. McCarron, R.C. Parrett, C.G. Waters and B.F. Runyon and the following Corporals to Sergeants: M.C. MacDonald and W.R. Davidson. It comes to us via the grapevine route that the new Sergeants are planning to throw a party somewhere along the Bam River the coming week as a farewell to Staff Sgt. E. Micky and Sgt. A. (Knobs) Haskins, who are leaving for the Land of Volstead on the next transport. S'nough to say if they pull it they will have Pink Lemonade, Pop Corn, Peanuts and Ice Cream for the Top Kick (Dough-Belly) Wonson, Gasoline Gus Hunter and Baldy White and perhaps a skuttle of suds for our Mess. Sgt. Slim Mitchell of the old 4th Artillery.

As the world may know, now that the football season is on in the States the Baseball season is on in the Philippines, but if you were stationed at Clark you would have to be satisfied with the rind of the bacon, as our ball teams generally finish their games with the score favoring their opponents. The team of the 3rd Pursuit stepped out Sunday against the Q.M. team of Camp Stotsenburg and when they returned to Camp it was a very quiet evening. We found out the reason for the silence from old Knobs of the Armament Section - the score was 5 to 4 with our team on the wrong end.

Our officers team wended their way to Camp Nichols yesterday and took out a stack against the Nichols officers. As the play took place at Nichols, we will leave it to them to tell the story in detail, as our bunch returned home telling each other on the way just what they would do providing they should get a promised return game on the home lot. It seems that their star pinch hitter Jacko McDonnell of the old 1st Sqdn., and their UMPS - Pa Camblin (who takes them all at cow pasture pool) not forgetting the official scorer Rex Barriger, who gained fame a few weeks ago as a pilot hooper, were unable to be present, and the boys think they will be able to reverse things at the next sitting. The writer doesn't believe there is much chance of booking another game, as it took only six weeks of constant egging by Trouble DeFord to arrange yesterday's session, and then the Nichols crowd slipped us the Teenie as they sent Trouble a radiogram in the wee hours of the morn it would be impossible for them to play. Evidently, however, they took to the diamond and found out that it was their day, as Trouble received another message at

High Noon (and by that time everyone forgot they had ever seen a baseball, as a full quorum of Twosomes and Foursomes had been arranged) telling him to bring the boys. It may not be amiss to mention that Kookie was a very lucky boy in the first inning. It seems that he was in the batter's box looking them over and in some way (evidently a fair maiden) a pitched ball hit him on the beak taking quite a bit of skin off of it - that's all. The officers' team lines up as follows: Von Himble, catcher; Bennie Chidlaw, 1st b.; P.L. (Shorty) Williams, 2nd b.; (Yes P.L. admits he was in command at Mather in old California before someone in Washington drew his monicker out of the basket for a two-year tour of sunshine); Bill Lanagan, 3d.; Buddy Maxwell, ss; (No, he wouldn't offer any objections if they should send him to Eugene, Oregon, on Forest Patrol); Kookie Cook, rf; Rathall Spry cf; Bev. Beverley, lf; Doc Reinartz and Fairweather Wittkop, pitchers; Trouble DeFord and Pop Kenny, subs.

Camp Nichols, Rizal, P.I., October 29th.

The baseball situation continues to loom bright for Camp Nichols. Our ball team again stepped out and spilled the beans for the northern horsemen by copping both games this week-end, beating Camp Stotsenburg on Saturday to the tune of 3 to 1, and shutting them out Sunday, 2 to 0. Browning pitched the game Saturday and was in his usual good form. He was well supported, and we are beginning to believe we have one of the best outfielders in the league. Soelter pitched the game Sunday and more than redeemed his poor showing in the second game with Fort McKinley. Read made spectacular catches in both games which helped greatly to spell defeat for the Stotsenburg team.

We are all greatly worried over the departure of Jack Kavanaugh, 6th Photo Section, our little fighter who takes the championship belt back to the States with him. Jack has done some wonderful work while in this Department, having won every fight in which he participated, and most of them by the K.O. route. The Sixth and the entire Post will watch Jack's bouts in the States and wish him the best of luck on the coast. Gunderson is still doing good work and we expect to make a champion out of him if he just keeps up the stride.

The annual Military Tournament will be held at Fort McKinley the latter part of December. The Air Service plans to be well represented.

Practically all of the officers from this field attended the Sports Carnival which was held at Stotsenburg the past week-end. It was the first thing of its kind ever attempted by the Stotsenburg people, and from the accounts of those attending it proved more than a success.

It seems rather hard to believe that another Transport is almost here - the usual excitement is noted that always attends the arrival and departure of the good ship "Thomas". We do not lose so many of the old timers on this boat but we expect a number of new ones. We will get a new Commanding Officer, Major Brown. His arrival is looked forward to with much eagerness - and maybe a little uneasiness - you know how it is when you are about to get a new "Boss".

The 28th Bombardment Squadron reports the following operations for the past week: On the 20th, Major Reinburg and Lieut. Snavelly in an NBS-1 and Lieuts. Harper and Gross in DH's, returned from San Jose, Mindoro, where they spent the week-end. On the 22nd, Lieut. Monahan, pilot NBS-1, and Colonel Wallace, Infantry, escorted by Lieut. Redman in a DH, flew on a special reconnaissance mission, covering the territory from Camp Nichols to Lake Taal, east on Malvar to Lucene, northwest over Laguna de Bay and Fort McKinley to Camp Nichols. Lieut. Carter flew a DH to Clark Field, returning same date. On the 23rd, Captain DeFord flew a DH to Clark Field for the purpose of returning to his proper station. Master Sergeant Kolinski, who accompanied him, he flew the ship back to this station same date. On the 24th, Captain Beam and Lieuts. Selff, Gullet, O'Connor, Walker, and Mr. Sgt. Kolinski, flying DH's, and Lieuts. Monahan and Snavelly, flying NBS-1's, flew to Clark Field, Lieuts. Monahan, Gullet and Snavelly remained there to participate in the Camp Stotsenburg Carnival; Captain Beam, Lieuts. O'Connor, Walker and M. Sgt. Kolinski returned same date. On the 25th, Major Reinburg, and Lieuts. Kirksey, Halverson, Carter, Kessler and Gross flew DH's to Clark Field, Major Reinburg and Lieut. O'Connor remaining there to participate in the carnival, Lieuts. Kirksey, Halverson, Carter, Kessler and Gross returning to this Field same date.

We do not hear much from the 66th Service Squadron lately. We wonder just what is wrong with them but as we have a pay-day soon something of interest might happen. At least we hope to be able to say something about them in our next News-Letter. They stick to the old saying though "that no news is good news".

- Notes from the 42nd Air Intelligence Section -

We were seriously thinking of starting a tienda, as we had on hand for a few days all the makings, lock, stock and barrel. Everything but the good will of a Chinese tienda. Anything you please, uniforms of the "Legionarios Del Trabajo", imitation coffee, sardines, wooden shoes, preserved arbutus and hair pins.

Some fear crazed Chinaman had piled all his belongings in a caratella and after hiding the merchandise in some bamboo near Camp sought safety within the reservation.

Baclaran enjoyed comparative safety from the riots of the past week. The presence of numerous M.P.'s with guns served to dampen the spirits of the Filipinos who, feeling the urge of patriotism had resolved to eliminate their Chinese guests.

Circumstantial evidence points to a plot for a new robbery. As soon as we put a full bottle of gin in the safe, Private Endler started negotiating for a stethoscope and has been seen busily sand-papering his finger tips.

- Social Notes -

First Lieut. Arthur W. Vanaman returned on the President Grant on the 23d after two weeks in China.

First Lieut. Milo McCune returned on the President Grant after a stay in Hong Kong.

Camp Nichols, Rizal, P.I., November 4th.

We expected to have something interesting to report from the 66th Service Squadron this week, but they tell us they are so busy erecting Martin Bombers that they haven't time for anything interesting to happen. One Bomber has been completed and they expect to follow with others as rapidly as possible. The 66th is doing excellent work and even pay-day failed to bring about any "let-up" in activities.

The 6th Photo Section reports they have nothing of interest happening to them either. They are working hard and doing very good work in their new building, but it appears the Section is rather gloomy these days. We believe they are loath to give up Jack Kavanaugh, their champion prize fighter. We are offering what consolation we can, but it doesn't seem to help much.

Our base ball team is still going strong. - Sunday's papers gave us the distinction of occupying first place on the Army League but due to hard luck we lost the game on the Rock Sunday afternoon and we had to concede the coveted first place to Fort McKinley. We intend to move up though the very next opportunity.

Preparations are being made for our annual target practice. Those who made good records last year are determined to do better this year and so many good resolutions have been made about cutting out cigarettes and going to bed early and drinking milk only in order to have steady nerves that it seems like New Year. It remains to be seen though whether these resolutions will be carried out.

We are being told every day how good it feels to be "short timer" by some of these fortunates who are going home in a few days. About the only thing we can do is to sigh and mark another transport "gone" off the list. We are waiting patiently but it seems the time does drag. Our Sergeant Major is making elaborate plans for his return in April. That's a long time off yet but he intends to shorten it by celebrating every chance he gets. When someone told him the other day prohibition was about to be introduced in the Islands he said it didn't bother him any, since he had gone up the pole - that was a good joke all right.

The 28th Bombardment Squadron reports the following operations for the past week: On October 26th, Lieuts. Monahan, O'Connor and Snavelly returned from Clark Field. On the 27th, Major Reinburg returned from Clark Field, where he had spent the week-end. On the 28th, Lieuts. Dunton and Snavelly in a NBS-1, escorted by Mr. Sgt. Kolinski, in a DH, flew to Clark Field for the purpose of ferrying NBS-1 No. 9 to his field, Lieut. Snavelly flying No. 9; all three ships returning same date. On the 29th, Lieut. Halverson flew a DH to Clark Field; returning same date. On the 31st, Lieut. O'Connor flew a DH to Clark Field, returning same date. Lieut. Harper flew a DH to Clark Field; returning same date. On November 1st, Lieut. Vanaman flew a DH to Clark Field, returning same date.

- Notes from the 42nd Air Intelligence Section -

Things have been fairly quiet in the Barrios since the Chinese-Philippino race riots have quieted down and very little more trouble is expected from this source.

Lieut. Kirksey is making a trip to the Bataan Peninsula during the coming week and hopes to bring home a boar's head.

Private Endler, who is at present working on a survey of the Post, has taken a great fancy to the transit which he says, enlarges and brings closer, distant objects. He figures it would be a great thing thru which to look at the pictures in "Captain Billy's Whiz Bang". Private Snead, however, says that he intends to stick to smoked glasses.

Rockwell Air Intermediate Depot, Coronado, Calif., Dec. 19.

The Rockwell Air Intermediate Depot wishes every reader of the Weekly News Letter a Merry Christmas and a Happy New Year.

As the old year draws to a close, we cannot help but think of the many things that have happened during 1924, and foremost among these is the fact that it was one of our officers, Lieut. Lowell H. Smith, who commanded the flight around the world, completing the duty put up to him in real Rockwell Field manner, and with the same feeling that all other members of the R.A.I.D. personnel, whether rigger, machinist or laborer, can say on December 31st - "I have done my best".

It is a real pleasure to serve at a station like Rockwell Field, where there is as close co-operation among the various departments as will be found in any Air Service activity, and there is that unselfish feeling that the best is none too good for the reputation of the Field. With that thought in mind at all times, we can look forward into the New Year with the same Rockwell feeling and hope to see the year of 1925 filled with the accomplishments of real Air Service activities.

The personnel for the coming year, unless unforeseen changes take place, will be:

| | | |
|--|---|------------------------------------|
| Commanding Officer | - | Harry Graham, Lieut. Colonel, A.S. |
| Chief, Supply Division | - | J. H. Houghton, Captain, A.S. |
| Chief Engineer Officer | - | R. G. Ervin, Captain, A.S. |
| Operations Officer | - | William C. Ocker, Captain, A.S. |
| Quartermaster | - | Ezra Davis, Captain, Q.M.C. |
| Post & Flight Surgeon | - | L.M. Field, Captain, M.C. |
| Chief Inspector | - | Lowell H. Smith, 1st Lieut. A.S. |
| Asst. Supply Officer | - | John G. Williams, 1st Lieut. A.S. |
| Agent Finance & Emp. Off. | - | A.B. Pitts, 1st Lieut. A.S. |
| Adjutant | - | Bernard T. Castor, 1st Lieut. A.S. |
| Shipping & Receiving Dept. | - | Charles Payne, W.O., U.S.A. |
| Chief Clerk, Engr. Dept. | - | George Scott, W.O., U.S.A. |
| Foreman, Engine Repair and Machine Shop | - | J.L. Bailey, Civilian |
| Foreman, Aero Repair | - | E.G. Lupton, Civilian |
| Foreman, Lubrication Dept. | - | L.G. Randall, Civilian |
| Crew Chief, Operations | - | C.C. Cole, Civilian |

and the above all feel that the responsibility of a bigger and better showing of the Depot for 1925 rests squarely upon their shoulders.

Texas weather in December is anything but pleasant to the air traveler, according to Captain R.G. Ervin, Engineer Officer. The "Skipper", with Capt. W.J. Wallace of Marine Corps Observation Sqdn. No. 1, left Rockwell Field early last week for San Antonio to attend a conference of army aeronautical engineers. For four days the two airmen tried to get out of El Paso bound for San Antonio, but gales, fogs and rain proved too much even for a sturdy DeHaviland to overcome. Finally, when it was too late to attend the conference, they pointed the nose of their ship homeward, making the trip from El Paso to San Diego in 5 hours and 40 minutes.

Sergeants Kelly and Hazen arrived from Crissy Field on December 17th for the purpose of ferrying a newly overhauled JNS-1 back to the northern field.

A.D. Penny, the Chief Clerk, Postmaster, Telegrapher, and all around information bureau, again proved himself a hero by rescuing the flag during a heavy rain storm Wednesday, which broke the flag pole off at its base. Mr. Penny, notwithstanding the elements, rushed madly through the blinding rain, seized the Stars and Stripes, and called for some one to bring him an umbrella so he could get back to the office.

The purpose of this letter is to keep the personnel of the Air Service, both in Washington and in the field, informed as to the activities of the Air Service in general, and for release to the public press.

FOR RELEASE February 2, 1925

THE DEDICATION OF FORD FIELD, MICH.

By Tech. Sgt. X. L. Horn, A.S.

Henry Ford saw his first Aerial Circus on January 15th last, when a flight of Curtiss pursuit ships, piloted by Major T. G. Lanphier, Commanding Officer of Selfridge Field, Lieuts. Hurd, Johnson, Bettis, Lyons, Mathews, Minty, Rich and Warner and Staff Sergeants Wasser, Manning and Wiseley, also a DeHaviland plane piloted by Lieut. Whitehead with Eddie Stinson as passenger and a "Jenny", piloted by Lieut. Ellis, with Mr. William Mara of the Detroit Board of Commerce as passenger, visited him at Ford Field, Dearborn, Michigan, and were his guests at a luncheon.

"That's wonderful; I never saw anything like it before," the host remarked after the thrilling performance had been concluded and the fast pursuit ships had started into the mist on the return trip to Selfridge Field, Michigan.

The visit was in the nature of a dedication of the new field, which was opened several months ago but on which no Army fliers had ever landed. It was also in the nature of an introduction of Army and Commercial aviation and of army pilots to those in civil life who are vitally interested in the welfare and future of air commerce.

Harvey S. Firestone, Ford's intimate friend; William B. Mayo, his chief engineer; Ernest G. Kanzler, Second Vice President of the Ford Motor Company; W. H. Smith, Ford Research Engineer; William J. Cameron, Editor of the Dearborn Independent; William B. Stout, Stanley E. Knauss, George Prudden and George Hoppin, all of the Stout Metal Airplane Company located on the field, were the other guests at the luncheon served in the dining room just back of the new experimental laboratory at Dearborn.

After the luncheon the Army fliers, Ford and his guests inspected the Stout Metal Airplane factory where quantity production of the Stout Air Pullman type of all-metal plane is in progress. At the luncheon the conversation was decidedly in the air. It was pointed out to Mr. Ford and his guests that the total number of fighting pursuit ships now available for the defense of the United States is regrettably small. In discussing the standing of the United States in aircraft, Ford was told that other countries have hundreds of such ships as those with which the First Pursuit Group is now supplied.

"I know," he said, "but the brains are over here and they are all working." And who is there to deny him?

One of the Curtiss ships was equipped with skis, exciting much curiosity and discussion. During the luncheon Mr. Ford turned to Mr. Firestone, who was seated near him, and laughingly remarked: "Well, Harvey, these wooden skis are going to hurt your business unless you think up a formula for a hard rubber one." Which facetiousness caused Mr. Planck, of the Detroit FREE PRESS, to remark somewhat later on after an expansive sigh, "Well, Mrs. Ford certainly is a good cook."

Mr. Ford proved to a very congenial and entertaining host and insisted upon having his picture taken with the GENERALS, as he called the visiting pilots. "You see," said Mr. Ford, "I don't understand all those little funny things you wear on your shoulders and collars, so by calling all army men GENERAL and all Navy men ADMIRAL, I am forgiven."

Mr. Ford is deeply interested in aviation, both civil and military, and has extended a personal invitation to all Army pilots to land on his field at any time.

The building of Ford Field was but a matter of days. It is said that Mr. Ford with his chief engineer, Mr. Mayo, were one day looking over the ground when Mr. Ford suddenly remarked: "Well, Mayo, we'll have an aviation field here next week." There was. The next day men, tractors, graders and other necessary machinery were hard at work, and within a week the whole field was practically completed. The field is smooth and large enough to accommodate any type of ship and its facilities are excellent.

Aviation, both civil and military, belongs to the same great family and it is essential that between the two there be created an esprit de corps, unbreakable and lasting through the ages. Flights like this will do much to establish this esprit de corps by impressing upon a rather thoughtless public the dire need for the best and the greatest air service in the world.

NEW TYPE OF AIRPLANE FOR ARMY AIR SERVICE ✓

A new type of American metal airplane, the Loening Amphibian, which has been secretly under development for over a year, made its first public appearance yesterday at Bolling Field. The first one, of an order of ten being built for the Army Air Service, was delivered by air to Washington, piloted by Lieut. Wendell H. Brookley, who flew the machine from the contractor's factory on the East River, New York City, to Mitchel Field. From there he made the cross-country trip to Bolling Field. This was the first cross-country flight ever made by an amphibian flying boat in this country. Lieut. Brookley's trip was without incident and he reported that the new craft handled well in every way.

Aviation experts, all over the world, have been awaiting with interest the demonstration of the Loening Amphibian, as it represents a very daring and novel metal design. For the first time, in the development of the art, the ordinary tractor type of biplane has been modified, so that the machine is capable of landing on either land or water, with ability to start from or alight on either, at a moment's notice. No extra floats or other devices are used, as the new design obtains its amphibious characteristics by the shape of the main fuselage body itself, the bottom of which is shaped like a flying boat hull. To this is attached a folding landing gear, an ingenious device, which is operated by an electric motor, - the pilot merely throwing a switch in order to raise the wheels for water landing, or to lower them for alighting on the land.

As already demonstrated in flight, the new Loening Amphibian, in performance of speed and manoeuverability, compares favorably with other airplanes of the same weight equipped with Liberty motors, such as the DH. But the deeper metal body and the unit construction give it a strength and rigidity which should greatly increase the safety of the crew in case of accident. In the sand test, conducted by the Air Service at Dayton, this body stood up without failure, to a load of three or four times what is customarily applied.

In addition to the metal covering of the entire hull and body, the interior construction of the wings is largely metal, duralumin being the chief material used.

One of the most interesting features of the machine is the use of the Inverted Liberty Motor. This development places the bulk of the engine cylinders, etc. below the line of thrust of the propeller, so that clearance for the propeller is more readily obtained, and at the same time, the center of gravity of the weight is lowered several feet.

The Loening Amphibian weighs 3300 lbs. empty and 4000 lbs. loaded. It has seats for a crew of three and a gas capacity of 140 gallons sufficient for a non-stop flight of 700 miles. A greatly increased gas capacity may be installed as there is ample room in the deep body.

An interesting feature of the machine is that the forward projection of the boat shaped body protects the propeller if landings have to be made in thick wheat fields or bushes, and preventing the machine from so readily turning over on its nose, when hitting obstacles. This is also considered a greatly added safety feature in the design.

The new machine was built by the Loening Aeronautical Engineering Corporation at its new factory in New York City. The Company has built planes for the Government for many years. Grover Loening, the inventor, was originally assistant to Orville Wright and later became Chief Aeronautical Engineer of the Army Air Service.

AUSTRALIAN AIR FORCE OFFICER INSPECTS SELFRIDGE FIELD

Wing Commander Richard Williams, of the Australian Air Force, recently paid a visit to Selfridge Field, Mt. Clemens, Mich. According to our Correspondent, Commander Williams, with round and speculative eyes, gazed and admired the wonders of the Air Service and the First Pursuit Group. He unofficially inspected hangars and equipment and was much impressed with the new Curtiss Pursuit ships, type PW-8, which he said are very similar to those now used in his department.

In commenting on the visit of this officer from the far distant land of Australia, our Correspondent, no doubt referring to the absence in this publication

of news items pertaining to Selfridge Field, states that although the field has long remained silent, modesty has proven a virtue. We believe "It pays to advertise" is a better slogan.

THE JOYS OF SERVICE AT SELFRIDGE FIELD

It is quite some time since we heard from Selfridge Field. We started looking over back files of NEWS LETTERS to find out when the field was last mentioned in its columns, but gave up the job in despair. We were surprised to receive at this time a contribution to our columns, which we assure our Correspondent, Technical Sergeant X. L. Horn, 17th Pursuit Squadron, is, indeed, welcome.

Sergeant Horn starts off his contribution with some comments on the joys of living at Selfridge Field, and states:

"To the average onlooker who stands enthralled while some careless, yawning son of the Air Service plunges downward through space, a nose dive is spectacular. So it is with this literary dive, so to speak, of ours. Its advent should be spectacular, but to those of you who have long contributed, you'll find in it little of the exceptional. Therefore, gather around all ye, the uninitiated, and hark ye well to the songs we sing and the tales we tell --

Tales of a place where one may know the joys and sorrows of the frozen North; the tropic lethargy of Polynesian Islands; where in the quiet of an early morning one may grin as a duck comes tumbling down or feel chagrin at a clumsy miss; where one may feel the exultation that comes only with the sight of a well filled trap; where one may swim in soft blue water or ride its surface in motor boat and canoe, above fish that have no enemies and beg for your hook and a place on your table; where in the winter all the sports of St. Moritz are yours for the asking, skating galore and ice-boating that brings a thrill equalled, when one skims over the ice with the speed of a comet, by nothing else in the world; where the whole year through every sport is played and fought in season. Hark ye well and envy."

Now that our Correspondent has broken into print, we hope we will hear from him often.

— REENLISTMENTS IN THE AIR SERVICE

That the Air Service is a popular branch of the service among enlisted men may be gathered from the following submitted to us by our Correspondent from the Second Division Air Service, Fort Bliss, El Paso, Texas:

"The men of the Second Division Air Service are satisfied with their unit and station, as is proved by the number of reenlistments. Of the last thirteen men discharged, eight have reenlisted. Of the next fourteen men due for discharge, nine are quite sure of reenlisting, and possibly two others of these fourteen will remain. We believe this record is ahead of that of any other organization in the Army; at least we can recall no instance of such a large percentage of reenlistments for the same organization."

FLYING AT KELLY FIELD

Considerable flying has been done at Kelly Field during the Holidays. A large number of enlisted men living within the 500 mile radius were taken on cross-country trips to their homes for Christmas and New Year. Exceptionally good weather is being made use of by the present class in the Advanced Flying School for cross-country flying. About twenty students a day are making cross-country flights. During the month of December, 34,183 cross-country man miles were flown in the 10th School Group. The flying time for the month of December for the 10th School Group was 1,673 hours, comprising 6,701 flights of which 172 were on cross-country.

GENERAL CALLAN VISITS LANGLEY FIELD

General Robert E. Callan, Commanding General of the Third Coast Artillery District and Commandant of the Coast Artillery School, Fortress Monroe, Va., experienced his first airship and airplane rides on the occasion of his visit to Langley Field, Va., on January 5th. The General was escorted from the gate by the Commanding Officer, Major O. Westover, to the various activities of the field. At 12:30 P.M., a luncheon was given at the Officers' Club in honor of the General, which was attended by the following officers: Major James A. Mars, from the Office Chief of Air Service; Major O. Westover, Commanding Officer; Major Benj. B. Warriner, Post Surgeon; Major T. DeW. Milling, Assistant Commandant, A.S.T.S.;

Major Earl L. Naiden, Senior Instructor, Air Service Tactical School; Captain Wm. O. Butler, Commanding Officer, 19th Airship Company; Captain F. E. Galloway, 50th Squadron; and Captain Paul J. Mathis, Post Adjutant.

After luncheon General Callan was escorted to the flying field, where an aerial review was presented at 1:30 P.M. in his honor. The types of planes participating in this review were Martin Bombers, DeHavilands, SE5A's and Thomas Morse Pursuit ships. There were a total of 33 planes, consisting of 12 Martin Bombers, 3 Thomas Morse Pursuit Planes, 13 DeHavilands and 5 SE5A's. After the aerial review the General was escorted to the various other activities on the field.

THE WORK OF THE SAN ANTONIO AIR INTERMEDIATE DEPOT

The Engineering Department of the San Antonio Air Intermediate Depot, Kelly Field, Texas, under the direction of Lieut. Clements McMullen, completely overhauled and repaired during the month of December, 1924, 37 airplanes and 70 engines, as follows: Airplanes - 8 DH-4's, 1 DH-4B-3, 9 DH-4M's, 7 JN6H-1's, 7 SE-5E's, 1 TA-6 and 1 TW-3; Engines - 44 Liberty-A's, 11 Wright-E's, 13 Wright-L's and 2 Wright-A-2's.

During the calendar year 1924 there were overhauled and repaired at the San Antonio Depot a total of 363 airplanes and 701 engines, as follows: Airplanes - 141 DH-4B, 11 DH-4B-1, 7 DH-4B-3; 2 GA-1, 70 JN6H-1, 5 DH4B-P-1, 16 JN-6H-A-2, 5 JN-6H-E, 19 SE-5E, 27 MB-3A, 15 MB-3M, 36 DH-4M-1, 3 NBS-1, 1 TA-6, 1 DH-4B-4, 2 TW-3, 1 VE-9, 1 CO-4; Engines - 359 Liberty-A, 72 Wright-A-2, 138 Wright-1, 81 Wright-E, 27 Wright-H, 20 Wright-H-3, 4 Lawrence-L-4.

A CONTRIBUTION FROM WARRANT OFFICER CHARLES CHESTER

At this station (San Antonio Air Intermediate Depot, Kelly Field, Texas) on clear moonless nights during the winter months, the constellations afford a magnificent spectacle to those who are abroad at night. Here, well away from the smoke and lights of the cities, in the clear crisp air of southern winter, the beauties of the night come into view in an almost dramatic manner. Starting low in the east with the blue and white Dog Star, Sirius, which eclipses in brilliancy, even Mars himself, in the early night sky, we can follow with the eye along near the Milky-Way, a little north of overhead, to the western horizon. A little to the right and above Sirius is Orion, the mighty soldier and hunter, the most striking configuration in the winter night sky. His two first magnitude stars, Betelgeuse and Rigel, his glittering belt, and the hazy nebulae surrounding one of the jewels in his sword fix the attention of all who glance his way: To the left of the Big Dog is the Little Dog, Procyon, a little above are the twin stars, Gemini, then Aldeberau, the angry eye of the Bull, gleaming among the jewels of the Hyades, a little above the renowned Pleiades, sparkling Capella, and the jeweled Perseus has hastening to the rescue of the beautiful Andromeda. We can also view Cassiopeia and Cepheus in their swing around the Pole and the winged horse Pegasus. In the west in the early evening beautiful Vega sparkles in Lyra, Altair in the Eagle, and Deneb in the Swan. Facing the west and turning slowly to the left, we may find Fomalhaut, Crus, Cetus, and Archnar at the rivers' end. Canopus may be seen from here a little to the right and below Sirius.

A few evenings ago during the late twilight, those who were outside had a splendid view of Mercury, which was then at his greatest eastern elongation and near the western horizon. It is rare to find the conditions favorable for observing Mercury because of his nearness to the sun.

From here with a good pair of binoculars, it is practicable to find several beautiful star clusters in Canis Major, Monoceros, and Perseus, and to view the wonderful nebulae in Andromeda and Orion, not to mention the interesting act of finding double stars.

KELLY FIELD OFFICERS GO TO OTHER STATIONS

A number of officers departed from Kelly Field recently, including Captain Lester T. Miller and Lieuts. Kenneth McGregor and Philip Schneeberger for Hawaii; Lieut. W. T. Larson for Panama, and Lieut. James G. Fry for the 2nd Division, Fort Sam Houston, Texas.

ANOTHER LANDING FIELD ESTABLISHED IN HAWAII ✓

According to a recent issue of the Honolulu STAR-BULLETIN, the plantation town of Hawi in Kohala, showing a spirit of progress and a realization of the role the

airplane is destined to play in inter-island traffic, has just completed a landing field on land given by the Hawi Mill and Plantation Co., and is anxiously waiting for the arrival of the first airplane.

The field is about ten acres in size, being 400 feet wide and 1200 feet long. Leslie Wishard, manager of Union Mill Co., who was an instructor in the aviation corps during the war, says that so far as he knows the Hawi field is the best on the island, and the officers from Luke Field, who were recently in the district, were very much pleased with the field and its situation.

Hawi is the first landing place between Hana and Hilo, and the new field is expected to do much to relieve the anxiety felt by pilots who fear trouble while crossing the channel between Maui and Hawaïi. With an airdrome awaiting them at Hawi, they will be able to slip in to safety, make whatever adjustments or repairs are necessary, and continue on their way.

BRITISH DE HAVILAND PLANE TO ACCOMMODATE 14 PASSENGERS

The British aeronautical publication FLIGHT gives some details of a new commercial airplane now under construction at the De Haviland Aircraft Co.'s works at Stag Lane Aerodrome, Edgware, for the British Air Ministry.

This machine, which is known as the D.H. 54, is a normal tractor biplane fitted with a 650 h.p. Rolls-Royce "Condor" engine, following the usual DeHaviland practice.

Accommodation is provided for 14 passengers in a large, light and airy cabin. The height of the cabin is ample for even the tallest man to stand upright, and the gangway is of sufficient width to allow free movement for the whole length of the cabin. Separate arm chairs for passengers are arranged three abreast, all facing forward, and each passenger has a wide field of view through safety glass windows. Special attention has been paid to the provision of adequate ventilation and heating arrangements.

The pilot and navigator are located forward of the main planes, and both have an excellent and uninterrupted view. Luggage is carried in a large hold located under the pilot's and navigator's cockpit, which is entirely separate from the cabin.

The DH 54 will be fitted with the DeHavilland automatic variable wing camber device, which enables aircraft to "take off" after a shorter run and reduces the length of run on landing by reason of the low flying speed when throttled down which it imparts to the machine to which it is fitted.

The fuselage is built on the usual DeHaviland rigid system of construction eliminating all bracing wires and ensuring longevity and accuracy. To facilitate storage or packing, it is built in two halves which are secured together by bolts. A novel feature is the oleo-rubber in compression undercarriage, which - in the case of an unavoidable forced descent in water - can be jettisoned. Dropping the undercarriage in this emergency reduces to a minimum the risk of overturning on alighting, while the machine is so constructed that it will float for several hours without submerging.

The main dimensions of this airplane are as follows: Span, 68 feet; length 51 feet; height, 16 feet; weight fully loaded, 11,000 lbs.; top speed, 110 m.p.h.; cruising speed, 100 m.p.h.; landing speed, 52 m.p.h.; range $4\frac{1}{2}$ hours.

LANDING FIELD AT DECATUR, GEORGIA

Decatur, Georgia, now has an aviation field which ranks among the finest in that part of the country, according to a recent issue of the Atlanta CONSTITUTION. Two Decatur citizens, E.F. Tuggle and Frank Wickersham, both engaged in the automobile business, have furnished the field and put it in condition. Both have planes of their own and it was, of course, primarily for their own convenience that they planned the field, but they have offered its use freely and gladly to all visiting aviators and, if needed, to the city itself as an aviation field. Both of these men are enthusiastic flyers and spend all the time they can spare from business soaring high above their home city in their own planes.

The field which these two airmen prepared is about 75 acres in extent. It has two take-offs, one running north and south and the other east and west. Each runway is about 1200 feet long, and both are as smooth and perfect as they can be. Scrapers, drags and heavy rollers were used to make them wide, straight and smooth. The field is exactly one mile northeast of the Court house Square in Decatur. At the end of the field is a wooden hangar where the two machines (Curtiss biplanes) are housed.

There is a considerable drop at the hopping off end of the field which aids the flyer in getting into the air. There is ample space in the neighborhood of the field if a flyer should miss his bearings, but the field is so well marked that there is no excuse for any flyer who does not come down smoothly and in the right place.

For the convenience of visiting aviators who may land at the field unexpectedly, there is a telephone connection provided at the southwest end of the field, and just one mile away in Decatur there is always an ample supply of high test gasoline suitable for use in aviation motors.

ANOTHER ALTITUDE RECORD SMASHED ✓

The popular outdoor sport indulged in by aviators of different countries of snatching aviation records away from each other still goes merrily on. We noticed a report to the effect that the Italian aviator Sig. Botalla recently created at Turin a new height record, carrying 1500 kilogrammes (3,300 lbs.) by attaining an altitude of 17,500 feet, the flight lasting 1 hour, 50 minutes, 52-4/5 sec.

The former record for altitude carrying this load is held by the French pilot, Lucien Bossoutrot, who on May 8, 1924, reached an altitude of 4,475 metres (14,682 feet) in a Goliath Farman airplane.

WORLD FLIGHT COMMANDER RETURNS TO ROCKWELL FIELD

Captain Lowell H. Smith, world flight commander, reported for duty at his regular station, Rockwell Air Intermediate Depot, Coronado, Calif., on January 5th. He was granted a short leave of absence which he intends to spend at San Diego and with his parents in Los Angeles. The magnificent automobile presented to Captain Smith by the City of Chicago, which was shipped to Rockwell Field, is now being used by the famous airman.

AMERICA LOSES 1,000 KILOMETER SPEED RECORD ✓

It is reported that the French pilot, M. Doret, in a recent flight over the Villesauvage-La Marmogne circuit, covered 1,000 kilometers (630 miles) in 4 hours, 30 min. 32-3/5 sec., or at an average speed of 221.7 kilometers per hour (137.5 m.p.h.) The previous world's record for speed for this distance is held by Lieuts. H.R. Harris and R.L. Lockwood, Army Air Service - 205 kilometers per hour (127 m.p.h.) made at McCook Field, Dayton, Ohio, March 29, 1923.

WILBUR WRIGHT FIELD GYMNASIUM DESTROYED BY FIRE ✓

Early on the morning of January 9th the Post Gymnasium at Wilbur Wright Field, Fairfield, Ohio, suddenly caught fire and before the fire department could reach it, it was a mass of flames. It burnt to the ground in a few minutes, destroying much valuable athletic equipment. The gym was a sort of a social center and community house and was used by the officers, enlisted men, civilians attached to the field, and their families. Gymnastic exercises and athletic sports, such as basket ball, handball, swimming, bowling, etc., were centered at the gym and, in addition, it was used for dances, moving pictures and assemblies of various kinds. The gym was constructed at a small expense to the Government by remodeling two old hangars. The floor was made of some old hardwood lumber which happened to be on hand, at a small cash outlay and with comparatively little work. The Post was thus equipped with a modern and very spacious athletic headquarters which it would be difficult to duplicate.

LAMENTABLE ACCIDENT AT WILBUR WRIGHT FIELD

Wilbur Wright Field, Fairfield, Ohio, was greatly affected by an unusual accident which happened on January 7th. Lieut. E. H. Barksdale was flying the speed course at this station and was going at a low altitude in order to test the plane under the most approved conditions. While doing so he crashed into a government truck which was proceeding along the road which crosses the speed course, demolishing his plane and unfortunately killing two civilian employees who were in the truck at the time. The two employees were Mr. Leon W. Harness and Mr. Paul Long, both of whom were very efficient and highly respected employees. Mr. Harness had been connected with the Air Service as a soldier and civilian for several years and had steadily risen to a position of responsibility in the Engineering Department. He

was universally beloved by his associates and his loss, as well as that of Mr. Long, has been most keenly felt by the entire post and by the neighboring communities of Osborn and Fairfield as well.

PIONEER AERONAUT VISITS ROCKWELL FIELD

Mr. Frank L. Lahm, Vice President of the Federation Aeronautique Internationale, with headquarters at Paris, France, and father of Col. Frank P. Lahm, Air Officer of the Ninth Corps Area, two of the most notable figures in the history of American Aviation, were recent visitors at Rockwell Field.

The elder Mr. Lahm has resided in France 44 years, 20 years of which he has represented the United States in the F.A.I., the supreme governing body of civil aviation in the 25 nations signatory to the Association.

Mr. Lahm Sr. taught Colonel Lahm how to pilot a balloon. How many years ago this happened may be judged by the fact that Col. Lahm holds spherical balloon license No. 3, dirigible pilot's license No. 2 and aviator's certificate No. 2. Both father and son made flights with the Wright Brothers in the pioneer days of heavier-than-air craft, the elder Lahm with Orville and Wilbur Wright in France and Col. Lahm at Fort Myer, Va.

AUSTRALIA KEENLY INTERESTED IN AVIATION

Lieut. Commander S. Williams, Wing Commander of the Australian Royal Air Force, recently arrived at Rockwell Field, Coronado, Calif., from Melbourne, Australia, and was taken for an inspection of the field, the North Island Naval Air Station, and the aircraft carrier "Langley". He reported that Australia is taking a keen interest in military and civil aviation. Commander Williams left the following day for Los Angeles.

FLYING TIME OF AIR SERVICE TACTICAL SCHOOL

During the second week in January the personnel attached to the Air Service Tactical School at Langley Field, Va., flew 26 hours and 5 minutes, of which 6 hours and 25 minutes were flown by student officers attending the school. Only two classes in practical flying were held during the week due to inclement weather.

SWEDISH AVIATOR VISITS LANGLEY FIELD

The 20th Squadron at Langley Field, Va., recently had the pleasure of demonstrating to Lieut. Stromme of the Swedish Air Service, the Martin Bomber type airplane. Lieut. Stromme, who is on a short visit to this country, appeared to be highly enthused over the manner in which the activities at Langley Field are conducted.

FLYING ACTIVITIES IN HAWAII

During the month of December the Fifth Composite Group in Hawaii flew a total of 152 hours and covered 8,038 man miles. The number of ships in commission averaged 97.2%.

AERIAL GUNNERY TRAINING AT ELLINGTON FIELD

A flight of 40 DH4B airplanes, carrying the instructors, enlisted personnel and students of the 10th School Group, Kelly Field, Texas, took off on the morning of January 19th for Ellington Field, Houston, Texas, for two weeks of maneuvering and aerial gunnery. The flight was preceded on the 18th by seven Martin Bombers, carrying Capt. R. C. Candee and an advance detachment and supplies for the temporary school.

The advance party went ahead of the main flight to prepare accommodations for the school. Arrangements were made for the use of the extensive range at Ellington in carrying out the prescribed course of gunnery of the advance school.

Stationary targets, cone targets towed by planes, and shadow targets on water will be used in the course. On completion of the gunnery course the school will return to Kelly Field.

Included in the detachment making the trip were 35 student officers and cadets, 21 permanent officers and 75 enlisted men. Martin Bombers were utilized to take supplies and equipment from Kelly Field.

The Detachment was under the charge of Captain R. C. Candee, Air Service.

LIEUT. CLARK PILES UP SOME FLYING TIME

During the calendar year 1924, Lieut. Ray H. Clark, stationed at Fort Bliss, El Paso, Texas, accumulated a total flying time of 528 hours and 15 minutes, leading the flying time of the Second Division, Air Service, for that year. Lieut. Milton J. Smith came in second on the list with a total time of 387 hours and 20 minutes.

AIRSHIP TC4 FLOWN TO WASHINGTON

Captain William O. Butler, Air Service, recently flew the Airship TC-4 from Langley Field, Va., to Washington, D.C., and return. He brought back as a passenger the well known Professor Todd, who is one of the foremost astronomers of the day. Professor Todd described his flight as delightful, and sees a great future for lighter-than-air craft. Major Oscar Westover, Commanding Officer of Langley Field, met Professor Todd on the landing field and escorted him around the field. The Professor is deeply interested in the development of the United States Air Service.

Major Rush B. Lincoln and Captain Dudley B. Howard, of the Office Chief of Air Service, also returned as passengers aboard the airship.

A GORDON BENNETT BALLOON RACE THIS YEAR ✓

According to the British Aeronautical Journal FLIGHT, a second Gordon Bennett Cup for balloons has been definitely decided upon by the Belgian Aero Club, and will be competed for on June 7th, starting at Brussels.

AMERICAN TEAMS PLAY POLO IN OLD MEXICO

Lieutenant John M. Clark, Air Service, Adjutant of the San Antonio Air Intermediate Depot, recently returned to his home station from a three weeks' trip to Mexico City as a member of the "Whips", one of the two Polo teams sent from Fort Sam Houston to compete in an invitation Polo Tournament in the City of Mexico.

Both teams won all games in which they participated. The "Yellow Jackets", playing in the first division of the Tournament, won the President Calles Challenge Cup, with four individual cups, while the "Whips", playing in the second division, won the Mexico City Polo Club Cup with four individual cups.

The results of the Mexican-United States games had been so one-sided that the Mexicans, thru the newspapers, were clamoring for a final game between the two United States teams.

On Saturday, December 20th, the two teams were matched to play, with the following line-ups:

YELLOW JACKETS (2nd Division, Camp Travis) No. 1 - Lieut. C.G. Benson; No. 2 - Lieut. Eugene McGinley; No. 3 - Lieut. J.A. Smith; No. 4 - Lieut. E.M. Fitch.

WHIPS: No. 1 - Major G.B. King, 15th F.A. Team; No. 2 - Lieut. M. McD. Jones, Hqrs. 8th Corps Area Team; No. 3 - Lieut. John M. Clark, Kelly Field Team; No. 4 - Major J.H. (Jack) Lapham, Civilian Team, San Antonio.

The Yellow Jackets line-up consisted of the unbeaten 2nd Division, Camp Travis four. The Whips were from four separate and distinct teams, and had never played together before the Mexican trip.

At the beginning of the game the odds were 2 to 1 on the Yellow Jackets. At the end of the first half the odds were even, and before the end of the game the odds were with the Whips. The game ended 7 to 6 for the Whips. It was a victory for determination over over-confidence.

The Mexicans had asked for a hard fast fought game and they didn't get anything else but.

The cups were presented at a Grand Ball given by the Mexico Polo Club.

The President Calles cups were presented to the Yellow Jackets by General Joaquin Amaro, the special representative of President Calles.

The Mexico Polo Club cups were presented to the Whips by the Marquesa del Apartado, the wife of the President of the Polo Club.

Among the guests present were the diplomatic representatives of the United States, France, Japan, England, Belgium, Germany, Italy, Brazil, Argentine, and many other countries: also many members of Europe's nobility, i.e., Duque de Huete, Spain; Baron and Baroness Henri de Woelmont, Belgium; Marques de Berna, Spain;

Baron and Baroness Von Schroeder, Germany; Marques and Marquesa del Apartado, Spain; Baron and Baroness Von Hiller, Germany; Marques de Gualalupe, Spain; and many of the best families of Mexico City to the number of about two hundred and fifty.

The players and their families were entertained every night of their stay in Mexico and on the last night, December 20th, by a Masque Ball at the Mexico City Country Club. At this Ball, all the players were presented with silver cigarette cases, engraved in Spanish with an inscription meaning "In remembrance of Polo in Mexico, 1924". These were the gifts of the three ranking members of the Polo Club, Jorge Gomez de Parada, Manuel Campero and Eduardo Iturbide, whose names were also engraved on the cases.

The members of both United States teams were very much impressed with the clean playing, sportsmanship and wonderful hospitality of their Mexican hosts. Although hopelessly beaten in every game, the Mexican players fought thru the final periods harder than at the beginning. Each game ended with Mexican players extending hearty congratulations to the Americans. All Mexican newspapers were very kind and fair in all accounts of games and bestowed commendation justly. In all, the first International Polo Tournament between Mexico and the United States was a wonderful success, and will go far toward cementing the feeling of friendship between the sister Republics.

It is probable that the Mexicans will send a team to compete in the 8th Corps Area Mid-winter Tournament beginning January 15, 1925.

STATISTICS OF FOREIGN COMMERCIAL AVIATION ✓

The following comparative data has been submitted to the Chief of the Air Service and The Assistant Secretary of War by Lt. J. P. Van Zandt, A.S., who recently returned from studying commercial aviation abroad. This data supplements and illustrates the portions of the report previously made public by the War Department; and which was published in the last issue of the NEWS LETTER:

Air transportation has now passed the experimental stage, as may be seen in the amount of operating experience accumulated since the war. The aggregate number of air transport miles flown during the five years 1919-1923 is 20,110,700 miles. It is estimated that this will be increased during the present year, 1924, by 8,500,000 miles. The development of this operating experience, per year, is as follows:

| | |
|---------------|-----------------|
| 1919. | 1,085,066 miles |
| 1920. | 2,204,128 miles |
| 1921. | 4,260,034 miles |
| 1922. | 5,450,989 " |
| 1923. | 7,028,625 " |

These figures exclude all military flying and all local or special flights; they represent only regular air transportation services over regular routes throughout the world; for which reliable statistics are available, carrying passengers, mail or commodities.

- Air Traffic Experience -

As the preceding figures are an impressive measure of the accumulated amount of operating experience in air transportation, so the following statistics indicate the present traffic experience:

- Development of Passenger Air Traffic -

| | |
|---------------|-------------------|
| 1919. | 2,585 passengers |
| 1920. | 8,797 " |
| 1921. | 24,224 " |
| 1922. | 33,206 " |
| 1923. | 52,684 " |
| 1924. | 62,000 (estimate) |

In the first five years a total of 121,496 passengers have been transported by air linesthroughout the world.

The air mail traffic has been developed most intensively in America, where the mail carried by the Post Office Department Air Mail Service between New York and San Francisco represents the major portion of the aggregate traffic figures. In 1922 a total of 1,930,177 pounds of mail were transported by air, of which

1,512,197 pounds were U.S. mail over the transcontinental route. In 1923 the European air mail from France to Morocco grew rapidly in volume and of the total 2,466,279 pounds carried that year, 752,009 pounds represents European air mail traffic. The aggregate mail load has been increasing steadily and totals 7,144,570 pounds for the five years 1919-1923, inclusive.

- Development of Goods Traffic -

The recent rapid growth in the volume of air goods traffic as indicated in the following table is of special interest:

| | |
|---------------|----------------------|
| 1919. | 269,600 pounds |
| 1920. | 479,100 " |
| 1921. | 876,000 " |
| 1922. | 2,348,500 " |
| 1923. | 4,235,142 " |
| 1924. | 5,400,000 (estimate) |

Business men are beginning to learn that they can depend on air transportation for the expedition of commodities of all kinds and regular consignments of auto parts, perfumery, silks, and a hundred other articles are to be found traveling on the European airways. The fact that insurance rates are actually less by air than by boat and rail for valuable goods sent between England and the Continent has played an important part in convincing business men of the merits of the new form of transportation.

The aggregate traffic experience of air transportation lines may be appreciated if the weight of passengers, mail and goods carried is consolidated in one figure: thus, if we allow 150 pounds per passenger as conservative figure, and include the estimates for the present year, 1924, the total traffic on the air lines for six years is: 51,277,310 pounds, or over 25,000 tons.

- Passenger Safety -

The safety of passengers may be observed by the record of the British and Dutch air lines during the three years from 1921 to 1923, inclusive. During that time, 7,990,000 passenger-miles were flown; for two years no fatal accident occurred, while in 1923 there was one accident involving three deaths. Hence the passenger air miles per passenger fatality for this period is 2,663,300. A comparison of this with the record of railroad lines is of interest: The New York Central Railroad, according to the last Accident Bulletin of the Interstate Commerce Commission, operated two billion eight hundred million passenger miles during the calendar year 1923, during which time 636 passengers were killed or injured. (this excludes accidents to employees, trespassors and all persons other than paying passengers). Hence the number of passenger-train miles per passenger casualty is 4,400,000. It will thus be seen that the safety record of the air lines is not far behind that of American railroads. And this has been possible in five years of development, whereas the railroads have eighty years of operation behind them.

- Safety of Air Mail -

It is hard to realize that mail sent by air actually is subject to less loss or destruction than registered packages sent by train. Yet that this is so the records show without a question: thus in the three years through 1923 the U.S. Post Office Air Mail Service carried 4,316,500 pounds of mail with a loss of only 230 pounds; this is five one-thousandths of one per cent, lost or destroyed. Compare this with the percentage of registered packages carried on U.S. trains during 1922 which were lost or destroyed, namely seven one-thousandths of one per cent. There is practically no theft hazard when valuable mail or goods are sent by air and this accounts in part for the lower insurance rates which are offered by European companies for goods shipped by air.

- Air Mail More Regular Than Trains -

It is a remarkable fact to find that the air mail service between New York and Chicago has operated for the past two years with a higher number of its scheduled trips arriving on time at destination than the average for railroad trains. The air mail planes on an 11-hour schedule between New York and Chicago, that is at a

ground speed of 70 miles per hour, have arrived on time 85.8 per cent of all their scheduled trips during the period from June 1921 to May 1923, inclusive. This may be compared with the per cent of scheduled trains in New York State arriving on time at division terminals during 1910 - 1920 inclusive, namely 81.0 per cent. The average train speed from Division to Division is between 30 and 35 miles per hour, or half that of the planes.

A comparison by seasons shows that during the winter both the trains and the air mail have their greatest number of delayed trips, the trains averaging only 75.3 per cent on time, the air mail 73.0 per cent. During the spring season they are both approximately 85 per cent, but in the summer and autumn the air service is a great deal freer from delayed arrival than the railroad service, arriving during the summer 97.8 per cent and during the autumn 86.6 per cent of all its scheduled trips on time.

- C O N C L U S I O N S -

It is the conclusion of the report that "under suitable conditions mail and goods may now be transported by air with equal or greater safety and reliability than by train and with a great saving in time.

NOTES FROM AIR SERVICE FIELDS

An Appeal by the Editor.

For the past several months the Editor of the NEWS LETTER has been considerably handicapped in his efforts to put forth creditable issues due to laxity on the part of various Air Service fields and stations in sending in contributions, news notes, etc. It is mainly these contributions which go to make up the NEWS LETTER, and the failure of different fields to supply news material naturally is reflected in the quality of the publication. Some fields have made it a habit to spurt once in a while and for time send in contributions promptly and regularly, only to fall by the way side. Our constant endeavor is to make the NEWS LETTER better and better as we go along, but without the cooperation of all the Air Service fields this is impossible.

Due to the necessity for economy, the circulation of the NEWS LETTER is limited. There are on its mailing list, however, quite a number of newspapers, also special feature writers who syndicate their literary efforts. Generally, whenever a story appears in the NEWS LETTER which is of general interest we have noticed that it appeared in virtually every newspaper of any prominence. Aeronautical publications make constant use of the material in the NEWS LETTER.

We have noticed that newspaper clippings from various cities near which Air Service fields are located which chronicle news items concerning local Air Service activities. Such newspaper publicity is limited, however, to particular communities only. Our desire, of course, is to obtain publicity which is national in scope. An especially good article on the Air Service may appear in a certain newspaper which is worthy of nation wide circulation, but the fact that it has already appeared in one newspaper kills its value to any other newspaper.

In each issue of the NEWS LETTER there appears a release date for publication of any material therein contained. As far as we have been able to observe, newspapers scrupulously observe the release date. We have yet to notice any story in the newspapers emanating from the columns of the NEWS LETTER appearing in print prior to the release date. Under this arrangement every newspaper has an equal opportunity of printing news articles from our publication with the assurance that no other newspaper will have a "scoop" on same.

It may be of interest here to quote from an editorial which appeared in a recent issue of the British Aeronautical publication THE AEROPLANE, edited by the well-known aviation authority Mr. C.G. Grey, whose writings, are always interesting and to the point. Mr. Grey, in discussing the outlook on British aeronautics, says among other things:

"Those of us who have made a precarious living out of aviation since the end of the false war boom in 1919 must have noticed how much more important aeronautical affairs have become during the past year.

Whereas a year or two or three years ago the daily news sheets and weekly papers and monthly magazines paid no attention to flying except when the daily papers reported air debates in Parliament or published alleged scandals in the Air Force or made attacks on the Air Ministry, or gave scare headlines to air accidents, to-day one can scarcely open a paper without finding an article or a report on some phase or other of aeronautics. And these articles are in the main well-informed and genuinely useful to the progress of aeronautics.

Two or three years ago almost everything that appeared in the daily papers about aviation was sheer nonsense. Today almost every paper has on its staff at least one man who has a sound working knowledge of aircraft and of what pertains thereto. And that man's job is to see that aeronautical news is reliable and that aeronautical articles are technically correct. * * *

The fact is that we are on the verge of a great awakening of the human mind to the importance of aeronautics to the progress of the human race."

Judging from the vast number of newspaper clippings on aviation which we receive here, one may judge that the state of affairs described by Mr. Grey either already exists here or else is well on the way.

The Around-the-World Flight caused a tremendous amount of publicity for the Army Air Service, but that stupendous undertaking is now a matter of history. The public is ever forgetful, and we cannot afford to rest on our oars any more than the Department Stores which advertise every day in the papers. The people are accustomed to look for these advertisements, and while these so called "daily reminders" are expensive, it pays. Let a Department Store cease to advertise and the manager thereof will pretty soon be looking around for another job. The same holds true for us; if we want to realize our ambition to become a bigger and better Air Service and to see commercial aviation placed on a sound basis we must

be in the public eye at all times and to that end must continually tell the public what we are doing and what we hope to accomplish.

And so we ask each field to help out the poor editor by sending in contributions to the NEWS LETTER at least twice a month. And this means each and every Air Service activity in the United States and its possessions.

Langley Field, Hampton, Va., December 18, 1924.

Lieut. Victor E. Bertrandias, our Engineering Officer, is now on special duty at McCook, or rather was, for he had no more than arrived at that station before he was given a sweet detail of ferrying a D.H. to Kelly Field. In his absence Lieut. W.A. Hayward took over the Engineering Department.

Six Martin Bombers, piloted by Lieuts. Lindeburg, Williams, Bowen, Brady, Kauffman and Rodgers, left with enlisted men for Chanute Field where the latter will enter school. We wish them bon voyage, but according to the weather man and the local newspapers they are slated for a cold trip as the mercury has dropped out of sight in the middle west and west. A Martin is nice and warm, however, and they will have a wonderful trip, especially across the mountains.

Captain F. E. Galloway, who was on duty with Reserves at Richmond, Va., reported here on the 15th and assumed command of the 50th Observation Squadron.

The field as a whole wishes Captain Arthur E. Easterbrook, formerly Commander of the Fiftieth, a successful and pleasant tour with the Reserves at Seattle, Wash.

NINETY-SIXTH BOMBARDMENT SQUADRON.

We were glad to welcome back to our midst Lieut. C.F. Horton, who was on sick leave for the past sixty days, due to an unfortunate forced landing several months ago. Last Sunday morning at eight thirty saw the start of a so far successful cross-country to Chanute Field, by Lieuts. Lindeburg and Bowen, with Sgts. Reavis and Malloy as crew-chiefs and two students for the Air Service Technical School in each ship.

The local Santa Claus in the person of Captain E.C. Black, our Commanding Officer, departed by air instead of reindeer for Bolling Field to purchase toys for the local kiddies' Christmas celebration. On his return he reported a successful trip.

The squadron basket ball team played to date five games and placed three of them on the right side of the book, the same being a very good percentage for a newly organized team playing together for the first time. They registered a victory over Battery B, 12th C.A.C. once, and two victories over the Methodist team of Hampton, Va.

The Old Man with the hirsute adornments and the scythe who is better known as "Father Time" is cutting a wide swath in the ranks of the "old Timers" in the squadron. Practically all of them will be discharged between now and April 1925, and the majority of them will depart for the Cold World and become denizens of "civilization". Sgt. Young starts the ball rolling tomorrow, the nineteenth, and then discharges become a routine matter until next April. Barnum once said that there was "one born every minute" but George Ade contends that since the birth rate has doubled, the percentage has increased to "one every thirty seconds". It is believed that this parable will apply between now and next April.

SECOND PHOTO SECTION

During the past week the men of this section moved the photographic equipment to the new laboratory. It is expected everything will be in readiness for photographic work in the near future.

Master Sergeant Nico G. Loupos, transferred to this Section from the 50th Observation Squadron, returned from Chanute Field, December 9th.

Two more future photographers of the Second Photo Section left to take a course at Chanute Field.

TWENTIETH BOMBARDMENT SQUADRON

Captain Willis H. Hale has now entirely recovered from his prolonged illness and the squadron is very pleased to see him around again.

The Twentieth extends its heartiest congratulations to Captain and Mrs. Hale, the stork having presented them with a seven pound baby girl. Although it is regrettable that it was not a Captain Hale Junior, it is of course probable that she

will have inherited the traits of her father to the extent of being an aviatrix.

Everyone in the squadron deeply regrets to hear that Staff Sergeant Prichard, a former member of the Twentieth, was killed by a premature explosion in the Hawaiian Islands. A fund was collected among the members of the squadron and a wreath was sent to his home, Wilson, N.C., where the body will be interned.

Langley Field, Hampton, Va., January 8th.

For the past two weeks the officers and enlisted men of this field have been enjoying the Christmas holiday immensely. Most of the officers were on cross-country flights to the various Air Service stations within the radius of five hundred miles. Due to the condition of the weather some of the pilots were considerably behind schedule time, some of them being forced down at various stations.

NINETEENTH AIRSHIP COMPANY

The Airship TC-4 made a cross-country flight to Washington, D.C., and return on the 7th. Some of its crew were officers from the Office of the Chief of Air Service. The usual routine of the airship and hangar duties were carried on through this period.

ELEVENTH BOMBARDMENT SQUADRON

Well, a New Year has started, and the Eleventh Squadron has resolved that they will lead again this year in flying, basket ball, base ball, and football.

The holidays being over, the organization started with a rush of work, installing themselves in their new quarters, which are handy and convenient to everything. We are so near the Post Exchange that all one has to do is to lean out of the door, and holler "Ham and "---, then dress, and walk over as it is being put on the counter for you. Some service!

At the present writing, our beloved and respected Commanding Officer, Capt. E.E.W. Duncan, is slightly ill, and the squadron wishes a quick recovery from his indisposition.

Lieut. Brady has not as yet returned from the cross-country flight to Chanute Field, Ill., although he is expected back almost any day now. Lieut. Williams, also on a cross-country to Chanute Field, Ill., returned the sixth.

The Eleventh Bombardment Squadron wishes the Air Service a prosperous and happy New Year.

TWENTIETH BOMBARDMENT SQUADRON

The 20th Squadron resumed activities after nearly two weeks' holidays. All apparently thoroughly enjoyed themselves and have come back ready for plenty of work.

Lt. Welker and Cpl. Hewitt recently returned from cross-country to New York in a DH, having spent a week there. Slight motor trouble was encountered on several occasions, which caused Lt. Welker to be a day late in returning.

Lt. Kauffman and Staff Sgt. Gracia returned from Chanute Field on January 6th, turning in a total of 25 hours and 40 minutes flying time. Considerable difficulty was encountered during the trip owing to very inclement weather, which was so severe at times that it was impossible to fly at all. Lt. Rodgers, who started at the same time, is still held up near Columbus, Ohio, with motor trouble, and is also snow-bound.

FIFTY-NINTH SERVICE SQUADRON

Lt. Hayward is still taking care of the duties of Post Engineering Officer in the absence of Lt. Bertrandias.

Lt. Atkinson returned on the 6th after three weeks of bad weather on his Airways tour.

Lt. Kauffman also spent three weeks getting to Chanute Field and back. He was also held up on account of bad weather.

Sgt. Hixson, who is suffering from a gunshot wound and is in the hospital at Fort Oglethorpe, Ga., is slowly recovering.

At our Christmas dinner we were honored with the presence of the Post Commanding Officer, Major Westover. In his talk after dinner he complimented the

Squadron on their morale and work for the past year. Lt. Hayward, accompanied by his wife, were also at the dinner.

Every one seemed glad to get back to work on the 5th of January.

Langley Field, Hampton, Va., January 15th.

50TH OBSERVATION SQUADRON

Christmas came and went and it required two days for the men to get over the effects of overstuffing themselves on the excellent eats provided by ex-crew chief, Sgt. Joe Miller and the wonderful "piece de resistance", the American bird, TURKEY. Captain Galloway was the guest of honor at this grand and glorious Christmas feast.

The Christmas holidays meant slack work for our organization, although our "Aerial Limousines" were on several cross-country flights. Lieut. Whitely and Sutter flew to Mitchel Field, Long Island, to partake of New York's Holiday Hospitality and Lieut. McDonald flew to Philadelphia Navy Yard to spend the Yuletide Season in Quaker fashion. Lieut. Whitely failed to turn on his headlights near Mitchel Field and consequently glided ten miles north and deposited our old Galloping Goose #5 in Ye Olde Citye of Hicksville, Long Island. Lieut.

The organization's New Years present consisted of one safe and sane/of Air Service being deposited upon our shelf, namely, Homer W. Ferguson lately from the famed city of the Alamo and cradle of Texas Liberty, Kelly Field, San Antonio, Texas. Captain Galloway assigned him the duties of Armament and Communications Officer. All our personnel join in a hearty welcome to Lt. Ferguson and wish him success with the fifty fifty's in all his efforts and struggle with Cosmolene and Static.

In compliance with orders from Post Headquarters, afternoon classes in theoretical and practical rigging were held daily. Thus far no damages have been done to wings or fuselage, as the majority of our crews are excellent soft shoe-artists.

TWENTIETH BOMBARDMENT SQUADRON

Very inclement weather held up the operations of the Squadron during the past week. The weather having improved the 20th Squadron pilots are now making up for lost time.

The Squadron is very sorry to hear that 2nd Lieut. Welker, the Squadron inspector, is ill and hopes that he will soon recover and be restored to duty.

The 20th Squadron Mess, which in the opinion of the majority of the enlisted personnel of the Squadron, is the most essential department, is now very good; due to the efforts of the Mess Sergeant McKenna. The epicurean members of the Squadron can now satisfy their gastronomic cravings to their hearts' content.

Lieut. Sutter is working very hard to get the 20th Basket ball team in shape for the schedule of the games which start this week. The team will have to win many games to even partially repay Lieut. Sutter for his efforts to organize a crack organization, as he has had many obstacles to overcome.

1st Lieut. Cole, who has been with the 20th Bombardment Squadron for over a year, was ordered to Kelly Field, Texas, and is now getting ready to leave. The 20th deeply regrets to lose this very popular officer, who has always shown the keenest of interest and has given us unlimited support in anything that would benefit the Squadron.

Corporal Cline was promoted to the rank of sergeant, and the Squadron wishes him the best of luck in his new capacity.

Sergeant Evert has now joined the 20th Squadron, having been ordered here as a replacement for Sgt. Fritz who transferred to Hawaiian Department. The Squadron welcomes Sgt. Evert and wishes him the very best luck.

58TH SERVICE SQUADRON

1st Lieut. John R. Drumm, returned on January 11th, from forty-five days' sick leave. He is looking well and claims to feel quite fit. Sgt. Albert H. Haskins reported to Langley Field, January 13th, and was assigned to 58th Service Squadron A.S., for duty. He has just returned from the Philippines, says that he is glad to be back in the U.S.A., and his friends here rejoice with him.

96TH BOMBARDMENT SQUADRON

Lieuts. Lindeburg and Bowen, with St. Sgt. Malley and Reavis as mechanics, made a cross-country flight to Chanute Field, Ill., for the purpose of ferrying four enlisted men to that place who are to take courses of instruction in the various

departments of the school. As luck would have it they were forced to spend the Xmas holidays at "SOLE PLACE". Our Basket Ball team played ten games, winning seven, tying one and losing two. In view of the fact that our Squadron Commander, Capt. Edw. C. Black, has seen fit to out-fit the team with the equipment necessary to cut an imposing figure on the floor, we hope to find the 96th fighting for first place along with the other most able contenders at the end of the basket ball season. Re-enlistments in the "Devils Own" are very high. We believe that we lead the Field in that respect. THERE IS A REASON.

59th SERVICE SQUADRON

Major Pirie, Commanding Officer of the 2nd Bombardment Group, made a cross-country flight to Washington, D.C., and return, in the Group Headquarters CO-4. Lt. Bertrandias is expected to return soon from leave. Master Sgt. Pirisky was relieved from duty as Acting 1st Sergeant by Staff Sgt. Jarnigan, recently relieved from recruiting duty at Richmond, Va.

Selfridge Field, Mt. Clemens, Mich.: January 7th:

Desiring a relief from office routine and formation flying, the Commanding Officer, Major Lanphier, with five of his intrepid flyers, Captain Tillinghast, 1st Lieuts. Hunter, Johnson, Bettis and 2nd Lieut. Minty, hied themselves to the hangars and in a few minutes were roaring through the foggy space in Curtiss Pursuits bound for McCook Field, Dayton, Ohio, for test purposes. They left Selfridge on Jan. 5th and returned on the 7th.

The Post basket ball season was opened on January 5th with a game between the 17th and 27th Pursuit Squadrons, the 17th emerging from the chaos breathless, smiling and with the big end of a 32-8 score. The next night the 27th played the 95th Pursuit Squadron and lost again 32-11. At least the 27th are consistent in holding their opponents to the same number of points. On the 7th, the 17th and 94th Pursuit Squadrons played a hard and fast game and it was not until the final whistle that the 17th could feel the least satisfied with a two point margin, the final score being 22-20.

This year's schedule calls for 15 games. Five games are played each week in Post gymnasium and are refereed by Mr. George Cobb of Mount Clemens, who gives perfect satisfaction.

The teams represented are the Headquarters, 57th Service Squadron, 17th, 27th, 94th and 95th Pursuit Squadrons. One may always expect plenty of action when soldier teams get together for inter-squadron fray, for they play hard and think nothing of barrel-rolling an opponent or of losing a few yards of their own or some one else's epidermis.

No stars of exceptional brilliance have as yet made their appearance on this year's horizon with the possible exception of "BLOODY IKE" Blodika, the big husky fighting center of the 17th team. As a scoring machine he is in a class by himself, being of such strength that he often makes seemingly impossible baskets with opponents hanging pendant-like from each well muscled arm.

Yet we fear for his safety -- some day he is liable to get mad and fling an opponent and ball together through the basket.

Fairfield Air Intermediate Depot, Fairfield, Ohio, January 22d.

After closing for the holidays, the various departments at the Fairfield Air Intermediate Depot re-opened on Monday, January 5th.

Major Benjamin G. Weir made a brief visit to this station, leaving on January 14th.

On January 15th Lieut. Leon E. Sharon flew to Kokomo, Indiana, delivering supplies to the Air Service unit of the Indiana National Guard. He returned to Wilbur Wright Field on the same afternoon.

Lieut. Donald G. Duke arrived from Scott Field on an airways trip on January 17th, remaining here over Sunday. He left for Bolling Field on the 19th.

The first dinner dance of the season, scheduled for January 21st at the Officers' Club, unlike the dances which have immediately preceded it, was only for the officers and ladies of the Post, being in the nature of a "get-to-gether" party. Capt. F.F. Christine is the Chairman of the Entertainment Committee.

Lieut. Aubrey Hornsby left on January 15th for Maxwell Field, Montgomery, Ala., ferrying a DeHaviland plane to that station.

Kelly Field, San Antonio, Texas, January 7th.

Lieut. Cronau and Sgt. Womack, of the 22nd Photo Section, recently mapped a considerable area in the vicinity of Sweetwater and Post Field in connection with the Texas State Board of Water Engineers.

Capt. W.E. Lynd left on airways for St. Louis on January 5th, resuming the regular airways schedule after the holidays.

Captain Burdette S. Wright, recently transferred from the Office Chief of Air Service, reported for duty.

Hqrs. 2nd Division, Air Service, Fort Bliss, Texas, January 8 - 17.

Lieut. Clark led the flying time of the Second Division, Air Service, during the month of December, with 40 hours and 15 minutes. Staff Sergeant Pierce was second with 39 hours and 5 minutes.

The following cross-country flights were made during the above period: Lieut. Clark and Sergeant Pierce to Fort Stockton, Texas, January 10th, returning the following day; Lieut. O'Connell, with Private Dryden as observer, to San Antonio, Texas, January 8th, for the purpose of securing machine gun equipment for this organization. They also made a cross-country flight to Fort Clark, Marfa and return on January 11th; Lieut. Weddington and Mr. Shedd, of Fort Bliss, to Douglas, Arizona, and Lordsburg, New Mexico, on January 9th, for the purpose of inspecting airdromes at these stations; Lieut. Smith and Captain Seaberry to Douglas, Arizona, and return on January 8th.

Hal S. Tucker, of the 13th Observation Squadron, reenlisted for the same organization on January 13th; Corporal James E. Rucker, discharged on the 12th, reenlisted the next day and was promoted Sergeant; Sergeant Louderback, discharged January 12th, reenlisted the following day in the First Photo Section; Private 1st Class Howard F. Mulrain was appointed Corporal on January 12th.

Fifth Composite Group, Air Service, Luke Field, H.T., December 12th.

The last four or five weeks were especially busy ones in social, recreational and military ways for the officers and men at Luke Field.

November 19th, Luke Field met her ancient and honorable rival, Fort Shafter, to wrestle for Sector League foot ball honors, season of 1924. A safety, managed by Shafter in the first few moments of play, upset the score in their favor, and though the Fliers tipped the beam in their favor, 6 - 2, before the first quarter ended, Shafter ran it up again in the third quarter to 8 - 6. In fourth quarter both sides scored again, neither converted, and the game ended 14 - 12, with Shafter holding the Sector League supremacy. This is the third year in succession that this annual tussle has come out with but two points or less separating the Air Station from League laurels. It was a fine, clean game, and both sides were still "in the pink" when the whistle ended the war.

The fliers and mechanics doffed their uniforms, donned overalls and straw hats and played hosts to the maidens of Honolulu at a regular old fashioned Barn Dance, held in the 6th Pursuit Squadron's hangar, which was appropriately converted for the occasion. Being the eve of Thanksgiving, the spirit of revelry prevailed, and the crowd of 300 visitors departed reluctantly, as is usual with our Air Service parties.

Outstanding flights and missions for the month included a ferrying trip to the Island of Molokai, when Mr. Max H. Carson, District Engineer for the Department of the Interior, was conveyed in two Martin Bombers, to do some Government Reconnaissance work. Flights were also made to the Island of Maui.

While on vacation at the Island of Hawaii, Major Krogstad, Fifth Composite Group Commander, and Captain Kirkpatrick, commanding officer of the 72nd Bombardment Squadron, surveyed many sites on that Island, which may be turned into future landing fields. Mr. Hines, manager of the Hawi Mill and Plantation Co., Ltd., at Hawi, Island of Hawaii, offered the Air Service the use of a ten-acre tract near his mill, with an eye to having it developed for future commercial or Governmental passenger and mail carrying.

This latter project of inter-island Airplane service attracted considerable attention from the Pan-Pacific Food conference, which held its conclave in Honolulu during November. The plan for a proposed Hawaii to California and Hawaii to Japan airplane flight is also causing much ink to be liberated in the Honolulu press these days.

The usual "Aloha" mission was flown by NB-Sls when the U.S.A.T. "Cambrai" left for home, December 6th.

The officers of the 65th Service Squadron were hosts the last of the month to all the officers and ladies of the Post at a "Mechanics Ball", held in the Officers Club on the Post. Koveralls and monkey wrenches were at a premium for a time. The novel entertainment was greatly enjoyed.

Those who saw Brigadier-General Mitchell's fifty page account of his recent tiger hunting safari in India, which appeared in the November "National Geographic" read the account and studied the photographs with profound interest. Much comment was occasioned by the fact that the General admitted the bullets from a Springfield .30-.30 only made the tiger come the faster. The General had to resort to a double-barrelled .451, which we imagine to be a juvenile French .37. In case of war in India at any time in the future we will try and trade our pup tents for heavy tanks.

Many pioneer members, who have been on this Field since 1922, sailed for discharge or re-assignments on the mainland, December 6th. We lost four Staff Sergeants, two Sergeants, and half a dozen veterans of lesser grade.

The new Post Exchange, begun November 1st, now rears its proud frame to the skies. The roof is on, effectively covered with prepared tar-paper shingles; the first coat of paint has been applied, and windows are being set as this document is being written. This P.X. will be run in conjunction with the old Exchange, which will function as restaurant and tailor shop; the barber shop and Exchange proper being ready to move into the new domicile after the first of the year. Lieut. Bennett E. Meyers, Post Exchange Officer, is responsible for the planning of the excellent new building, and Sergeant Gresham for the construction thereof.

The 41st Air Intelligence Section, which first came to life September 20, 1921, as Branch Information Office #11, was "Demobbed" by War Department Order, through Headquarters Hawaiian Department. The Section has had ten commanding officers, five sergeants, and sixteen enlisted men of miscellaneous grades, since its inception. Its duties will be continued as a Group Operation function, both in the matter of Post publicity, "Fish-Tale" editing and printing, and intelligence work entailed in the forthcoming spring Army-Navy maneuvers to be held in these waters in 1925.

The Luke Field "Fish Tale" enjoyed hearing from its first parent, Captain Robert Oldys, former Luke Field commander, now on duty in the Office, Chief of Air Service, by means of a letter received last week. The Captain sent forward a resume on Air Service sentiments prevailing at the National Capitol, which will appear in our Second Anniversary issue of January 1st.

Inter-squadron basket ball bounced to the fore, commencing December 8th. when the 19th Squadron engaged the 6th Squadron and topped them for a 3-point win. Games take place four afternoons a week, and at the present time fulfill our athletic program.

The first heavy rain for many moons past descended upon our dusty isle the night of December 11th, accompanied by flashes of lightning and thunder. It was a shame that old J. Pluv could not have timed his visitation better, for his efforts puddled the flying field, thereby preventing the "Aloha" hop planned to welcome the Territorial Governor, Mr. Farrington, who arrived on the "City of Los Angeles" December 12th. A pretty flotilla of MB-3As were chartered to make the trip, abolition of which, (I am tempted to say: ablution of which) caused disappointment to all concerned.

A group of officers flew via moonlight in two Bombers to Schofield Barracks December 9th, to sit in on the big smoker in Schofield's bowl. The entertainment was well worth the trip.

The Fifth Composite Group looks forward to receiving its accredited collar insignias for officers and men sometime during the next two months. The design consists of a death's head, with a yellow (angel's) wing on either side. Below, on a scroll is the Group Motto: "Kiai O Ka Lewa", meaning "Guardians of the Upper Regions". Most of the line organizations stationed at Oahu wear a distinctive collar ornament, so we shall be glad to have ours, when it comes.

Three fighters from our post stables, De Rancy, Priston and Hinderlider, journeyed forth to represent us at the big smoker at our neighbor post, Fort Kamehameha (Coast Artillery) on the night of December 26th. Luke Field won several decisions at the Kam smoker held in September.

The Post Recreation officer is planning to run a special train from the West Gate, Pearl Harbor, to Schofield Barracks, (twenty miles) early on the afternoon of December 17th, in order to convey the horde of rooters from this fair Rock to witness the foot ball war staged at Schofield that afternoon, when Sector (composite) team and Schofield's best do red battle for Army foot ball honors of Oahu, for the season 1924. Both factions are keen for the victory, and the teams

are doing their best to make the melee of the 17th a memorable one.

Clark Field, Pampanga, P.I., November 8th.

BASE BALL: Not so good. The team of the Third Pursuit Sqdn., broke even the past week, copping their game Sunday from the Medics of Camp Stotsenburg by the score of 5 to 4. Today they took on the Quartermaster Detachment of Stotsenburg and at the windup of the little old game they were on the tail end of a 5 to 3 score.

Trouble DeFord has been on pins and needles during the week waiting an answer from the officers of Camp Nichols for a return game. Now, I will tell one: Doc Reinartz and Von Himmel Kimble believe that he will still be on the waiting list when the present season comes to a close.

The local loyal rooters of the Air Service team in the Army League took off for Manila this morn to help the team along in their upward climb of the present Pennant race. The "Editor" of the Apple Cider Press thanked us for our interest in the team last Sunday evening when he favored us on the low-down of the games at Corregidor, Saturday and Sunday.

OPERATIONS: Detachments of the 26th Cavalry and 24th Field Artillery left Camp Stotsenburg on November 1st, on a reconnaissance mission, the former to sketch the area in and around Capas, Gerona, St. Rosario, San Jose, Pantacangan, Marikit, Bacong and Baler Bay, and the latter to sketch the area in and around Cabanatuan, Pura, Nueva, Bongabon, Majan and Agri Point. In connection with this mission the Third Pursuit Squadron was assigned the Small task of making Contact with both parties at least three times a week, starting Monday November 3rd a flight of two D.H. 4's, manned by 1st Lt. P.L. Williams - Pilot, 1st Lt. W.M. Lanagan - Observer (Contact plane) and 2nd Lt. B.W. Chidlaw - Pilot, 2nd Lt. O.R. Cook - Observer (Escort plane). Due to inclement weather it was impossible to dispatch aircraft on missions on the 5th. On the 6th: 1st Lt. Roy W. Camblin - Pilot, 2nd Lt. H.M. Wittkop - Observer (Contact plane) and 1st Lt. G.H. Beverley - Pilot, Capt., G.C. Stickman, Cav., Observer, were dispatched and shortly after making contact with the Artillery Detachment and enroute to establish Contact with the Cavalry over the wilds of Luzon, a connection on the hose oil line leading to the pressure gauge of Lt. Camblin's trusty Liberty worked loose and then and there the Mr. Liberty Twelve tried his bestest to establish a floating "Beauty Shop" with "Paw" as the first customer. When the oil started towards Paw's goggles, he and little Witt were many miles from an aircraft landing field so he immediately proceeded to make one of his best turns among the clouds and head towards home the nearest field anyone knew of at the time, but on reaching Cabanatuan he decided to slip in an application for membership to that small and select circle we hear of now and then forget for a few years. Discovering a clear spot on the beach he slipped D.H. onto it without mishap; signaled our Engineering Officer, 1st Lt. G.H. (Bev) Beverley to land and on landing Bev. gave it the Double O, took off for home and upon arriving packed the necessary Articles of War into his trusty D.H. and off he was for the beach of trouble. Arriving there they made the necessary repairs, both appearing in their family circles that evening for dinner. Capt. E.H. DeFord - pilot, 1st Lt. J.D. Barrigar - Observer (Contact plane) 1st Lt. F.V.H. Kimble - Pilot, 1st Lt. S.F. Reyes, F.A. - Observer (Escort plane), were dispatched on the mission on the 7th. Besides making Contact with the Detachments, our planes carry messages and small unbreakable parcels for the personnel. By unbreakable we mean cameras, mirrors, etc., which are dropped on paper parachutes. As we have received no bills for damages from the parties interested, we presume our method of dropping the parcels is successful.

A formation of three M.B. 3A's, pilots - Capt. E.H. DeFord, 1st Lt. F.V.H. Kimble and J.D. Barrigar, took off for Camp Nichols, Rizal, P.I., so as to be up and ready for the U.S.A.T. "Thomas" when it docks in Manila. They will remain at Nichols overnight and will take off from there early tomorrow to show their stuff to the passengers aboard the "Thomas".

Capt. Eugene G. Reinartz, our genial Flight Surgeon, who is up and ready at all times to dispense his wares to the Commissioned and Enlisted Personnel and their families, discovered a few days ago what it means to be such a good Flight Surgeon in the Philipprunes. As his two-year old tour here is about finished, he sold his Lil old Buick and proceeded to pack his old kit-bag and other household utensils so as to be all ready to step aboard the old "Thomas" on the 15th bound for the States. Tho his orders arrived O.K., the powers that be here decided to hold him over until the next boat. Altho knowing that Doc was greatly disappointed on receipt of the news, all of the personnel of this station rejoiced on hearing that he and his wife

were to remain among those present for a few months longer.

Sergeant J.J. Flanagan stepped into the field this morning to join the 3rd Pursuit Squadron.

Sergeant A.H. Haskins, Privates E.A. Shephard, W.R. Stephens and Ray Stanley spoke their last little piece at this station for a while at least, as they said Good-Bye to their comrades and departed for the Casual Camp at Fort Wm. McKinley, where they will remain until the morning of the 15th; when they will take a little ride on an open Q.M. Barge down the old Pasig River to the Q.M. Docks in Manila where they will hop aboard the good old "Thomas", bound for the States. None of us envy them their trip down the Pasig, but there are many among us who would like to be filling their shoes when they step aboard the "Thomas".

SOCIAL ACTIVITIES: We will not attempt to chronicle the many social events that the officers and ladies of Clark Field put on at the Field and are called upon to attend at Camp Stotsenburg, needless to say that the hours when they are off of duty are well taken up on Bridge, Mah Jongg, Dances, etc.

The Sergeants of the Third Pursuit Squadron threw a farewell "Tea Party" for Staff Sgt. E. Micky and Sgt. A.H. Haskins, at the Cantina George in Angeles. Battlin, Battling Mitchell our Bantam weight Mess Sergeant was in charge of the nose bags. He set the Eats out Dutch style in a trough (table) and all present gathered around on the hoof and helped themselves, S'nough to say the trough was surrounded from 4:30 to 11:00 and there was plenty left over. It was a real old Dutch lunch. Among the delicacies present, we noted: Roast Beef, Pork and Ham, Swiss; Limburger and Pimento Cheese; Dill, Sweet and Mixed Pickles; Pickled Onions, Green and Stuffed Olives, "Beer drinkers delight" Hard Boiled Eggs, Young Green Onions, Radishes, Bread and Saltine Wafers, F.A.D. Runyon was in charge of transportation and liquid refreshments; needless to say there was plenty of both. Japaneeza Micky was song leader and Baldy White grabbed the crown for telling stories with spice, while Rusty Rice got the Banana for telling parlor stories. Pap Srote and Sap Separovich were in charge of the Ballarina's, but fell down on their detail as none appeared on the scene. Among those reported absent were the ol Top Kicker Wonson, Gus Hunter, whose car was recently inspected and condemned, MILES Sloan, Fat Boy known in some parts as Darling Smith and poor old Hoosier Wiggs, who was excused by the Doctor on account of having some fever.

FIN. Now if you are all ready I will start singing that good old MESS HALL BALLARD (and I hope to hear you all join in, when I come to the chorus) entitled WE HAD SOME BUT THERE AINT NO MORE.

San Antonio Air Intermediate Depot, Kelly Field, Texas, January 6th.

At 3:15 o'clock on Xmas Eve, all the little boys and girls at the Post with the their parents were congregated at the Service Club, chattering, joking, and laughing. When suddenly from above the roof came a jingle like sleigh bells, the rushing sound of wings, footsteps on the roof, a scraping and puffing sound from the chimney, followed by the portly figure and genial countenance of Santa Claus emerging from the great fire-place, saying in a hearty voice: Well, well, I wonder how many of these little boys and girls have been good children while I have been away the past year".

Amid the hush of the expectant little ones, Santa Claus stepped to the wondrously decorated Christmas Tree and distributed nuts, candies, oranges and toys to every little boy and girl of the Post.

Mrs. Dorwin Lackland, the mother of Major Lackland, and the other ladies of the Post made the arrangements for bringing Santa Claus with his candies and toys here this year.

It seems that the small chimneys common to this part of Texas will not admit the bulky figure of Santa Claus. A few days before Christmas many of the children were heard discussing in dubious terms how Santa could get into their houses through such small openings. The younger ones were perfectly confident that he could compress himself and his load of toys enough to visit their homes in this orthodox manner. But some of the older boys and girls were gloomily skeptical of Santa's ability to get into their homes in this way. Hearing of these doubts and apprehensions, Mrs. Lackland got in touch with Santa Claus by radio and told him about every little boy and girl in the Post and about their anxieties. After this radio conference with Santa Claus, a big evergreen Christmas Tree mysteriously arrived, and from time to time packs of candies and toys came in. The great brick chimney was swept out, the Christmas Tree was erected in the Service Club and decorated with snow and frost crystals, and vari-colored miniature electric lights.

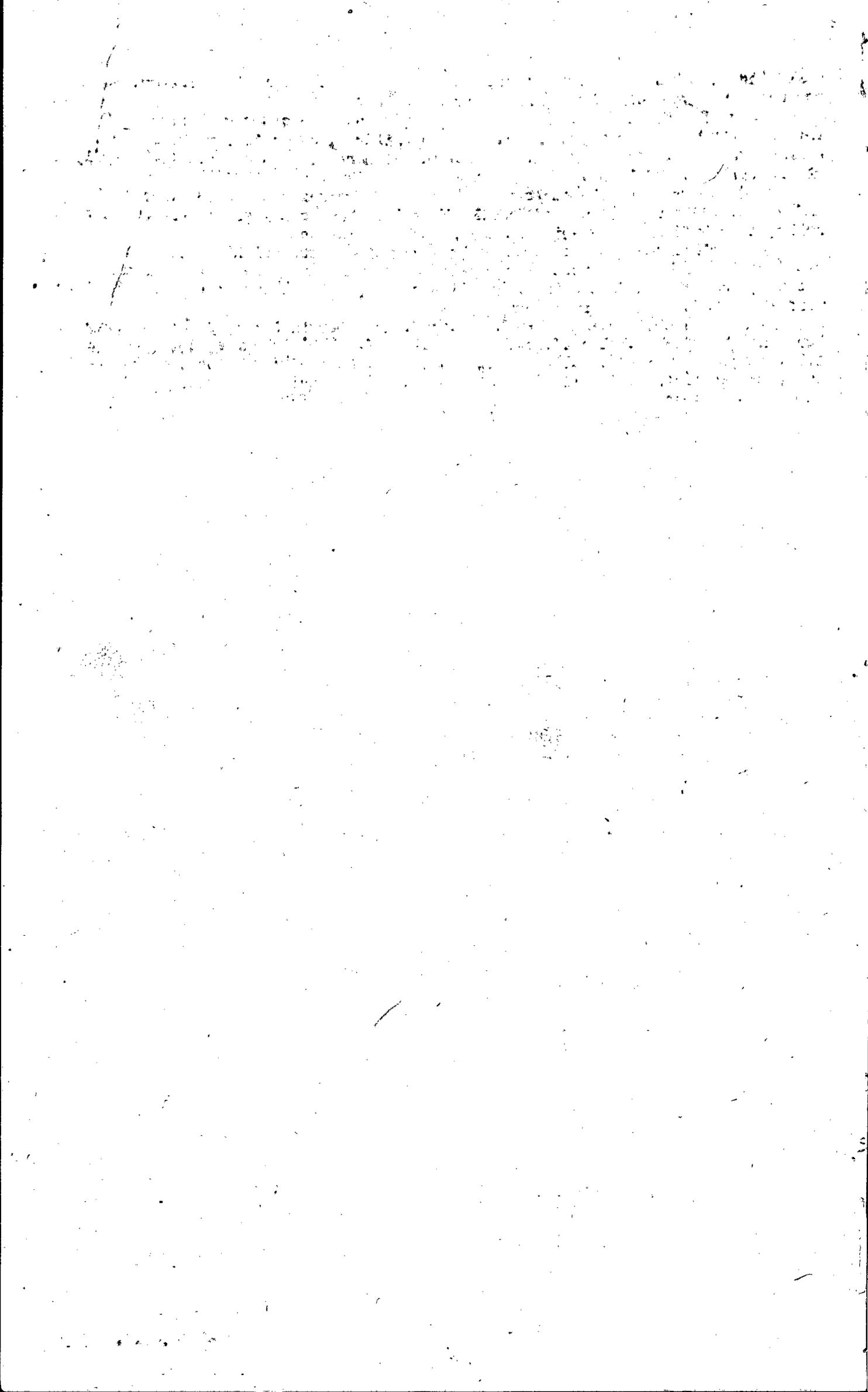
Following the wishes of Santa Claus, Mrs. Lackland and the ladies wrapped, tagged, and hung presents for all the children on the tree.

Candy, fruit, and cigars were distributed among the older celebrants. Santa left to fill his other engagements, and the children, eager to try their toys, started for home. In this way the gathering dispersed, each one smiling happily at the children's delight.

On New Year's Eve the employees of the Depot gathered at the Service Club and danced the old year out and the New Year in. The rooms were decorated with holly, long festoons of Spanish moss, and colored lights.

The decorations with the soft lights suggested a moon-lighted glen under a clump of live-oak trees taken over by a group of wild merry makers. Italian, Russian, and Mexican dances interpretative of respective national characteristics were features of the entertainment.

Major Frank D. Lackland, and his mother, Mrs. Dorwin Lackland held an open house New Year's Day. The officers and ladies of the Post and friends from the other camps and the city called to pay the compliments of the Season. A buffet luncheon, consisting of delicacies of the season was served on a side-board and tables to the guests.



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The purpose of this letter is to keep the personnel of the Air Service both in Washington and in the field, informed as to the activities of the Air Service in general, and for release to the public press.

FOR RELEASE February 17, 1925.

X A UNIQUE AIRPLANE CRASH
By Robert R. Aurand.

A crash fraught with thrills, from which Lieut. Harold G. Peterson, A.S., 15th Squadron Observation (RS), Chanute Field, Ill., and Ensign Moore, U.S.N., of the U.S.S. MILWAUKEE, passenger, miraculously escaped serious injury, occurred recently about a mile and a half west of Zionville, Ind., and 14 miles from Indianapolis.

The day was murky and vision was obscured by fog when the participants in this unique mishap took off from the flying stage. Lieut. Peterson was flying an airways plane to Dayton, Ohio, and when about eighty miles on the itinerary, the fog descended to the ground, completely blotting out the landscape, thus preventing the selection of a field for a forced landing, should such a contingency arise.

A cold wave in the white pall soon caused ice to form on the wings and leading edges of the plane, coating the struts and wires with a dangerous blanket. So fast did this icy envelope assume substantial proportions that in a short time Lieut. Peterson avers he was forced to fly with his motor wide open in order to maintain his position. But the flying speed kept falling away, the indicator showing each minute a loss of ten miles an hour. When a speed of 75 miles per hour was recorded on the dial, the right wing suddenly dropped. Only the quick, judicious manipulation of all the opposite altitude controls in a nose dive brought the plane back to normal flying position.

Thinking that, perhaps, a change of direction might enable them to clear the cold wave, the ship was headed directly west, and at the same time an effort was made to gain sufficient altitude to permit the passenger to make a parachute jump in safety. Both attempts, however, were futile. The cold became more intense; an altitude of 550 feet was reached, but no credit was given the altimeter for the authenticity of these figures as it was feared the sudden change in atmospheric conditions might have caused this delicate instrument to err.

The fact that the motor was running wide open availed nothing, for the ship, instead of gaining altitude, gradually began to settle, losing forward speed. Soon the altimeter registered a height of 100 feet, and an airspeed of only 55 miles an hour was indicated - just landing speed. The ground could not be seen, only the dismal shroud of fog on all sides.

Lieut. Peterson cut the gun with only the remote possibility of a safe landing straight ahead to console him. They glided between two trees, just visible on each side, the plane's wing tips just grazing the trunks as they slid by. A dark mass leaped into sight - three large trees. There was no dodging these, for such a try meant a tail spin, so the pilot threw the switches and pointed the nose of the plane between them. The ship hit the trees about forty feet in the air, one tearing off the left wing. The right wing and end of the propeller collided with another tree with such force that the impact caused the motor to leap from the ship like a stone from a sling, reduced the wing and propeller to matchwood, and breaking the tree at the base. The fuselage and its occupants crashed to earth with the tree.

Lieut. Peterson immediately after the accident hurried Ensign Moore to the hospital at Fort Benjamin Harrison, Ind., where an examination revealed his injury to be so slight as not to hinder his leaving for Chicago that day. Lieut. Peterson returned to Chanute Field the following day, by air.

The opinion that the resistance offered by the accumulation of ice on the plane rather than its weight was responsible for the loss of flying speed is advanced by Lieut. Peterson. He further adds the information that the coating of ice increased the dimensions of the wires on the plane to about one and a quarter inches and that the broken tree measured 26 inches in diameter at the base.

AIR SERVICE SECURES FINE ECLIPSE PICTURES

Scientists engaged in the work of gathering astronomical data in collaboration with the Army Air Service at the time of the recent eclipse of the sun, declared that the results obtained ranked with the best ever achieved in this form of investigation. Photographs of the eclipse from army airplanes flown at high altitudes were taken in different sections of the United States. This work, however, was done on the largest scale at Mitchel Field, L.I., New York, where Dr. David Todd was in general charge of operations. Our Mitchel Field Correspondent describes in the following manner the participation of the Army Air Service in this scientific endeavor:

"The ancient science of Astronomy collaborated with one of the newest, aeronautics, in adding to the sum total of the accumulated wisdom of the ages." This was the consensus of opinion as to the part the Army Air Service played in observing and photographing the eclipse of the Sun from Mitchel Field on January 24th.

Dr. David Todd, Professor Emeritus of Astronomy at Amherst University and a venerable and distinguished scientist, outlined the data to be secured, and his presence and efforts placed the observations on a truly scientific basis. In this he was assisted by Mr. William W. Hosp. Another prominent astronomer who made his headquarters at Mitchel Field was Dr. W.J. Luyten of Harvard University.

The morning of January 24th was bitterly cold with high north winds blowing. Activity on the flying line started at five thirty, and by seven it was evident that the limited facilities for heating oil and water would not permit the entire thirty five planes to get off the ground in time to carry out their respective missions. The schedule was quickly revised and the ten least important missions eliminated. The last of the remaining twenty five planes cleared the field a little after eight.

To avoid congestion and the possibility of collision the 1st Observation Squadron was assigned a point over Danbury, Connecticut; the 5th Squadron over Greenport, Long Island, and the 61st Service Squadron was to operate between upper Manhattan and Poughkeepsie. As a further safeguard during the period of totality all pilots were required to use their flashlights.

Working under instructions from Dr. Todd, Lieut. G.W. Goddard was detailed to secure pictures of the shadow bands of the Moon and Dr. S.M. Burka's mission called for pictures of the Sun's Corona. From sixteen thousand feet over Newburgh, New York, Lieut. Goddard, piloted by Lieut. G.C. McDonald made a picture which will be of interest to science for many years to come. It was taken just before totality and shows the shadows of the moon one hundred miles in diameter with the shadow bands on its arriving edge and beyond, the reflection of the Sun, reduced to a small crescent, in the waters of Long Island Sound. Far in the distance can be seen the bright horizon in the unaffected area. On landing Lieuts. Goddard and McDonald described the scene minutely to the assembled astronomers and reporters and in two hours the 14th Photo Section had developed the negative and made a large number of prints. The picture verified their description on every point.

Dr. S.M. Burka and his pilot, Lieut. C.E. Crumrine, suffered a setback before leaving the ground. Dr. Burka was to operate the fifty-inch focal length camera from McCook Field, and special brackets had been built on the D-H he was to use. In making the final adjustment of this monster camera the oil in the motor of their plane congealed. There was no time to change to warm oil, so the camera was quickly transferred to another plane and with only a make-shift arrangement to hold the camera in position they took off. From over Greenport, Long Island, they photographed the Sun's Corona and their pictures will also be the subject of scientific discussion.

Including the pictures made from the ground by the Eighth and Fourteenth Photo Sections, about one hundred views showing various phases of the eclipse and the moon's shadow and shadow bands were secured. In addition to this, much scientific data was recorded. All persons connected with the observations were assembled in Post Headquarters at Noon and Doctors Todd and Luyten made copious notes from the individual reports.

Anticipating the possibility of clouds, which would have obscured the view of the millions who were watching the eclipse in the vicinity of New York from the ground, a description of the eclipse was broadcast from a radio equipped plane. While the cloudless sky detracted from the value of this it served one practical purpose. At The Lighthouse, an institution for the blind of New York City, sightless men and women listened to a voice over the radio which told of an earth suddenly darkened and of a majestic spectacle the only knowledge of which came from the lips of others. This one audience well repaid the Air Service for the effort.

NO COMPETITION WITH AERIAL PHOTOGRAPHIC CONCERNS. ✓

The Manager of the Curtiss Exhibition Company, Mr. C.S. (Casey) Jones, wrote a letter to the Chief of Air Service under date of January 30th, as follows:

"My dear General Patrick; -

It is our understanding through various statements made by yourself and your bureaus that it is your desire to cooperate and promote commercial aviation as much as possible, and we would like to take this opportunity to point out to you what we consider a very good chance for you to cooperate with us in the early part of March.

On Inauguration Day there is going to be considerable demand for aeroplanes for carrying pictures and films from Washington to New York, Boston, Philadelphia, Cleveland and Chicago. We have already been approached as to the possibility of supplying service. In the past it has been the custom of the various branches of the Government to supply planes for this service, allowing any of the newspapers and film companies to send their material by plane. Naturally, these people will not pay for this service, if they can get it from the Government for a nominal cost or for nothing, and we realize that considerable pressure will be brought to bear by them, assisted by Congressmen and politicians, to get the Government to furnish this service on this date. However, as soon as the newspapers and film companies learn that the Government will not furnish such service, they will come to the commercial operative companies for this service, will pay for it, and can afford to pay for it. We believe that this is an excellent chance to foster commercial aviation, and if a statement be prepared now by the various services that no such service will be furnished at Inauguration, it will probably save your office a lot of trouble in turning down such demands, and will be of vast assistance to us.

Naturally, in making our plans for this date, it is very necessary that we know what policy you will adopt, so we would appreciate an early statement from you in order that we may plan accordingly."

In reply to the above letter, General Patrick wrote to the Curtiss Exhibition Company, under date of February 6th, as follows:

"In reply to your letter of January 30, 1925, I desire to state emphatically that the Army Air Service does desire to foster civil aeronautics. In pursuance of this policy, this office recently recommended to the War Department the issue of definite instructions to that effect so far as aerial photography was concerned. This was done because it was realized that civil aerial photographic concerns had grown up and developed in this country to a point where they could now handle the great bulk of this work. Your letter makes it clear that the Army Air Service can now extend this policy by restricting the use of military aircraft for the transport of civilians and merchandise. Wherever it is clear to me that civil aeronautic companies are in a position to do work of this nature and where the doing of it by military aircraft would clearly be a violation of our policy of non-competition by military authorities with civil concerns, the Army Air Service will be very careful to refuse to lend its planes and personnel to such civilian enterprise.

I understand that the policy outlined above has also been adopted by the Bureau of Aeronautics of the Navy and the flying service of the Marine Corps."

Instructions have been issued to Commanding Officers of all Air Service Activities to the effect that, when requests are received from individuals for the cooperation of the Air Service by furnishing aircraft for civil undertakings which would clearly come within the view of the above letters, their action on same be guided by the policy of the Chief of Air Service as disclosed in his letter to the Curtiss Exhibition Company.

LATEST OFFICIAL AVIATION RECORDS ✓

In a Bulletin giving the official world air records established under the rules and regulations of the Federation Aeronautique Internationale, a total of 78 records are listed as confirmed by that body up to January 1, 1925. In No. 21 of the Air Service News Letter, dated December 4, 1924, giving the existing heavier-than-air records as of October 1, 1924, 63 records were listed, so that it appears fifteen additional records were added during the last quarter of 1924.

In making a comparison between the records as of October 1st last and January 1st, it is noted that the United States still retains its commanding lead over all other countries. The U.S. Army Air Service is still in the lead, having made a net gain of two records and now possessing a total of 31; the U.S. Navy gained five records, running her total up to 23; France lost several records but gained others and her total of 14 remains the same as of October 1st. Two important records to her credit are those for altitude and speed. Sadi Lecoq, the French speed pilot, surrendered his altitude record of 11,145 meters to one of his countrymen, Callizo, who reached 12,066 meters (39,586 feet), thus bettering the previous world's record by 921 meters. The American record for altitude is held by Lieut. John A. Macready, Army Air Service, who on May 21, 1924, at McCook Field, Dayton, Ohio, reached 10,741 meters (35,239 feet). Lieut. A.J. Williams, U.S. Navy, was forced to relinquish his title as the Speed Champion of the World to Warrant Officer Bonnett. The Frenchman on December 11th last attained a maximum speed of 448.171 kilometers per hour (278.480 miles per hour). Lieut. Williams' record, made on November 4, 1923, at Mitchel Field, L.I., New York, was 429.025 kilometers per hour (266.59 m.p.h.). No doubt the day will soon come when some adventurous pilot will travel as fast as five miles per minute. Only the other day we saw an Associated Press dispatch in the newspapers to the effect that a British seaplane, which will have a speed of five miles a minute, is being constructed for the next Schneider Cup Race and will be ready for trial flights shortly.

Great Britain and Italy lost the single record each one possessed. Denmark came to the fore with five records, Czecho-Slovakia with four and Sweden with one. It will thus be seen that the United States retains at present 54 out of the 78 records made in heavier-than-air craft.

A tabulation of the official records as of January 1, 1925, is given below, as follows:

| <u>Date</u> | <u>Country</u> | <u>Name of Pilot, Type of Airplane and Engine</u> | <u>Record</u> |
|---|----------------|---|----------------|
| RETURNING TO POINT OF DEPARTURE WITHOUT REFUELING | | | |
| 7-16-24 | France | DURATION: Coupet and Drouhin, Farman Goliath, Farman 450 h.p., at Toussus | 37 H 59 M 10 S |
| 4-16-23 | U.S. | DISTANCE: Lts. Kelly and Macready, U.S.A. T-2, Liberty 375 h.p., at Wilbur Wright Field | 4,050 Km. |
| 10-10-24 | France | ALTITUDE: Callizo, Gourdou-Lesseure monoplane, Hispano-Suiza, 300 h.p., Villacoublay | 12,066 meters |
| 12-11-24 | France | MAXIMUM SPEED: Warrant Officer Bonnett, Ferbois monoplane, Hispano Suiza 550 h.p. at Istres. | 448.171 KPH |
| SPEED FOR SPECIFIED DISTANCES | | | |
| 10-6-23 | U.S. | 100 KIL: Lt. A.J. Williams, U.S.N., Curtiss Racer, R-2C1, Curtiss D-12a, 500 h.p., at St. Louis | 392.379 KPH |
| 10-6-23 | U.S. | 200 KIL: Lt. A.J. Williams, same plane and engine | 392.154 KPH |
| 6-23-24 | France | 500 KIL: Sadi Lecoq, Nieuport-Delage, Hispano Suiza, 500 h.p. at Istres, France. | 306.696 KPH |
| 3-29-23 | U.S. | 1000 KIL: Lt. H.R. Harris, U.S.A. and Ralph Lockwood, DH-4L, Liberty 400 H.P. Wilbur Wright Fl. | 205.06 KPH |
| 4-17-23 | U.S. | 1500 KIL: Lt. Harold R. Harris, USA, DH-4L, Liberty 375 h.p., Wilbur Wright Field, Dayton, O. | 184.03 KPH |
| 4-17-23 | U.S. | 2000 KIL: Lt. H.R. Harris, same plane and engine | 183.83 " |
| 4-16-23 | U.S. | 2500 KIL: Lts. Kelly and Macready, USA, Army T-2, Liberty 375 hp, at Wilbur Wright Field | 115.60 KPH |
| 4-16-23 | U.S. | 3000 KIL: Lts. Kelly and Macready, USA, Army T-2, Liberty 375 hp, at Wilbur Wright Field | 115.27 RPH |
| 4-16-23 | U.S. | 3500 KIL: Lts. Kelly and Macready, same airplane | 114.82 KPH |
| 4-16-23 | U.S. | 4000 KIL: Lts. Kelly and Macready, same airplane | 113.93 KPH |

WITH USEFUL LOAD OF 250 KILOGRAMS (551.15 lbs.)

| | | | |
|----------|----------------|--|------------------|
| 6-28-24 | U.S. | DURATION: Lt. Harold R. Harris, U.S. Air Service, Douglas DT-2, Liberty 400 hp, at Wilbur Wright Field, Dayton, Ohio | 9h, 11m, 53.4 s. |
| 6-28-24 | U.S. | DISTANCE: Lt. H.R. Harris, U.S. Air Service, Douglas DT-2, Liberty 400 hp, Wilbur Wright Field | 950 Km. |
| 3-27-24 | U.S. | ALTITUDE: Lt. H.R. Harris, USA, TP-1, Liberty 400 hp, supercharged, at McCook Field. | 8,980 Mtrs |
| 9-7-24 | Czechoslovakia | SPEED, 100 KIL: Sgt. F. Lehky, Army A-12, Maybach 266 hp, at Prague | 226.272 KPH |
| 9-7-24 | " | SPEED, 200 KIL: Sgt. F. Lehky, Army A-12, Maybach, 266 hp, at Prague | 202.988 KPH |
| 11-29-24 | France | SPEED, 500 KIL: Adjt. Feiny, Potez, type 15-A2, 400 hp, at Villesauvage | 196.94 KPH |

With useful load of 500 Kilograms (1102.31 lbs.)

| | | | |
|---------|----------------|--|-----------------|
| 6-28-24 | U.S. | DURATION: Lt. H.R. Harris, USAS, Douglas DT-2, Liberty 400 hp, at Wilbur Wright Field | 9h, 11m, 53.4s. |
| 6-28-24 | U.S. | DISTANCE: Lt. H.R. Harris, U.S. AS, Douglas DT-2, Liberty 400 h.p., at Wilbur Wright Field | 950 Km. |
| 5-21-24 | U.S. | ALTITUDE: Lt. H.R. Harris, USAS, Army TP-1, Liberty 400 hp, at McCook Field, Dayton, O. | 8,578 Meters |
| 9-7-24 | Czechoslovakia | SPEED 100 KIL: Capt. J. Kalla, Army A-12, Maybach 260 hp, at Prague | 202.133 KPH |
| 9-7-24 | " | SPEED 200 KIL: Sgt. Kaspar, Army A-12, Maybach 260 hp, at Prague, | 189.219 KPH |
| 6-28-24 | U.S. | SPEED 500 KIL: Louis G. Meister, Martin Bomber, MB-2, 2 Liberty 400 hp, Wilbur Wright Field. | 120.55 KPH |

With useful Load of 1000 Kilograms (2204.62 lbs.)

| | | | |
|---------|--------|---|-----------------|
| 10-2-24 | U.S. | DURATION: Lt. J.A. Macready, USAS, Curtiss (Martin) Bomber, NBS-1, 2 Liberty 400 hp, at Wilbur Wright Field | 2h, 13m, 49.6s. |
| 5-6-24 | France | ALTITUDE: Lucien Coupet, Farman Goliath, Farman, 600 hp, at Toussus | 5,751 meters |

With useful load of 1500 Kilograms (3306.93 lbs.)

| | | | |
|---------|------|----------|------------------|
| 10-2-24 | U.S. | DURATION | 2h, 13m, 49.6 s. |
| 10-2-24 | U.S. | ALTITUDE | 4,953 Meters |

Both above records made at Wilbur Wright Field, Dayton, O. by Lieut. J.A. Macready, USAS, in Curtiss (Martin) Bomber, 2 Liberty 400 hp.

With Useful Load of 2000 Kilograms (4409.24 lbs.)

| | | | |
|---------|--------|---|-----------------|
| 10-3-24 | U.S. | DURATION: Lt. H.R. Harris, USAS, and Mech. Doug. Culver, Barling Bomber, 6 Liberty 400 hp, at Wilbur Wright Field, Dayton, O. | 1h, 47m, 10.5 s |
| 5-8-24 | France | ALTITUDE: Lucien Bossoutrot, Farman Goliath, Farman 600 hp, at Toussus, | 4,475 Meters |

With Useful Load of 3000 Kilograms (6613.86 lbs.)

| | | | |
|---------|--------|---|-----------------|
| 10-3-24 | U.S. | DURATION: Lt. H.R. Harris, USAS, and Mech. Doug. Culver, Barling Bomber, 6 Liberty 400 hp, at Wilbur Wright Field, Dayton, O. | 1h, 47m, 10.5 s |
| 5-17-24 | France | ALTITUDE: Lucien Bossoutrot, Farman Goliath, Farman 600 hp, at Toussus. | 1,942 Meters |

With Useful Load of 4000 Kilograms (8818.48 lbs.)

| | | | |
|---------|------|----------|------------------|
| 10-3-24 | U.S. | DURATION | 1 h, 47m, 10.5 s |
| 10-3-24 | U.S. | ALTITUDE | 1,363 Meters |

Both records by Lt. H.R. Harris, USAS, and Mech. Doug. Culver, Barling Bomber, 6 Liberty 400 hp, at Wilbur Wright Field, Dayton, Ohio.

REFUELED IN FLIGHT

All of the records listed under this heading were made by Lieuts. Lowell H. Smith and J.P. Richter, U.S. Air Service, in DH4B, Liberty 400 H.P. at Rockwell Field, San Diego, Calif.

8-27-23 U.S. DURATION: - - - - - 37h, 15m, 14.8 s.
 DISTANCE: - - - - - 5,300 Km.
 SPEED FOR 250 KILOMETERS - - - - - 142.78 KPH
 SPEED FOR 3000 KILOMETERS - - - - - 141.87 KPH
 SPEED FOR 3500 KILOMETERS - - - - - 142.17 KPH
 SPEED FOR 4000 KILOMETERS - - - - - 142. KPH
 SPEED FOR 4500 KILOMETERS - - - - - 142.36 KPH
 SPEED FOR 5000 KILOMETERS - - - - - 142.53 KPH

SEAPLANES

7-11-24 U.S. DURATION: - - - - - 14h, 53m, 44.2 s.
 7-11-24 U.S. DISTANCE: - - - - - 1,600 Km.

Both records made by Lts. F.W. Wead and J.D. Price,
 Navy CS-2 seaplane, Wright 585 hp, at Washington DC

3-11-24 France ALTITUDE: Sadi Leconte, Nieuport Delage, Hispano 300
 hp motor, at Meulan 8,980 meters

10-25-24 U.S. MAXIMUM SPEED: Lt. George Cuddihy, USN, Curtiss Navy
 C-R Seaplane, Curtiss D-12, 450hp, at Bay Shore, Md. 302.68 KPH

SPEED FOR SPECIFIED DISTANCES

10-25-24 U.S. SPEED FOR 100 KILOMETERZ - - - - - 286.86 KPH
 U.S. SPEED FOR 200 KILOMETERS - - - - - 286.86 KPH
 U.S. SPEED FOR 500 KILOMETERS - - - - - 259.33 KPH

Above 3 records made by Lt. R.A. Ofstie, USN, Curtiss
 Navy C-R, Seaplane, Curtiss D-12, 450 hp, at Bay Shore,
 Baltimore, Md.

11-7-24 U.S. SPEED FOR 1000 KILOMETERS: Lts. V.E. Bertrandias and
 Geo. C. McDonald, Loening Air Yacht, Liberty 400 hp,
 Hampton Roads, Va. 163,578 KPH

6-22-24 U.S. SPEED FOR 1500 KILOMETERS: Lts. F.W. Wead and J.D.
 Price, Navy CS-2 seaplane, Wright 585 hp, Wash. D.C. 119.36 KPH

WITH USEFUL LOAD OF 250 KILOGRAMS

6-6-23 U.S. DURATION: Lt. H T Stanley, USN, 5-F-L flying boat, 2
 Liberty, 400 hp, San Diego, Calif. 10h, 23m, 58 s.

8-18-24 Sweden ALTITUDE: Lt. Berndt Krook, Heinkel S-1, Rolls-Royce
 360 hp, at Stockholm 5,691 meters

10-24-24 Denmark DISTANCE - - - - - 1,102 Km.
 " SPEED FOR 100 KILOMETERS - - - - - 159.151 KPH
 " SPEED FOR 200 KILOMETERS - - - - - 158.834 KPH
 " SPEED FOR 500 KILOMETERS - - - - - 156.699 KPH
 " SPEED FOR 1000 KILOMETERS - - - - - 152.335 KPH

Preceding five records made Oct. 10, 1924 at Sund, by
 Karl Lesch, Rohrbach metal seaplane, 2 Rolls-Royce,
 360 hp motors.

WITH USEFUL LOAD OF 500 KILOGRAMS (1102.31 lbs.)

6-6-23 U.S. DURATION: - - - - - 7 h, 35 m, 54 s.

6-6-23 U.S. DISTANCE: - - - - - 750 Km.

Above two records made by Lt. H.E. Halland, USN,
 F-5-L Flying boat, 2 Liberty 400 hp motors, at
 San Diego, Calif.

8-27-24 France ALTITUDE: J.F. Laporte, Schreck Seaplane, FBA, Hispano
 300 hp, at Argentine, 4,755 meters

11-30-24 " SPEED FOR 100 KILOMETERS - - - - - 143.118 KPH

" SPEED FOR 200 KILOMETERS - - - - - 142.630 KPH

Above two records by E. Paumier, Schreck FBA, Hispano
 Suiza, 350 hp, at Argenteuil

WITH USEFUL LOAD OF 1000 KILOGRAMS (2204.62 lbs.)

1-11-24 France ALTITUDE: Burri, Blanchard seaplane, 2 Hispano Suiza,
 300 hp, at Saint Raphael, Jan. 11 3,744 meters

10-25-24 U.S. DURATION: - - - - - 5 h, 28 m, 43 s.

10-25-24 U.S. DISTANCE - - - - - 400 Km.

10-25-24 U.S. SPEED FOR 100 KILOMETERS: - - - - - 126.345 KPH

10-25-24 U.S. SPEED FOR 200 KILOMETERS - - - - - 126.345 KPH

Above 4 records made by Lt. Geo. R. Henderson, USN, PN7-1
 Flying Boat; 2 Wright T-2, 535 hp, Bay Shore, Md.

WITH USEFUL LOAD OF 1500 KILOGRAMS (3306.93 Lbs.)

| | | | |
|----------|--------|---|---------------|
| 6-7-23 | U.S. | DURATION: Lt. H.T. Stanley, USN, F5L flying boat, 2 Liberty 400 hp, at San Diego, Calif. | 2 hr. 18 min. |
| 4-17-24 | France | ALTITUDE: Naval Lt. Pelletier d'Oisy, Blanchard seaplane, 2 Hispano-Suiza, 300 hp, at St. Raphael. | 2,130 meters |
| 10-25-24 | U.S. | DISTANCE: - - - - - | 100 Km. |
| 10-25-24 | U.S. | SPEED FOR 100 KILOMETERS - - - - - Above 2 records made by Lt. O.B. Hardison, USN, PN7-2 Flying Boat, 2 Wright T-2, 535 hp, at Bay Shore, Md. | 110.08 KPH |

WITH USEFUL LOAD OF 2000 KILOGRAMS (4409.24 lbs.)

| | | | |
|----------|------|---|-------------------|
| 6-7-23 | U.S. | ALTITUDE: Lt. H.E. Halland, USN, F5L flying boat, 2 Liberty 400 hp, at San Diego, Calif. | 1,489 meters |
| 10-25-24 | U.S. | DURATION: - - - - - | 1 h, 49 m, 11.9 s |
| 10-25-24 | U.S. | DISTANCE - - - - - | 100 Km. |
| 10-25-24 | U.S. | SPEED FOR 100 KILOMETERS - - - - - Above 3 records made by Lieut. O.B. Hardison, USN, PN7-2 flying boat, 2 Wright T-2, 535 hp, at Bay Shore, Md. | 110.08 KPH |

AIRPLANE DELIVERS MAIL TO ISOLATED COMMUNITIES ✓

As we have had occasion to remark at various times previously, the airplane is ever equal to the emergency. Two towns in Michigan, located on the extreme points in that part of the State known as the "Thumb" were snowbound and had not received mail for about ten days. Port Huron, Mich., sent an S.O.S. call to Selfridge Field, Mt. Clemens, Mich., requesting that a plane be sent there equipped to carry mail to Bad Axe and Harbor Beach, the towns in question.

Lieut. Johnson received the assignment, and with Sergeant Dwyer of the 57th Service Squadron as passenger, flew a D.H., equipped with skis, to Port Huron and landed on the St. Clair River. Here the plane was loaded with some 400 pounds of mail, which was dropped at the towns mentioned, the airmen returning to Selfridge Field the same evening.

To the pilot and his mechanic the trip was nothing unusual, except that it meant work and discomfort from the cold weather. To Port Huron it was the salvation of civic pride, and to the fortunate and unfortunate of Bad Axe and Harbor Beach, who received "Lots of Love" or "Please Remit" missives, that ship was an Angel from Heaven.

SCHNEIDER SEAPLANE RACE TO BE HELD IN BALTIMORE ✓

Baltimore will be the scene of the International Seaplane Race for the Schneider Cup next fall, decision to that effect having been made by the Contest Committee of the National Aeronautic Association, of which Mr. Orville Wright is chairman. The race will probably be held on October 24th or 31st, with the chances favoring the former date. It is understood that Great Britain has already made formal entry, and both France and Italy are expected to enter by April 1st, the closing date for entries.

According to Major Wm. D. Tipton, of the Baltimore Flying Club, plans will be made by that organization to enlist the widest support of all civic organizations in the forthcoming seaplane classic. The rules governing the award of the Schneider Cup provide that the country winning it three times becomes the permanent owner of the trophy. Great Britain and Italy have each won it, and last fall it was won by the U.S. Navy. Great Britain and Italy both withdrew from the race last year, the reason assigned for the withdrawal of the British entries being that the seaplanes scheduled to take part were damaged in accidents.

Major Tipton further stated that with France credited as possessing the speed king of the air, new and faster planes will have to be built by America for the race. The U.S. Navy is defending the cup, but the ships used last year will be out of date for competition against the latest makes of foreign planes. It was intimated that the British flying detachment will come to Baltimore on a battleship which will be docked at Baltimore during the race.

WORLD FLIGHT COMMANDER PRESENTED WITH AIRPLANE ✓

In appreciation of the valiant services of Captain Lowell H. Smith, commander of the world flyers, Mr. Leslie C. Brand of Glendale, Calif., capitalist and pioneer aviator, presented him with a LePere airplane said to be valued at \$30,000 and one of three of its kind in the United States. This unusual and substantial gift to Captain Smith for his efforts in behalf of American aviation supremacy was accepted by him with expressions of gratitude. At the time of the presentation Captain Smith was visiting in Los Angeles, where his parents reside.

The plane was built by W. D. Waterman and later was rebuilt by Donald Douglas, builder of the around-the-world cruisers which broke all air records. The machine was one of several that Mr. Brand keeps in a hangar on his estate north of Glendale.

The bill of sale covering the transaction may be of interest and is therefore quoted below, as follows:

"BILL OF SALE

KNOW ALL MEN BY THESE PRESENTS That L.C.Brand, the party of the first part, for and in consideration of valiant service rendered his country, in his successful around the world airplane flight, to Captain Lowell Smith, the party of the second part, does by these presents grant, bargain, sell and convey unto the said party of the second part, his executors, administrators, and assigns one Le Pere airplane, built by W.D.Waterman and rebuilt by Donald Douglas and now located in my hangar at the corner of Grandview Ave. and Mountain Ave., Glendale, Calif.

TO HAVE AND TO HOLD the same to said party of the second part, his executors, administrators and assigns forever, and I do for my heirs, executors and administrators covenant and agree to and with the said party of the second part, his executors, administrators and assigns to warrant and defend the title to the said property, goods and chattels hereby conveyed, against the just and lawful claim and demands of all persons whomsoever.

WITNESS my hand and seal this twenty seventh day of January, 1925.

Signed, sealed and delivered in the presence of

Mrs. L.C.Brand)

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L.C.BRAND"

CIVIL AVIATION ACTIVITIES AT SANTA MONICA, CALIF.

A 5-passenger airplane for long distance service, to be added to its fleet of three and four-passenger ships, is being built by the L.M.Back Company, headquarters at Clover Field, Santa Monica, Calif. This firm is also constructing a light sport plane, powered with a 7 h.p. engine, the speed of which is placed at 55 m.p.h., weight, empty, 225 lbs., loaded 392 lbs.

A civilian flying school and a passenger-carrying service is maintained at Clover Field by Robert M. Lloyd, 1st Lieut., A.S., O.R.C., who states that interest in flying is undoubtedly on the upward trend judging by the number of students in his school and the increase in the passenger-carrying business.

Another civilian flying school is maintained by Kenneth Montee, of the K.W. Montee Aircraft Co., which concern is building several airplanes for experimental and passenger-carrying purposes.

FLYING AT CLOVER FIELD, SANTA MONICA, CALIF.

Every other Sunday at Clover Field, Santa Monica, Calif., is a "flying Sunday" meaning that U.S.Army Air Service reserve men who have qualified physically by passing an examination are permitted to fly the army planes kept at that field. On the last "flying Sunday" from 9 in the morning until 5 in the afternoon, approximately 2015 miles were flown by the Air Service reserve officers. This mileage does not include the time in the air put in by the civilian planes taking off from the civilian flying field adjoining Clover Field.

RESTORING HEARING BY AIRPLANE FLIGHT.

Much interest was manifested in the attempts to restore the hearing of Mr. Joseph Kling by an airplane flight at Mitchel Field, L.I., New York. Mr.Kling's case is still under observation and, while he reports a slight improvement, nothing

conclusive has been accomplished. An important step in this experiment has been to acquaint the public with just what types of deafness are susceptible to the airplane treatment. Prior to the experiments with Mr. Kling, the belief prevailed that an airplane flight would cure any type of these afflictions. By the hopeful it was considered a form of miracle cure and by others a form of quackery. Today, in the vicinity of New York at least, the general public knows that no relief from this direction can be expected where the affliction is of an organic nature. An airplane ride is of no more value than a ride in a wheel-barrow if it is a question of the disease or destruction of an organ of speech or hearing.

When the affliction is of an emotional nature and the result of shock, it is possible and reasonable to suppose that another shock, if accompanied by faith, may effect a cure. It is believed that this information has relieved many troubled minds and even proved illuminating to some members of the medical profession.

SELFRIDGE PILOTS PHOTOGRAPH ECLIPSE.

The First Pursuit Group at Selfridge Field, Mt. Clemens, Mich., played a very important part in the photographing of the eclipse of the sun on Jan. 24th for Detroit papers. Two DeHavilands, one piloted by Lieut. Johnson, with Mr. H.V. Wilcox of the reportorial staff of the Detroit News as passenger, and the other by Lieut. Rich, with William A. Kuenzel, staff photographer of the same newspaper as passenger, were used as the mediums for obtaining permanent views of this phenomenon. Atop a cloud bank 19,000 feet above Lake Huron, the total eclipse of the sun was viewed and photographed.

From a seat some four miles above the mist-hidden waters of Lake Huron the airmen saw a hurricane of shadow sweep from the west at the rate of 200 miles an hour and the sky suddenly became a majestic velvet dome of deep blue, in which myriads of stars twinkled with cheerful radiance. During the minute and a half of total eclipse it was not totally dark above the clouds. The universe seemed blue rather than black, clouds could be traced and the planes were visible to each other because of the flame darting from their thundering exhausts. During these same 90 seconds of the total eclipse the planes had become drenched with dew. On the return trip to Selfridge Field, as the pilots plunged downward into the clouds, this moisture froze and partially clogged the controls with ice, and it was only by exerting their utmost strength that they were able to guide their ships back safely.

After two hours of frozen solitude, part of which time one was seldom conscious of the roar of the motor, land was again sighted and the pilots found themselves, due to irresistible winds of terrific velocity, sweeping in contrary directions and different altitudes, over a point in Canada north of Georgian Bay.

Gasoline was running low and there were approximately 75 miles to be flown to reach Selfridge Field. The home stretch became a desperate race to avoid forced landings in the deep snow and uncharted wilds of Ontario. Lieut. Rich, more fortunate than his brother officer, won his race by a breathless margin, while Lieut. Johnson was forced down near Camlachi. Here he was given swift and generous help by the farmers, who supplied him with all gasoline available, about 20 gallons, which allowed him to glide to safety at Selfridge just as the last drops trickled into the good old Liberty.

NEWS NOTES FROM ABERDEEN PROVING GROUNDS, MD.

Inclement weather greatly hindered the Ordnance bombing programs for the month of January. The greater part of the programs call for the bombs to be dropped from altitudes of from eight to sixteen thousand feet. Due to very poor visibility, only a very few of the programs were carried out. Several tests of the MKI Airway parachute flares, dropped from 4,000 and 6,000 feet, were made and proved to be very satisfactory, the flares giving a very bright light for approximately three minutes. Several tests were also made with the MKIII reconditioned flare which proved to be successful. These flares give a very brilliant light for approximately seven minutes.

The supercharger DeHaviland airplane, which was brought to Aberdeen from Fairfield to be used in high altitude bombing tests, is being returned to the Fairfield Air Intermediate Depot to undergo certain changes which will make it possible to carry a 300-pound bomb under the center section. At present, the underslung radiators and the brace wires in the undercarriage are in such a position as to warrant a change before bombing can be done.

Last summer hangar No. 3 at Aberdeen was lined inside for the purpose of keeping the winter flying ships in a warm temperature. The hangar is now heated by hot air tubes which distribute the hot air, supplied by a large electric fan which draws same from the furnace, to different parts of the hangar. The hangar thus heated makes much more comfortable for the mechanics to work on the planes.

From the looks of things it is very evident that many young men are heeding the posters which read "Earn while you learn" and "Learn to Fly". New men are coming to the 49th Bombardment Squadron almost every day. In fact, the squadron is filling so fast that the mess hall will not hold them all at once. Several of these new men are now at the Air Service Technical School at Chanute Field, and more are to go soon.

PHOTOGRAPHS OF ECLIPSE AT 17,000 FEET.

Master Sergeant D.D. Johnson, Air Service Tactical School Detachment, Langley Field, Va., with Staff Sergeant H.G. Merson, 20th Photo Section as photographer, piloted a DH4-B airplane on the morning of January 24th to a height of 17,000 feet for the purpose of taking pictures of the eclipse of the sun. They succeeded in getting some very good pictures in spite of the severe cold they had to endure.

SOCIETY OF AUTOMOTIVE ENGINEERS DISCUSS COMMERCIAL AVIATION.

Major Lanphier, Captain Tillinghast and Lieuts. Hurd, Johnson, Ellis, Mathews, Minty and Rich were guests of the Packard Motor Company at the aviation session of the Society of Automotive Engineers in the General Motors Building at Detroit, Mich., on the afternoon of January 20th.

Mr. L.M. Woolson, of the Packard Motor Company, read a very interesting paper on the new Packard 1500 and 2500 motors, using slides and parts of the motors to illustrate his talk.

Mr. Stout, of the Stout All Metal Airplane Company of Detroit, then discussed at length the commercial air possibilities in America, stressing the point that aviation must be made self-supporting and independent of all government aid or subsidy.

At the conclusion of the session the Selfridge Field officers were given the opportunity of examining the all-metal airship now being built in Detroit. After this inspection they were furnished complimentary tickets and were escorted to the Detroit Automobile Show.

There is growing up a wonderful relation between the commercial and military air interests in this section of the country, due in a great measure to the untiring efforts of Major Lanphier, who is doing everything in his power to foster interest in the Air Service in general and to bring about a hearty cooperation between its many and varied branches. The trip of the officers to Detroit was made upon voluntary invitation of the Packard Motor Company, they having sent closed Packard cars with chauffeurs to Selfridge Field and placed them at the disposal of the officers for the day.

Detroit is very much interested in the retention of Selfridge Field at its present site. The Detroit Chamber of Commerce is doing everything in its power to make it a permanent field worthy of housing the flower of Uncle Sam's air fleet, as our Correspondent puts it, and hardly a week passes that the officers do not receive invitations to Detroit as guests of commercial and civil organizations.

A BRAVE DEED.

While returning to Mitchel Field, N.Y., from Watertown, N.Y., recently, Sergeant Samuel H. Turner, 1st Observation Squadron, encountered motor trouble over Croton-on-Hudson, New York, and for want of a landing field was compelled to land in the icy waters of the Hudson River. The thermometer was near the zero point and a northwest gale was raging. Stunned by a blow he had received on the forehead when his plane hit the water and weighed down by his water-logged flying suit, Sergeant Turner, although only one hundred feet from the shore, was completely marooned.

Efforts to reach him with a rope or to secure a boat failed and the handful of spectators on the beach watched him in grim silence as he was slowly freezing

to death. Mr. Amiello Conti, a cook for the N.Y. Central R.R., and employed nearby, arrived on the scene, and without hesitation he braved the treacherous mud and chilling waters of the Hudson and brought Sergeant Turner ashore, the latter by this time being in a state approximating collapse. The following day Sergeant Turner had so far recovered from the shock and exposure as to be released from the hospital at Croton.

In risking the cold, the mud and the strong current of the Hudson River, Mitchel Field feels that Mr. Conti risked his life for a member of the garrison and, accordingly, he has been recommended for a Carnegie Hero Medal. If Mr. Conti does not receive this medal it will not be because of the lack of valor but because his modesty prompted him to minimize the important and courageous part he played.

COMMEMORATING THE BIRTH OF AVIATION.

In order to properly commemorate December 17th, the anniversary of man's conquest of the air by American genius, which constitutes one of the great achievements of all time, the Board of Governors of the National Aeronautic Association at a recent meeting expressed the sentiment that this date should be suitably commemorated throughout this country and adopted a resolution to the effect that the President of the United States be requested to designate December 17th in each year as "Aviation Day". In this resolution the Board of Governors pledge themselves to assist in making these recurring occasions notable for emphasizing the importance of our aeronautical development to our national welfare in time of peace and our security in time of war.

PET COCKS ON WATER PUMP OPENED THROUGH VIBRATION.

During a recent flight from Langley Field, Va., to Chanute Field, Rantoul, Ill., where they ferried students to the Air Service Technical School, Lieut. G.P. Rodgers, pilot, encountered considerable hard luck, owing to very inclement weather and motor trouble. While flying from Moundsville to Columbus, Ohio, the pet-cock on the water pump opened through vibration, causing the water to run out and burn out the motor, so that they were forced to land at Reynoldsville, Ohio. Our Langley Field Correspondent states that this is the first time to his knowledge that this has occurred, and he believes it a good plan to always safety the above mentioned pet-cocks to obviate a recurrence of such a contingency.

Staff Sgt. Coulston accompanied Lieut. Rodgers as mechanic.

LIEUT. WARNER DIES FROM INJURIES RECEIVED IN CRASH.

Into hangar nine at Selfridge Field, Mt. Clemens, Mich., between two lines of rigidly saluting officers, was borne a flag-draped casket containing the remains of 2nd Lieut. Duane G. Warner, United States Air Service. Slowly the organizations of the field filed in and stood with uncovered heads while the last sad words that marked the parting of a soldier, friend and gentleman were said. Then over the casket a bugler blew taps and, borne back by winter winds, the echo, faint but distinct, murmured G-o-o-d B-y-e.

The casket was carried away by loving hands, and to those of us who remain to carry on the work that must not cease remains only the treasured memory of another martyr to the fickle Gods of Flight.

Second Lieutenant Duane G. Warner, attached for duty with the 27th Pursuit Squadron, died at Saint Josephs Sanitarium in Mount Clemens, Michigan, Friday, January 23rd, from injuries received when his plane, a Curtiss Pursuit PW-8, crashed on the ice of Lake St. Clair on January 19th.

Lieut. Warner was born in Hampton, Conn., March 8, 1899. He enlisted as a private October 8, 1918, and on October 7, 1921, was sent as a cadet to Carlstrom Field, Fla., for training. He graduated April 17, 1922, and was sent to the First Pursuit Group, then at Ellington Field, for advance training. Lieut. Warner graduated as a pursuit pilot on December 21st of that year, and on July 8, 1924, was commissioned a 2nd Lieutenant and assigned to the First Pursuit Group at Selfridge Field.

Lieut. Warner loved to fly and, at the time of his death, had 974 hours and 20 minutes flying time to his credit.

AIRSHIP TC-4 MAKES ALTITUDE FLIGHT.

During the last week in January the U.S. Army Airship TC-4 made several flights. On January 27th this ship made an altitude test flight to determine its ceiling, and an altitude of 4800 feet was reached. Beginning at 1500 feet the wind was about 45 to 50 miles per hour. This practically made it possible for the airship to ascend almost vertically.

LONG-DISTANCE FLIGHTS DURING 1924. ✓

The past year in aviation was a banner one in the matter of long distance flights. Of course, the outstanding event was the flight around the world of six officers of the American Army Air Service in three Douglas Cruisers. There is no need to dwell on the details of this historic event. The entire world is familiar with the exploits of Captain Lowell H. Smith and his five associates on this flight Lieuts. Nelson, Wade, Arnold, Ogden and Harding. The newspaper-reading public has no doubt followed with keen interest the serial story of this famous flight which had been running in the newspapers for the past several months. Statistics show that 27,553 miles were covered on this first aerial journey around the world, between March 17th and September 28th, 1924. The total flying time was 352 hours and 42 minutes. The average speed at which they flew was 78 miles per hour.

Two other attempts were made to circumnavigate the globe by air - one by Squadron Leader MacLaren of the British Royal Air Force and the other by Major Zanni of the Argentine Army. The first named on a Vickers flying boat (Napier Lion engine) started from England on March 25th and ultimately got as far as the Kurile Islands to the north of Japan. Major Zanni, on a Fokker CIV (Napier engine) started from Amsterdam on April 26th and ultimately reached Tokio, Japan. A notable feature of Major Zanni's performance was that he covered approximately 8,000 miles, from Amsterdam to Hanoi, French Indo-China, in 24 days.

On April 24th Lieut. M. Pelletier d'Oisy, of the French Air Service, started in a Breguet machine from Paris and flew as far as Hanoi, where he crashed. With a borrowed machine he reached Tokio on June 9th, his trip of approximately 11,500 miles consuming 46 days.

A flight of 9,280 miles from Amsterdam, Holland, to Batavia, Dutch Indies, was successfully accomplished by Mr. Van der Hoop, of the Dutch Army, in a Fokker 10-passenger commercial air liner, Type F VII. Starting from Amsterdam on the 1st of October, the flight to Batavia was concluded on November 24th. After traveling the distance of 1476 miles to Plovdiv, Bulgaria, which he reached on October 3rd. Mr. Van der Hoop was delayed an entire month at the latter place, due to an unfortunate accident, the breaking of a water connection causing a forced landing and resulting in damage to the undercarriage, etc. The flight was resumed on November 2nd, and the remaining 8344 miles were covered in 23 days.

A creditable performance was the flight of Wing Commander Goble and Flight Lieut. McIntyre, who flew completely around the coast of Australia in a Fairey seaplane powered with a Rolls-Royce engine. The distance of approximately 8,500 miles was covered in 90 days, their starting and returning point being Melbourne.

Another flight around Australia, involving a distance of approximately 7,750 miles, was made by Lieut.-Col. Brinsmead, Controller of Civil Aviation in Australia, with Captain Jones, Superintendent of Flying Operations and Mr. Buchanan, Inspector of Civil Aircraft. Using a DeHavilland-50 airplane powered with a Siddeley Puma engine, they flew around the inside coast of Australia between Aug. 7th and 29th - 22 days.

A flight which attracted world-wide attention was the dawn to dusk flight across the American continent of Lieut. Russell L. Maughan, of the American Army Air Service, on June 23rd. Starting from Mitchel Field, L.I., New York, at 2:58 a.m., Eastern Standard time, he reached San Francisco at 9:40 P.M. Pacific time, covering the distance of 2,670 miles in an elapsed time of 21 hours, 48½ minutes, and actual flying time of 18 hours and 36 minutes. Five intermediate stops were made - Dayton, O.; St. Joseph, Mo.; North Platte, Nebraska; Cheyenne, Wyoming, and Salduro, Utah.

Two Portuguese military airmen, Majors Brito Paia and Sarmento Beires, completed on June 20th a flight from Lisbon, Portugal, to Macao, China, the distance of 8,500 miles being covered in 80 days.

Air Vice-Marshal Sir Sefton Brancker, Director of British Civil Aviation, started on November 20th on a flight to inspect aviation activities in India. The airplane in which he was a passenger was a DH-50, piloted by Mr. Alan Cobham. The pilot and his passenger reached Allahabad, India, on January 12, 1925.

SELFRIDGE FIELD TALENT BEFORE THE MICROPHONE.

Without a doubt Selfridge Field is finding its place in the sun. The Selfridge Field Minstrels, presented by Chaplain Charles O. Purdy, Group Athletic Officer, and directed by Mr. L.A. Ruttan, of Detroit, broadcasted several of their numbers from the new station of the Detroit Free Press, located on the 30th floor of the new Book-Cadillac Hotel.

"Rather incredulous," states our Correspondent, "we all tuned in and waited. That they surprised us is putting it mildly, for they gave us the best entertainment

on the program. Sergeant Leffingwell sang "Who Cares" and was promptly made a Colonel by the announcer. Frankly, we were very skeptical and expected the whole thing to be a grand fizzle - but it wasn't. Below is an excerpt from a letter written to Colonel Leffingwell by Ex-Staff Sergeant Arthur Beals, now with the State Troopers in Lansing:

"When some one announced that you were going to sing I picked my radio up in my arms to throw it through a window, then, for old times sake I decided to listen in. I'm glad I did. You and the bunch were excellent and I wish you all the success in the world with the minstrels."

THE RETORT COURTEOUS.

A certain Corporal at Langley Field, Va., called by his buddies "The Wild Bull of the Pampas", was drilling recruits the other day, and during his ministrations of the TR 420-50 said to a rookie - "Hey there, rook, pick up that cadence!" "Pick it up yourself," chirruped the recruit, "I didn't drop it."

Talking about the same Corporal, our Langley Field Correspondent states that they had a movie at the post under the title of the "Siren of Seville". The Corp. decided to see it, but after sitting through the first reel became disgusted and left. On passing out of the door he was asked why he was leaving. "Oh! I thought it was about a fog horn and storms, but seeing that it was about bull fights I had to quit. I throw a pretty mean bull, myself."

PICKING UP MESSAGES FROM THE GROUND DURING FLIGHT.

During a recent inspection of Crissy Field, Presidio of San Francisco, Calif., the Corps Area Inspector was very favorably impressed with the field, particularly the system of picking up messages from the ground by a plane in flight. This system consists of a heavy lead "fish" attached to the end of the wireless antennae on the airplane. Welded to this fish are four hooks. Two men on the ground, fifty feet apart, hold two poles above their heads; suspended between the poles is a string with a message attached thereto. As the plane flies low over the message, the observer lets out his fish with the hooks attached and the string and message are picked up on the hooks and drawn into the plane by the observer. On the morning of January 29th a message was picked up from a tug boat in San Francisco Bay.

AIR SERVICE RESERVE ACTIVITIES IN SOUTHERN CALIFORNIA.

Considerable interest is being shown in the new Air Service Reserve Squadron, to be known as the 476th Pursuit Squadron, which is in process of organization at Clover Field, Santa Monica, Calif. Lieut. H.S. Kenyon, Jr., Air Service, who is in command of Clover Field, states that a full complement of officers for that squadron is almost attained and that in a short while competitive sports and flying contests open to the public will be staged between the new 476th Pursuit Squadron and the 478th Pursuit Squadron, also a reserve squadron at Clover Field.

The 478th Pursuit Squadron enjoys an enviable record in Air Service Reserve circles in that it won a miniature airplane trophy while in summer training last year at Rockwell Field, San Diego, competing in a hotly contested fight with three other 9th Corps Area reserve squadrons. Captain William A. Frye, A.S. (Reserve) commands the 478th and Capt. Peyton Gibson, A.S. (Reserve) the 476th.

Clover Field was the recipient of a completely equipped machine shop, including a drill press, several lathes and a full complement of airplane repair tools. The equipment, which is new, is valued at many thousands of dollars and will enable the commanding officer to carry on ^{on} a more efficient basis than heretofore.

Regular training for reserve officers at Clover Field is entirely voluntary on their part, and from time to time is entered into enthusiastically by approximately 100 reserve officers in the vicinity.

CAUTION TO PILOTS.

A smoke stack approximately 80 feet high has just been erected at the Post Machine Shop at Langley Field, Hampton, Va. This stack, during darkness, will always be marked plainly by an incandescent light at the top. The Commanding Officer of Langley Field desires that this matter be brought to the attention of all station commanders whose pilots might be likely to visit Langley Field.

NOTES FROM AIR SERVICE FIELDS.

Langley Field, Hampton, Va., January 22nd.

The usual activities of the Second Bombardment Group were greatly retarded the past month due to the holidays and bad weather at this field. Six Martin Bombers were flown cross-country to Chanute Field, ferrying enlisted men to the school there. Most of the pilots experienced considerable trouble on the trip, due to the extreme cold in that part of the country. What is usually a five day trip turned out to be one of from eighteen days to thirty-two days and, according to the reports of the pilots who made the trip, it was not cherished by any.

AIR SERVICE TACTICAL SCHOOL:

The A.S.T.S., flew 58 hours and 40 minutes during the past week, of which 9 hours was cross-country time.

11TH BOMBARDMENT SQUADRON:

We have on our basket ball team some pretty good material, several of the players being well known as, for instance, Tech. Sgt. Moorehead and St. Sgt. Ritenour, who came from the Lone Star State with good records. Pvts. Iknar and Moore are our star basket shooters and Sgt. Needham is a good center. So far we have played two games winning one and tying the other. Slowly but surely the old men of the Squadron are dropping off. This time it is Private Brock, who has been with us two and a half years. We are sorry to see him go, as he is a very good and cheerful comrade. We are very pleased to note the return from leave of Private Charles Atkinson, the supreme mechanic of the Squadron. He says that he had a good time, but had to come back as he did not want to miss his "Beans".

20TH BOMBARDMENT SQUADRON:

The 20th Squadron basket ball team is doing very well, and promises to do even better before the season is over. The team now consists of Martin, Higgins, Burns, Bolles and DeMarral. They won from the 19th Airship Company team by the score of 28 to 23. The 19th team played an excellent game but the 20th played even better and the losers were lucky to not have received an even worse beating.

19TH AIRSHIP COMPANY:

During the past week little flying was done which included the regular training and routine work. The motors were changed and tested.

50TH OBSERVATION SQUADRON:

During the past week "Ole Jupe Pluvius" was on the job with a bang, as can be attested by several Officers of the Day, who attempted to swim on their inspections of the Guard around the Hangars. Flying was somewhat curtailed on this account, but the Squadron planes participated in the following flights: 19 flights, Training of Aircraft Crews; 2 flights for ship tests; 1 flight, Routine test; 2 flights, Aerial Reconnaissance; 4 flights Cross-country, as follows: Lt. Bissel, pilot, with Professor Todd, the famous astronomer from Amherst as passenger, flew to Bolling Field and return. Lt. Collins/Hoffstetter as passenger, flew to Bolling Field and return. Lt. Collins reports favorably on the National Capital and desires more trips there. We wonder what the attraction is? Capt. Galloway flew our AWOL plane #7 from Bolling Field. This protege of ours has been at Bolling Field since November 15, 1924, when Captain Duncan tried to negotiate a trip to the Princeton-Yale football game, but was forced down at White Plains, Md. Sergeant McGunnis, the crew chief, wept with joy to see Slippery Seven glide back to Langley Field and well into its berth. It has been on a long desertion but now our hopes are that it will behave and observe the Air Service Regulations.

The Langley Field Basketball league started its season and the Old Gym vibrates with shouts of its approval and disapproval of the referee's decisions. Our team has come out victorious in all its games so far and the chances of winning the Cup are extremely bright. The members of the team are: Sgts. Cy Foster, Eddie Tuite, Porkey Huffman, Rainbow DeFord; Pvts. Dutch Betzenberger, Rob Ranger and Willie Thornton. In the last game Sgt. "Porkey" Huffman had the misfortune to dislocate his shoulder and is now residing with the "Pill Rollers" at Fortress Monroe. We hope that the "Pill Rollers" will soon get tired of "Porkey" and kick him out.

58TH SERVICE SQUADRON:

B O O S T - - - B O O S T - - - It is noted that a spirit of friendly rivalry has developed among the various squadrons and detachments. The spirit of "Proud of My Outfit" is in the Air. This is a healthful sign and augurs well for the success of any organization whose members are imbued with such a spirit. When men begin to boost, things are going to move. It is the knocker who tears down. Incessant knocking will break down the spirit and efficiency of any organization. It is a little more than an apology for a manifest weakness -- a diseased condition. On the other hand, health and strength are suggested by the spirit which says: "BOOST".

96TH BOMBARDMENT SQUADRON:

The 96th Bombardment Squadron (Devil's Own) has played two games in the inter-post Basket-ball League, and sports a 100% average. Our Communications Officer, Lt. Wilson, has been detailed as assistant to officer in charge of the Post Schools.

59TH SERVICE SQUADRON:

Lieut. Victor E. Bertrandias returned for duty from a tour of detached service at McCook Field, in connection with tests of "CO" models, and a short period of leave. Lieut. Wm. A. Hayward flew an "UMB" to New York, expecting to remain there during the eclipse of the sun. Sgt. Hixson suffered a slight relapse during the past week, but from last reports, he is again on the road to recovery. He is still confined to the Post Hospital at Fort Oglethorpe, Georgia.

Langley Field, Hampton, Va., January 29.

50TH OBSERVATION SQUADRON:

The following is the flying time for the 50th Squadron for the past week: 11 flights, Routine Tests; 5 flights, Motor Tests; 2 flights, Radio Tests; 2 flights, Cross-country; 1 flight, Airways; 3 flights, Training Aircraft Crews and 2 flights Aerial Reconnaissance, - total time for the week 53 hours and 10 minutes.

The 50th Basketball team is still going strong. In the past week they brought the bacon from the A.S.T.S., and the "Outlaws". The record thus far is five victories and no defeats. The boys are sure on the right track for another cup this year.

20TH BOMBARDMENT SQUADRON:

Very little flying was done in the Squadron during the past week owing to the very inclement weather, and the officers are all impatiently awaiting good weather to catch up on their flying. Lieut. Walker, the Squadron inspector, is well around again, having been very ill for several weeks. The 20th Squadron basketball team is still going strong, and winning plenty of games. Staff Sgt. Martin and Pvt. Higgins are again on the team and with them there is no doubt that the team will continue the good showing they are making.

96TH BOMBARDMENT SQUADRON:

On January 26, Lieut. Lindenburg took our good ship No. 8 out for a short flight and had the unfortunate luck to land it in the bay. Outside of getting their annual bath the crew and Lieut. Lindenburg got out of the wreckage without a mark or scar.

The basketball team is still playing at 1000 percent and we are sure they will maintain their lead throughout the season.

11TH BOMBARDMENT SQUADRON:

The weather around Langley Field, is not of the best, for flying anyway. Nevertheless, the old Eleventh managed to put across thirteen hours and thirty-five minutes, and seventeen flights. We grant that part of this was a cross-country flight to New York and return. The pilot of this flight was Lieut. Hayward, who reported that it was a severe trip.

The Eleventh's Flying Five put up a pretty stiff struggle on the gym floor, one day last week, when the Squadron played the 50th Observation. The score was 27 to 26 in favor of the 50th's basketshooters. The stars of the game were for the Eleventh, Iknar and Moore, with Moorehead doing some good and fast playing, and for the 50th, Napier, Brown and Foster.

In place of the usual weekly drill on Wednesday morning, our commanding officer gave us a splendid talk on Morals and Sex Hygiene. It was well worth listening to, and was appreciated by everyone who heard it. Its effect on the moral of Squadron cannot be seen at present, but it is bound to have had some effect, as our C.O., is pretty popular with his men, and what he says is usually followed. This talk will help to strengthen the esprit de corps of the command.

59TH SERVICE SQUADRON:

Lieut. William A. Hayward returned January 28th from Mitchel Field, after a strenuous journey due to inclement weather. A perfect landing was made at this field under extremely adverse ground conditions.

No further news was received at this office in regard to the present health of 1st Sergeant William A. Hixon. Latest information was to the effect that he was convalescent.

AIR SERVICE TACTICAL SCHOOL:

During the week just passed the Air Service Tactical School did not do their customary amount flying owing to the inclement weather.

Phillips Field, Aberdeen Proving Grounds, Md., Feb. 2

Very few of the officers of the Squadron were on the Post for the Christmas holidays. Lieut. K. deV. Fastenau departed for his home in Ohio; Dec. 23rd., and spent a very enjoyable ten days with the home folks. Lieut. C.F. Bond took thirty days leave, spending most of the time in Philadelphia and Washington. Lieut. W.H. Bleakley enjoyed a ten-day leave at his home in New York, leaving here Dec. 24th. Lieut. F.M. Seward spent five days with his parents in Ridgely, Md. Last, but not least, Lieut. J.P. Hebert flew a DH to Worcester, Mass. Dec. 25th to take Lieut. J.F. Early of the 18th. Airship Co. to his home for the holidays. Lieut. Hebert returned to Hartford, Conn., left the plane in a hangar and went to his home in Springfield via train. The return trip to this field was made Dec. 28th, excellent weather conditions prevailing throughout the holidays.

Lieut. John A. Austin and three enlisted men left here for Langin Field, W.Va., Dec. 27th. enroute to Chanute Field, where the enlisted men were to enter the A.S.T.S. It was very cold and after about an hour's flying a bad snow storm was encountered. Lieut. Austin tried to go around the storm but was unsuccessful, being finally forced down at Tidioute, Pa., almost out of gas. It was necessary to remain a day and a half for better conditions. The trip was continued to Chanute Field via Langin Field and Fairfield, Ohio. Lieut. Austin returned from Chanute Field to Fairfield alone and left the NBS-1 at that station to be overhauled continuing home-ward in a supercharger DH. It seemed as though luck was against Lieut. Austin and he was again forced down, this time out of gas, at W. Friendship, Md. Fuel was taken to him by truck from this station and he continued on to the home station Jan. 7th.

Due to a heavy snow storm in this section of the country no flying was done at this station until Jan. 8th. Even then the snow and slush hindered landing and take-offs.

While returning from a theater in Baltimore on the night of Jan. 18th, Lieuts. C.F. Bond and O.P. Hebert met with an accident in which both received very painful injuries. Lieut. Bond was driving his Ford coupe, and, upon turning a corner unexpectedly came upon a large truck, belonging to the City of Baltimore, parked in the center of the street without lights. A crash was unavoidable. Lieuts. Bond and Hebert were removed to John Hopkins Hospital where their injuries were dressed and a few days later they were transferred to Walter Reed General Hospital where they were reported to be doing nicely. Lieut. Bond suffered lacerations about the face and head and a fractured jaw. Lieut. Hebert was cut about the face and his jaw was broken.

On January 24th, there was general excitement all over Northeast United States when there was a total eclipse of the sun. Lieut. H.L. George, A.S. and Capt. Terry of the Ordnance Dept. flew to New York on the afternoon of the 23rd to be on hand to view the eclipse from the air. The eclipse as seen from Aberdeen was about 95% total, causing it to appear as though it was about 6 P.M. instead of 9:15 A.M. This is the first time in history that night flying has been done in the day time.

"On to the Post Championship" is now the motto of the 49th. Squadron basketball team. At the present time the standing of the team is .500 having played four games, winning two and losing two. In two of the games with the 18th. Airship Co., the 49th won the first, 21-15, and lost the second 30-22. The third, and deciding

game will be played at an early date. The first game was played on the 49th court and was fought hard throughout. The game wasn't won until the last two minutes. The second game was played on the 18th court and, due to its smallness, the 49th didn't give the 18th quite enough credit, so the 49th second team started the game. It was soon evident that we had made a bad mistake, because after five minutes of play the score was 9-0 in favor of the 18th. The first team was rushed to the rescue and at half time the score stood 13-11 in favor of the 18th. This lead could not be overcome and after a hotly fought half the game ended 30-22, 18th. Look out, Sand Bags!

San Antonio Air Intermediate Depot, Kelly Field, Texas, Feb. 3.

Lieut. Myron R. Wood, who was recently relieved of his duties at this station, is now on leave of absence attending to some personal business matters and visiting about among friends and relatives in San Antonio and the local Army Posts preparatory to leaving for a tour of duty in the Hawaiian Islands. Lieut. and Mrs. Wood are planning to leave soon for a motor tour in their Wills-Saint Claire through Southwest Texas, New Mexico, Arizona, and Southern California before joining their new station.

Lieut. Wood has been on duty at this station for nearly four years as Depot Supply Officer, Contracting & Purchasing Officer, and Transportation Officer. For nearly three years he was the Acting Quartermaster, during which time he built a number of comfortable, commodious, as well as beautiful, officers' quarters from salvaged material and Post labor.

Lieut. Wood is an excellent flyer and is well qualified by study and experience for the duties of procurement, storage, and issue of aeronautical equipment and supplies at depots where such work is performed on a major scale. His many friends among the officers, employees, and of the city of San Antonio wish him and Mrs. Wood a pleasant and interesting tour of duty at their new station.

Mrs. Lewis A. Dayton, wife of Lieut. Dayton, and her children are visiting friends and relatives in Southern California.

Lieut. Lewis A. Dayton left Saturday on a cross-country flight to Muskogee, Okla., and returned Sunday at noon.

The Air Service employees held their monthly dance at the Service Club on Saturday evening, about sixty couples being present. The music was excellent and those present enjoyed a delightful evening.

Biggs Field, Fort Bliss, Texas., January 23 - 31, 1925.

A training camp at Biggs Field for reserve officers is scheduled to start February 14th, about ten reserve officers being expected to attend.

The Second Division Air Service basketball team added another game to their credit when they defeated the team from the Wm. Beaumont General Hospital on January 22nd by the close score of 20 to 19.

Cross-country flights during the above period were as follows: Lieut. O'Connell to the Air Intermediate Depot at San Antonio, Texas., Jan. 27th to take a bombing gear to that place; Lieut. Clark and Master Sgt. Thile to Tucson, Ariz., January 17th, to take spare parts to Lieuts. Weddington and O'Connell who had a forced landing there on Jan. 15th. All returned to Fort Bliss on the 18th; Major Heffernan to San Antonio Air Intermediate Depot Jan. 19th, ferrying an old plane there and returning the following day with a new one; Lieut. Smith and Sgt. Livesay to Tucson, Nogales and Douglas, Ariz., January 27th for the purpose of inspecting supplies at those stations, returning the following day; Lieut. Clark and Private McGaugh to Marfa, Texas, January 27th, the former returning the same day and Private McGaugh remaining there to return with Lieut. O'Connell; Sergeant Pierce and Sgt. Johnson to Pyote, Texas, Jan. 31st. for cross-country flying training.

Captain Walter Bender returned Jan. 26th from McCook Field where he was on temporary duty for almost two months.

Lieut. Searl from Brooks Field visited this station on Jan. 27th and returned to his home station the following day.

Lieuts. Lawrence, Thorpe and Myers, with officers as passengers, arrived at this station from Brooks Field on January 30th.

Lieut. Smith and Private Rabinowitz ferried an old plane to the San Antonio Air Intermediate Depot and returned with a new one.

Tech. Sgt. Bonville was assigned to the 12th Obs. Squadron and is on detached service at Kelly Field; Pvt. Sidney Paugh reenlisted at Fort Logan, Denver, Colorado, for the 12th Obs. Sqdn., and reported for duty Jan. 25th; Privates Lafflen, Laird, and Paul were sent to the Wm. Beaumont General Hospital for treatment; Private Herbert A. Carruth left for Lubbock, Texas, on a 30-day furlough.

Selfridge Field, Mt. Clemens, Mich. Jan. 31st.

On the night of January 30th the Selfridge Field Minstrels gave their first presentation in the War Department Theatre. The show was warmly received by soldier and civilian alike, and we predict success. Sgt. Williams more commonly known as BayRum Bill, gave us many laughs as the Irish comedian but the evening's prize must be presented to Private McDonald, of the 27th Pursuit Squadron, who in a character of a somewhat goofy aspect caused us continued merriment. The show is to be presented in Mt. Clemens and surrounding towns just as soon as a few of the high-brows get the kinks out of their respective equanimities.

Immediately after the minstrel, the post basketball team played the Board of Commerce team from New Baltimore. The final score was close and, due to excellent guarding on both sides, was rather small, same being 17 to 10 in favor of Selfridge. The game was fast and replete with thrills. Hangar nine was crowded to the doors with soldiers and civilians for the first time this winter.

Crissy Field, Presidio of San Francisco, Calif. January 30th.

In spite of inclement weather during a great part of the Month of January over one hundred hours of flying missions were performed as follows:

Formations, Cross Country Flights, Message Dropping, Photographic Missions, Camera man Missions, Camera Obscura Missions, Reconnaissance Flights, Bracket and Precision Adjustments on the Smoke Bomb Range, Radio Missions (both sending and receiving from the air), Releasing Pigeons, Missions with the Coast Artillery at Fort Scott (for anti-air craft sighting practice), Aerial Gunnery (firing at water targets and at shadows of other planes on the water off the coast of San Francisco), Parachute Drop Testing and Picking up messages from the ground.

The following subjects were taken up in the class room (classes attended by all officers and all non-commissioned pilots):

Bracket and Precision Adjustment, Buzzer Practice, Camera Obscura, Supply Methods.

Classes were conducted for all non-commissioned officers in the following subjects:

Interior Guard, Infantry Drill, Field Service Regulations.

In addition to the flying performed during good weather, all officers and non-commissioned pilots attended Trap Shooting Class.

A series of lectures given at the Presidio covering all branches of the service was begun during the month. The first two lectures were upon Cavalry and Chemical Warfare. All Crissy Field Officers are attending these lectures.

On January 19th a Seven-Plane Formation greeted the U.S.A.T. "Chateau Thierry", which arrived from Honolulu with General Menoher, former Chief of Air Service, who will, after a short leave of absence, command the Ninth Corps Area.

Colonel Short, Corps Area Inspector, inspected Crissy Field on January 15th and found the field satisfactory in every detail, as evidenced by the following letter of commendation.

"The Corps Area Commander directs me to offer his commendation to the officers and enlisted men of the 91st Observation Squadron, Air Service, based on the following recommendation of the Corps Area Inspector, contained in his report of inspection of Crissy Field, dated January 20, 1925:

'(3) That the officers and enlisted men of this squadron be commended for their efficiency and spirit of willingness to tackle any task.'

G.M. HOLLEY,

Lieut. Col., Adjutant General's Department,
Assistant Adjutant General."

On the afternoon of January 29th; there was proposed an attempt at message picking from the Steamship Yale, on one of its regularly scheduled trips from San Francisco to Los Angeles and San Diego. Several moving picture men were aboard the Yale to obtain movies of this stunt. Lieut. (Cy) Marriner and two enlisted men, as assistants, were to do the ground work on the boat and, before the Yale went out to sea, were to be taken off by a Coast Guard Boat. In spite of fog and much smoke from the stacks of the Yale, the attempt was successful. The last view Crissy Field had

of the Yale as it left the harbor was that it was making knots, and the Coast Guard Boat was evidently unable to overtake it. Lieut. (Deacon) Haynes, Post Adjutant, stated that Cy seemed to be very dressed up for this stunt, and it looked like a frame-up and a little trip to San Diego for Cy. We later had to credit Cy with being the second man to walk on the water, for he showed up an hour later and stated that the only reason he couldn't go on to San Diego was that he and his two assistants had \$1.85 amongst them.

Together with other griefs that usually assail us about the first of the year, we had to let Doc Beeson give us his semi-annual "once over" to see whether or not we could continue our aerial activities. Everyone seems to have squeezed by, with the possible exception of "Hard Luck Johnny". We all wish him luck.

Between rainy spells (and mud puddles on the field) we tried to drop several parachutes for their quarterly test. We missed a couple of mud puddles. We recently received a Training Type Parachute. The field is much too narrow to enable a man to land on it in a live jump, and as neither the water of San Francisco Bay on one side and the buildings and trees on the other side look very inviting, as soon as weather permits a formation will be put on to Mather Field, Sacramento, and parachute jumps made upon reaching that field. Sergeant Finch, Assistant to the Parachute Officer, will make the first jump. Deacon Haynes states that if the durned thing works he'll take the second chance. However, the Deacon says that it has been so long since the training chute arrived, that his knees ain't so steady as they used to was, and he would like to have us hurry up and put on the jump while he is still in the same frame of mind. The Parachute Officer assures the Deacon that our present type of chute is absolutely fool proof (unless the fool pulls the rip cord while he is still in the cock pit). One more thought to console the Deacon is that we aim to please -- that if it doesn't open he can return it to the parachute department and we'll give him another one.

Clover Field, Santa Monica, Calif., Jan. 18.

The first cross-country flight of the new year for the 478th Pursuit Squadron Reserve, took place over the last week-end, when five planes and ten pilots and passengers left Santa Monica for Bakersfield. The return flight was made the following day. Those who participated in the flight were 1st Lieuts. Frank Barber, Harry Watson, Dean Farran, Wm. Finley, 2nd Lieuts. Leonard Thomas, Charles English, K.K.Kinney and V.A.Grant, Sgt. H.A. Fieldhouse and Pvt. C.H.Walkey. Lieut. H.G. Kenyon of the Regular Army Air Service and commanding officer of Clover Field accompanied the reserve flyers in his DH-4 plane, with Fred Brown, chief mechanic of the field, as his passenger.

The party was joined at Bakersfield by Col. Frank P.Lahm, Air Officer of the 9th Corps Area, who was enroute from San Diego to his headquarters at San Francisco by automobile. A delagation of Bakersfield's prominent citizens met the flyers on their arrival. Several proposed sites for a municipal airport field were inspected and recommendations were made by the Army men. After an informal dinner, the Bakersfield theatres and several dances held open house for the men.

The flight home Sunday morning was made in unusual time, requiring a little less than one hour and 20 minutes, which is fast time for the training type planes used.

Master Sergeant John H.McCabe of the Regular Army Air Service was recently ordered to Clover Field from Crissy Field and was placed in charge of all the flying at Clover Field, both civilian and reserve, by the commanding officer. An operations office was erected on the field where all pilots are required to register upon arrival at the field and departure.

Lieut. Oakley G.Kelly of non-stop transcontinental flight fame and Lieut. J.R. Miller arrived at Clover Field enroute to San Diego from Portland, Oregon. A stop overnight was made. These officers again visited Clover Field upon their return trip northward.

Captain A.G.Houghton and Lieut.L.L.Williams, A.S., arrived during the week from San Diego in a DH-4 for a short stay.

A Board of Regular Army Air Service Officers, composed of Lieuts.C.P.Kane, Horace S.Kenyon, Jr., and C.C.Moseley convened at Clover Field to examine applicants for appointment as flying cadets. Six candidates appeared before the Board.

The painting and decorating of the new Reserve Air Service Officers' Club House at Clover Field is fast nearing completion. Many splendid social functions are planned to be held there. It is expected that the formal opening ball will be attended by the majority of Southern California's Air Service Reserve men and their wives or women friends.

Clover Field has become a frequent stopping place for government and other planes enroute north and south along the coast. Oil, gasoline and mechanical repairs are

obtained there by the birdmen. Hardly a day passes without from one to ten and sometimes more planes dropping from the skies for a visit.

The number of persons who appear at Clover Field each flying Sunday to witness the taking off and landing of ships is constantly increasing. Last Sunday the edges of the field were lined with spectators and automobiles.

The purpose of this letter is to keep the personnel of the Air Service, both in Washington and in the field, informed as to the activities of the Air Service in general, and for release to the public press.

FOR RELEASE March 6, 1925.

IMPORTANT ANNOUNCEMENT

From now on every effort will be made to get out a NEWS LETTER having maximum interest for folks in the Air Service. And in order to do this the whole hearted cooperation of everyone is asked. The problems of the Air Service are many and varied; most of them are not based upon precedence; one person's ideas may be as good as another's, and with a sort of round table discussion of aviation matters carried on in the NEWS LETTER, a large amount of practical knowledge, or at least a diversion of ideas can be produced.

The NEWS LETTER will carry any later changes of policy in aviation that may be formed; the latest orders on changes in personnel or stations; projected activities, happenings in the Office of the Chief of Air Service; new types of airplanes being built, what they are supposed to do and where they will be sent; items of interest in technical development at the Engineering Division; extracts from speeches delivered by the Chief of Air Service; extracts from Congressional debates affecting aviation; and other matters of interest to aeronautics.

Every officer or enlisted man in the Air Service, National Guard or Reserve who has new ideas on Operation, Supply, Maintenance or anything else having to do with flying units, is cordially invited to take advantage of the NEWS LETTER as the medium for presenting his ideas. For example, any officer who thinks he has the best maintenance system in the world should write about it and let others in on it. Such things would be of great value to Reserve and National Guard officers who find it hard to organize their units. On the other hand, some of the Reserve and National Guard people may be able to show the Regulars a few tricks. The Regulars, Reserves and Militia of the Air Service are not in close enough touch with one another; the NEWS LETTER should afford a common stamping ground. The Office of the Chief of Air Service wants to keep in touch with the Reserve and Militia components. Most of these folks are war comrades of the Regulars and the only way to retain contact is for these units to write in to the NEWS LETTER about themselves.

Many a post commander at the Air Service fields thinks he has the best organization ever assembled. Why? Everybody wants to know. In the NEWS LETTER each post commander can pass his outfits in review. A contest will soon be started over the merits of the various flying fields in the United States, Panama, Hawaii and the Philippines.

Perhaps some crew chief thinks his crew is the best that ever rustled a wing or hefted a wrench. Why? Tell it to the NEWS LETTER, and maybe someone else will wake up and try to steal his stuff, which we want them to do for the sake of efficiency. Perhaps some Crew Chief only thinks he is good. Another chief may write up his own prowess in such glowing terms that a whole formation of new ideas will make three point landings.

And as to the Aero Squadron itself, each member should think his outfit is the best; if not, he should try to make it so. A lot of wind is expected to blow around this subject in the NEWS LETTER.

At the present moment a question has arisen as to whether or not an Aero Squadron can or could with proper planes carry its own equipment by air instead of being tied down so much with trucks. Does someone have any ideas on this? If so, turn them loose in the NEWS LETTER. With such a plan, would it be feasible to have large planes containing a photographic laboratory which could move with the organization independent of the ground? What about gas tank planes? Would it be practical to have air leviathans which could carry a quantity of spare motors and airplane parts? This is just one of the many problems now confronting aviation and as stated in the beginning, the ideas of one person may be as good as those of another. So, let us air them out in the NEWS LETTER.

Cordially,
H.H. ARNOLD,
Major, Air Service,
Chief Information Division.

HOOKING AN AIRPLANE TO AN AIRSHIP

"Practically any airplane can be hooked to an airship while in flight, provided the latter can maintain her speed of approximately five miles greater than the stalling speed of an airplane." This is, in substance, the conclusion arrived at as the result of the experiment recently conducted at Scott Field, Ill. of hooking on an airplane to an airship. Further experiments along this line are contemplated with the purpose in view of modifying the design of the hooking-on and releasing apparatus and of determining the limits of lightness and heaviness of the airship for successful hooking on and releasing.

The Engineering Division at McCook Field, Dayton, O., submitted an interesting detailed report on the experiment at Scott Field and while considerable publicity has appeared in the newspapers on this unique feat, it is believed that the detailed report quoted below will prove of interest to readers of the NEWS LETTER:

1. Equipment used in experiment -

- a. Airship TC-3.
- b. Messenger airplane.
- c. The airship was equipped with the trapeze and the Messenger airplane with the hook, furnished by the Lawrence Sperry Aircraft Company, Inc.
- d. A fixed trapeze was used. It was braced fore and aft by two cables in each direction, leading from trapeze to suspension clips on airship car; the Fokker type of trapeze bar was employed in this experiment, as it is better designed to take up not only upward thrust from the airplane, but also the forward momentum and drag of the plane when suspended on this bar in flight.

2. The trapeze and accessory equipment had been previously shipped to Scott Field and installed on the TC-3 airship, while the Messenger airplane, due to the fact that the hook installation prevented putting in a large capacity gasoline tank, was shipped by truck to Scott Field and there set up and made ready prior to the following personnel leaving McCook Field for that station for the purpose of carrying on and supervising the experiment: Major H.A. Strauss, A.S. was sent to Scott Field as the Engineering Division representative; Lieut. C.V. Finter, A.S., as pilot of the Messenger plane; Lieut. W.L. Boyd, A.S., as pilot of photographic plane, and Mr. Lewis Hagemeyer, Engineering Division employee, for the purpose of taking moving pictures of the experiment.

3. The above personnel left McCook Field on December 10th and arrived at Scott Field the same day, but weather conditions at that station prevented any attempts being made until late afternoon of December 13.

4. The airship took off and ascended to an altitude of approximately 2000 feet, and then leveled out, whereupon Lieut. Finter cruised alongside to get an estimate of the speed of the airship in comparison with the stalling speed of the Messenger plane. Immediately after this he circled around and came up underneath and from the rear, towards the trapeze. After maneuvering for a few moments, he got the plane in the proper position for hooking on, when a small bump threw the plane up and caused the guide bar on the hook to strike the trapeze, which resulted only in forcing the plane down 100 feet or so. Lieut. Finter immediately climbed the plane and made another attempt but the same thing happened. On the third trial, a bump forced the plane up and the propeller struck the trapeze and broke, necessitating his return to the ground.

5. Three things contributed to the failure of this first experiment:

- a. The airship was about 1000 pounds light at the altitude where the experiment was attempted, and could not be flown on a level keel without ascending, and when it was nosed down to counteract for the excess lift, it had a tendency to creep up or down.

- b. The air was bumpy.

- c. It was found that if the plane climbed up to the proper height to hook on, but was a distance greater than two feet in rear of the trapeze, the slipstream from the airship's propellers caused considerable difficulty in controlling the airplane.

6. Arrangements were made to secure spare propellers from McCook Field and in an effort to avoid any further delay, an old propeller from the OA-1 airship was tried out on the Messenger plane and, while only turning over 1450 r.p.m. with throttle full out, Lieut. Finter decided to try again on the afternoon of the 15th, if the weather permitted.

7. On the afternoon of December 15th the airship was taken out and weighed off approximately 250 pounds light and proceeded to climb to 1500 feet, which had been decided upon as sufficient elevation. Lieut. Finter in the meantime had taken off in the Messenger plane and maneuvered around in the same manner during the first

experiment, and when he was signalled that the airship was steady on the course, he maneuvered his plane up under the ship in the same manner as on the previous occasion, and with no apparent trouble or delay of any kind, hooked the plane on the trapeze, but his forward speed was greater than the designated five miles an hour, and the hook functioned imperfectly, releasing and permitting him to fly on through. The same difficulty was encountered in the second attempt. But on the third trial he flew the plane up and made a perfect hook-on.

8. The airship was then turned and proceeded toward Scott Field carrying the airplane on the trapeze until at a point about a mile from the hangar, when Lieut. Finter released the hook and flew directly toward the landing field where he landed.

9. On the trials of this date, the fact that the airship was practically in equilibrium did away with the difficulties noted in paragraph 5 above. The air was very smooth, and as the pilot climbed the airplane steeply directly under and in rear of the trapeze no difficulty was experienced on account of the slipstream from the airship's propellers.

10. Both the hooking-on of the airplane and its release occurred so easily and without appreciable effect on the airship that the pilot was unaware of the time of occurrence of each, and the only appreciable difference in carrying the airplane was to be noted in the increased drag and lowering of the air speed of the airship.

11. The hook-on was accomplished with the airplane going at full speed—indicated air speed 62 m.p.h.; ground speed approximately 54 m.p.h. and the airship at an indicated air speed of 51 m.p.h. and a ground speed of approximately 45 m.p.h.

12. Motion pictures and stills were taken of both the hooking-on and release by four airplanes carrying Air Service and newspaper photographers, and arrangements were made to secure copies of the films taken by commercial photographers to supplement the records taken by the Air Service.

13. The conclusions based on the above experiment are:

a. That practically any airplane can be hooked on to an airship while in flight and without any difficulty whatsoever, either as regards the plane or the airship, provided the latter can maintain an air speed of approximately 5 miles greater than the stalling speed of the airplane.

b. Using equipment of the same type or similar to that employed in the above experiment, no difficulty may ordinarily be expected as regards striking the trapeze bar with the propeller if the pilot will always keep the hook and trapeze bar in line and pay no attention to either the propeller or the guide bar on the hook.

c. If the conditions noted in (a) and (b) are observed, no trouble should be encountered by any pilot of average experience in making such contact with an airship, though it would be of some advantage to the pilots if they were acquainted with the report of Mr. Lawrence Sperry on the preliminary tests, both on the ground and in the air, as conducted by him."

The following is a brief chronology of events leading up to the test above described.

The proposition of hooking an airplane to an airship was considered by the Army Air Service as far back as 1921. It was a pet scheme of Mr. Lawrence Sperry, the noted inventor and builder of the Sperry Messenger, who was drowned while attempting to cross the English channel last year. So far as available records show, the matter was first discussed with Mr. Sperry on September 28, 1921, during a conference at Rolling Field, participated in by several Air Service officers, including the late Lieut. Robert S. Olmstead, and Mr. Stone of the Navy.

Lieut. Olmstead, in reporting on the feasibility of the project, stated that the Sperry Messenger plane was peculiarly well adapted for carrying on the experiment, principally due to the fact that the motor starts very easily, is extremely reliable in this respect, and it is possible to start it under all conditions of temperature. In enumerating the tactical uses of an airplane such as the Messenger in conjunction with the operation of airships, Lieut. Olmstead stated that in coast patrol work an airship operating at 200 miles off the coast could release planes of this type to carry messages back to bases ashore; that such planes might be released for purposes of inspecting various suspicious looking craft, visible to the occupants of the airship to determine whether they were friendly craft or otherwise; for it would be impossible to send an airship sufficiently close to suspicious looking craft to make sure of their character without exposing it to anti-aircraft fire and possible destruction; that in conjunction with land operations of larger airships such planes would be very useful in arranging for landings at places where there were no personnel trained in the manipulation of airships, for the pilot of the plane could land and take charge of landing the airship or, in case landing was not possible, he could return to the airship, explain the situation to its commander, and arrangements

could be made to land in another location; that in actual warfare it would be practicable to utilize these planes to act as scouts for the airships and give timely warning of the approach of enemy planes or airships.

On July 17, 1922, at the Aberdeen Proving Grounds, Md., an unexpected meeting took place between the Airship C-2 and the Sperry Messenger. Lieut. Max F. Moyer, A.S., was cruising about over the Chesapeake Bay on a test flight when Mr. Sperry in his Messenger came alongside the C-2 and signalled that he would like to conduct some tests. Lieut. Moyer readily understood his signals, inasmuch as he had talked over the proposition with Mr. Sperry some months previously. The airship was held on a straight course at an altitude of 1200 feet and Mr. Sperry then came up under the car of the airship, cut the speed of the Messenger to that of the C-2 and gradually gained altitude. After a very few minutes of practice he was able to bring his plane to within 8 or 10 feet of the bottom of the car and to hold his altitude, course and speed without varying his position in relation to the airship in the least degree.

The atmospheric conditions under which the experiment was conducted were those usually found in a clear day over a large body of water. To demonstrate the maneuverability of the Messenger, Mr. Sperry pulled up opposite the C-2 and holding a constant speed and course gained or lost altitude or held his altitude at will.

At Langley Field, Va., on September 18, 1923, an attempt was made to make contact between an airplane and an airship which was not a complete success, for the reason that the Sperry Messenger was unable to reduce its speed sufficiently to hold the contact and the airship, Type D, was able to attain only a speed of 47 miles an hour, due to faulty motors. Lieut. R. K. Stoner piloted the Sperry while Major J.H. Jouett and Lieut. J.A. Smith were the pilots of the airship and Lieut. F.W. Evans the observer. The test was conducted at 2,000 feet altitude.

As a preliminary test, the plane approached the trapeze and passed it with the contact stick within about four inches of the trapeze bar. On the second test the stick made contact with the bar but, due to the difference of 17 miles between the speed of the airplane and the airship, the shock absorber cord holding the stick in an upright position was broken when the contact was made, allowing it to fall to a horizontal position.

New motors were installed in the airship, and on September 24th a second test was made, Lieut. Stoner again piloting the Sperry and Lieut. Smith the airship, with Lieut. Evans as observer. At an altitude of 2,000 feet the air speed of the airplane was 60 miles per hour and that of the airship 57 miles per hour. The trapeze was first approached by the plane at the level of the bar and while contact was made it was not maintained for more than three or four seconds. On the second attempt the plane approached the trapeze until within about 200 feet of it/a level of about 30 below it when the plane started to climb. This proved to be highly successful, as the stick was brought into contact with the bar and held there for about one minute. While this contact was being maintained the pilot of the plane experimented in sliding the stick up and down the bar in order to ascertain the feasibility of actually attaching the plane to the ship. No difficulty was experienced in this.

During the Pulitzer Races at Dayton, Ohio, on October 3, 1924, another experiment was tried out which was somewhat different from those previously conducted. This time the airship took off with the airplane attached to it and at a certain altitude the pilot of the plane started his motor, unhooked the plane from the airship and went on his way. This is probably the first instance on record in aviation that an airplane actually took off from the air.

The airplane was piloted by Lieut. C.V. Finter, and the crew of the airship consisted of Captain E.W. Hill, directional pilot; Lieut. F.M. McKee, altitude pilot; one engineer and one rigger. The airship was trimmed horizontal and 150 gallons of gasoline were carried.

The attaching device or trapeze bar, extending about nine feet below the car and secured to the bomb racks, was attached while the ship was in the mast. Brace wires were assembled and properly adjusted and then the forward ones were released in order that the trapeze might be swung up close to the car and not be injured as the ship was being taken out of the mooring mast and maneuvered to the flying field.

After maneuvering the ship to the flying field it was weighed off about 1200 pounds light, motors warmed up, trapeze bar dropped into position and secured. The plane was then maneuvered alongside the car and the airship allowed to rise until clear of the plane and then placed in position over the plane. Quite a bit of difficulty was experienced in this maneuver owing to the fact that it was almost impossible to keep the airship under control and avoid injuring the plane when the airship was forced down due to gusts and eddies. The airship car being so high there was no way of holding it up off the plane. Some slight damage was done to one wing of the plane, but this did not affect its operation in any way.

As soon as the plane was hooked on the order was given to let go and the airship free ballooned about 15 or 20 feet before the motors were opened up. No difficulty was experienced from then on. An altitude of about 150 feet was maintained for approximately the full length of Wilbur Wright Field and then a climbing turn was made until an altitude of 1500 feet was reached. The airship was then headed directly into the wind and the motors opened full throttle. The pilot of the airship had requested Lieut. Finter to swing off either to the right or left immediately after releasing from the ship in order that, if necessary, he could nose the ship down at a steep angle with no possibility of striking or interfering with him in any way.

There was no prearranged signal for letting go other than for Lieut. McKee to signal Lieut. Finter when an altitude of 1500 feet was reached. This was done and shortly afterwards Lieut. Finter released the plane, a fact which the airship pilot did not realize until he had looked over the side and saw the airplane about a hundred feet below and to the left. It was a matter of at least a minute before he felt the static effect of the loss of the plane. This was not particularly great owing to the fact that the motors were wide open. The airship did not gain altitude or become unmanageable in any way. At no time either while carrying the plane or after its release was any difficulty experienced in handling the airship. Lieut. Finter stated that he at all times had perfect dynamic control of his ship and could slide it either to the right or left on the bar by a slight movement of the rudder and could use his elevators in elevating or depressing the nose of his plane.

The airship pilot expressed his belief that attaching the plane in the air would be a great deal more simple, with less possibility of injury to either personnel or aircraft than by taking off from the ground about 500 or 600 pounds light it would be comparatively easy to pick the plane up except on a very bumpy day.

KELLY FIELD STAGES AERIAL REVIEW

An aerial review and flying demonstration was recently held at Kelly Field, San Antonio, Texas, for the Corps Area Officer, Col. C.C. Culver, and a number of higher officers on duty with the Organized Reserves. The demonstration included bomb dropping by Martin Bombers; picking up of messages from the ground by an observation plane; DeHaviland attack formations and pursuit formations all by the School Group, firing at silhouette targets with forward guns by the Attack Group; and a parachute jump. It is interesting to note that the Attack unit firing 1286 rounds made 373 hits on 122 standing silhouettes. This demonstration seemed to be of great interest to the Infantry officers who witnessed it.

CROSS COUNTRY FLYING AT KELLY FIELD

The good weather in January made possible an unusual number of cross-country trips, and most of the towns of any size within the 500-mile radius were visited frequently, such as El Paso, Dallas, Fort Worth, Houston, Galveston, Corpus Christi, Brownsville, Laredo and Eagle Pass.

AIR SERVICE PERSONNEL IN WASHINGTON, D.C.

Major General Mason M. Patrick, Chief of Air Service, made two brief trips to New York City during February. On his first trip February 11th, he delivered a lecture before the American Institute of Electrical Engineers, while on his second trip on the 18th he spoke before the National Industrial Conference Board.

General Wm. Mitchell, Assistant Chief of Air Service, was a visitor in Boston during the early part of February and delivered a lecture before the Beacon Society.

Majors Ira A. Rader, D.E. Netherwood, S.W. Fitzgerald and Lieut. C.W. Steinmetz are now taking the course at the Industrial War Plans College.

Major H.H. Arnold was assigned as Chief of the Information Division on February 2nd upon completion of his course at the Industrial War Plans College, while Capt. Thomas J. Hanley, Jr., who also completed this course, was assigned to duty in the Office of the Assistant Secretary of War.

Lieut. Ames S. Albro returned to his desk in the Industrial War Plans Division after two months' leave in Texas.

Lieut. L.L. Koontz, on duty in the Training and War Plans Division, was transferred to McCook Field, Dayton, Ohio, for duty.

Lieut. J.C.Cluck was relieved from duty in the Supply Division, and upon completion of leave of absence he is now taking, will proceed to Brooks Field, San Antonio, Texas, for heavier-than-air training.

Captain R.E.O'Neill was relieved from duty in the Training and War Plans Division, and transferred to the Industrial War Plans Division, replacing Capt. D.B.Howard who, upon expiration of leave of absence granted him, will proceed to Brooks Field, Texas, for heavier-than-air training.

Officers who visited Langley Field during the month were Lieut.-Col Ira F. Fravel, Major James A. Mars and Capt. D.B.Howard.

The following officers reported in during the month for temporary duty: Majors T.D.Milling, Carl Spatz, C.W.Howard, H.A.Strauss, Captain F.O.D.Hunter, Lieuts. C.B.Austin and Wm. J.Hanlon.

Major H.H.Richards paid a visit of several days to Fairfield Air Intermediate Depot. Shortly after his return he became ill and was taken to the hospital. For a while the Major was very sick but latest reports indicate an improvement. Lieut.-Col. Ira F. Fravel is also a patient at the hospital.

Lieut. M.S.Lawton returned on February 15th from leave of absence in South Carolina.

FLYING TIME OF THE 2ND BOMBARDMENT GROUP

The total flying time for January for the officers of the 2nd Bombardment Headquarters at Langley Field, Va., was 32 hours and 35 minutes. The total flying time for all officers of the 2nd Bombardment Group for that month was 329 hours and 10 minutes.

CAN A MARTIN BOMBER OPERATE ON SKIIS?

A news item from Langley Field, Va., is to the effect that Lieut. Harry J.Brady, accompanied by Staff Sergeant Ervin Ritenour, recently started on a cross-country trip to Selfridge Field, Mt. Clemens, Mich., in a Martin Bomber, for the purpose of testing a plane of this type on skiis. A report on this experiment will be made later in the NEWS LETTER.

TESTS ON THE STEREOSCOPIC ALTIMETER

The 50th Observation Squadron at Langley Field cooperated with Fort Monroe and the U.S.Navy during the early part of February in connection with testing the Stereoscopic Altimeter. Four missions were flown while the Coast Artillery Board was testing the instrument. Lieut. Ferguson flew one hour at 15,000 feet, but the Board failed to locate him. On another mission, which required flights for 15 minutes at 12,000 feet, 10,000 feet, 8,000 feet and 6,000 feet the altimeter picked up the plane perfectly. From the recent reports of the Board it appears that they are very much pleased with the results and the cooperation obtained from the 50th Squadron.

ACTIVITIES AT LUKE FIELD, TERRITORY OF HAWAII

To initiate a new landing field provided by an enterprising sugar milling company in the North Kohala District, Island of Hawaii, three Martin Bombers took off from Luke Field at 8:00 a.m., bearing the entire consignment of a Honolulu morning paper to its subscribers in that District. For the first time in the memory of the citizens of Kohala they read a Honolulu morning paper on the morning of its issue.

Five airplanes made a pioneer trip to the last island of the Hawaiian Group to be landed upon by plane - Kahoolawe, the smallest of the major islands of the Group. Though but six miles wide and less than nine miles long, it offered the aviators a wonderful landing field of hard volcanic ash, 1000 feet long and 2500 feet wide. Two hundred official photographs were made of the island, its landing field, and the arrival and departure of the planes. By an odd freak of circumstance a soaking deluge opened up just as the aviators touched wheels to land and quit abruptly as they departed. Kahoolawe is an arid spot. The fliers had to light at

huge fire and dry out their flying garments before they could start on the return trip. By effecting a landing on Kahoolawe, the last link in the chain of inter-island airways is forged, and either military or commercial aviators have charts and precedents to go by.

Captain Richard J. Kirkpatrick, Air Service, commanding the 72nd Bombardment Squadron, recently hung up a record in a flight with 1st Lieut. Alfred F. Hegenberg, Air Service, tactical officer for the 5th Composite Group. Each officer piloted a Martin Bomber, and they traveled the distance of approximately 60 miles from the Island of Molokai to Luke Field in 28 minutes.

During the training year 1924, Luke Field ships flew a total of 579 flying hours, or 52,110 miles, on cross-country inter-island flights; carrying a total of 644 officers and men.

A MODEST HERO ✓

Captain Robert E. Lee Murphy, Air Service Reserve Corps, who sojourned in the O.C.A.S. several weeks last summer when he was ordered to active duty, sent the NEWS LETTER a recent issue of THE KENTUCKY VETERAN, the official publication of the Department of Kentucky, Veterans of Foreign Wars, and of which publication he is the editor and publisher. Kentucky takes pride, and rightly so, according to the Veteran, in the fact that two of its citizens, Sergeant Samuel Woodfill and Sergeant Willie Sandlin, were the outstanding heroes in the World War. Woodfill and Sandlin were honored for bravery above and beyond the call of duty on the battlefields of France. Woodfill enjoys the distinction of being designated by General Pershing as the foremost hero of the World War.

Speaking of Sandlin, the VETERAN claims that during the World War, single-handed, in one day, he killed 24 Germans and captured six machine guns. When he returned from France, he was so modest that he placed his decorations in his pocket and headed straight for his beloved home near Hell for Sartin Creek in the mountains far from any railroad, where he now lives with his wife and two children. Willie, it is stated, chews long twist Burley and takes his whiskey straight.

CHANGING MOTORS IN MID AIR ✓

According to the Luke Field FISH TALE, some very interesting stunts have been pulled in the past, such as changing from one plane to another, gassing ships while in flight; and bringing ships in with coffee in the radiator; but to Lieut. Roberson of the 6th Pursuit Squadron, Luke Field, goes the greatest distinction ever attained in aeronautics. The Lieutenant says, now that it is all over, everything seems just as clear as mud. Langley, Curtiss and the Wright Brothers were all wrong. The Lieutenant claims that anyone can convert a Wright eight-cylinder engine into a six-cylinder motor in mid air, and to prove his theory and to demonstrate the ease with which it can be accomplished, he left on an Aloha Mission recently, flying an MB3A with an H-3 eight-cylinder Wright motor, and returned to the field minus two connecting rods, a couple of pistons, and an empty oil tank. The only difference noticeable between the two motors, states the Lieutenant, is a slight vibration resembling a Japanese earthquake. Lieutenant Roberson says that after having tried out this six-cylinder engine, the eight-cylinder one is much preferred.

DOGS AS AIR PASSENGERS ✓

"Wilbur Wright Field," writes our Correspondent, "has achieved fame in many ways, and the latest seems to be in carrying dogs as passengers in air-planes." Last December Captain Edward Laughlin came to the field from San Antonio, bringing as passengers Lieut. Robertson and a large Airdale, the latter traveling in a box which had been prepared for him. Just recently Lieut. J.K. McDuffie, of Mitchel Field, arrived at Wilbur Wright bringing with him a tiny crate lined with woolsen blankets and inside the latter was a small Mexican dog which appeared to be only about one or two months old. It was necessary to provide warm milk for this pup at frequent intervals. Several of the soldiers at Wilbur Wright Field made a little parachute for him, and the pup seemed to appreciate their efforts. This particular pup traveled in three different airplanes on his trip from Texas to Langley Field.

Our correspondent has not yet heard of his safe arrival at Langley Field, but presumes all is well.

ELLINGTON FIELD COMES TO LIFE AGAIN

But only for a brief space of two weeks. The old aviation field of war time days which stirred up Houston, Texas, as it was never stirred up before, became forelorn and deserted after the First Pursuit Group folded up their tents and whisked themselves off to Selfridge Field. Those in charge of the Advanced Flying School at Kelly Field, Texas, decided that Ellington Field would be a good place to go to for aerial gunnery practice, so the school was virtually moved to Ellington for the last two weeks in January, both instructors and students, the latter about forty in number.

The expedition included 142 persons in all, about 40 DeHaviland planes and five motor vehicles. In addition to that, a freight service of Martin Bombers was operated by the 40th School Squadron, which carried to Ellington from Kelly Field most of the property, supplies and rations used during the two weeks. The weather was unusually good and only one day was lost on account of conditions unfavorable for flying. Some 70,000 rounds were fired at ground targets, shadow targets, and tow targets.

On Sunday, January 25th, members of the expedition, augmented by pilots from Kelly Field in pursuit and Sperry Messenger planes, gave a flying demonstration which was witnessed by about 5,000 Houstonians. This expedition was the largest aggregation of Air Service troops that has been at Ellington since it was closed, and a great many old friends of the Air Service in Houston turned out to see the show.

CHANGES IN PERSONNEL AT KELLY FIELD

A recent announcement states that Kelly Field has suffered the loss of a number of officers since the last issue of the NEWS LETTER, - some by transfer and some by marriage, 'tis learned, however, that the loss by marriage was only a temporary one, let Lieut. Lotha A. Smith having gone on leave to Little Rock, Ark., where he married Miss Marian Esther Sillman and later returned to Kelly Field with his new "commanding officer" after a short honeymoon.

Lieut. Dale V. Gaffney, until recently Post Adjutant, sailed for his new station in the Panama Canal Zone. Lieut. John K. Cannon, Officer in Charge of Flying of the Advanced Flying School, left for duty in Hawaii. Major S.W. Fitzgerald departed for duty in Washington, D.C., where he is taking the Industrial War Plans Course.

The incoming officers are Major R.M. Jones, 1st Lieuts. M.E. McHugo and G.G. Lundberg, all of whom were transferred from Brooks Field to take specialized training in Observation. First Lieut. T.W. Blackburn reported from Selfridge Field and was assigned to the Pursuit Department of the Advanced Flying School.

AVIATION ACTIVITIES IN BOSTON

The Boston "Transcript", a newspaper which is a very enthusiastic supporter of aviation, is running a column or two every week devoted to Air Service activities at the Boston Airport, which is under the command of 1st Lieut. Robert J. Brown, Jr. Lieut. Aaron E. Jones, A.S., is on duty in Boston with the National Guard as an instructor. Both of these officers prior to their detail at Boston were on duty in the Office Chief of Air Service in Washington.

On duty at the Airport are two civilians in motor repair and transport and nine enlisted men of the Regular Army. The Flight Surgeon is Captain Lyle White, M.C., with Sgt. Edwin Facey as assistant. According to the latest reports there are 12 airplanes at the Airport which are in flying condition, two DH's and 5 JN's belonging to the Regular Army, 4 JN's belonging to the National Guard, and a small airplane (UO-1) Vought) belonging to the U.S.S. MARBLEHEAD. There are also two commercial planes at the Airport which are allowed free storage through the courtesy of the government.

Up to the middle of February, says the Transcript, there had been virtually no flying at the Airport, due to its poor condition, there being too much snow for wheels and too many bare spots to allow the use of skis on the landing gear. During the second week in February a total of 37 hours flying time was credited to the Airport.

Lieut. James H. Doolittle, Air Service, a student at the Massachusetts Institute of Technology, contributed 2 hours and 50 minutes of this time when he flew to Portland, Mo., and return. Captain A.H. Gilkeson, Air Service, on duty as instructor at the M.I.T., took up three R.O.T.C. students for flights and spent 105 minutes. There are from 30 to 40 reserve officers around Boston who are eligible to hop off with a ship from the Boston airdrome.

COLONEL HARTNEY ON FOG FLYING

We take pleasure in quoting the following letter addressed to us by Lieut. Colonel Harold E. Hartney, Air Service Reserve Corps:

"May I take this opportunity of calling the attention of your readers most forcibly to the experience of Lieut. Peterson in fog flying as described in your issue of February 14th.

I believe the NEWS LETTER will have served its purpose for all time if it can impress upon the minds of our pilots the dangers experienced by Lieut. Peterson in that flight.

During the Transcontinental Race I had exactly the same experience over Clarke, Nebraska, and it was only luck which made possible my landing safely fairly loaded with ice. I have tried to impress upon people the hazard of such flying but strange as it may seem, it does not seem to register. I am glad to say that the solution is now here and I strongly urge pilots to avoid Peterson's terrible experience until they can fly as indicated below.

Fog flying must be accomplished by instrument flying, not by the visual or "feel" much as we all love the old time method. Instruments are now here to permit of this but pilots (as for example on the air mail) will not, and cannot be expected to use them on single motored planes, for no one will chance the risk of a blind forced landing in a fog or a descent from high altitude blindly into a cloud bank.

This explains my enthusiasm over the discovery of a twin motored plane which will fly and climb on one motor and for the fact that I have recommended to my company the purchase of five for the first "Boston-Twin cities Airline".

Now it will be possible to fly in the third dimension in the most favorable altitudes irrespective of weather and to determine by radio as one nears his destination just what the ceiling is and precisely when he is "atop" the field. If fog obscures his terminal, the transport pilot, having come at least six hundred miles, will not be inconvenienced greatly by going twenty or thirty miles inland or away to some "drome" where a ceiling prevails. In the planes for our proposed line we plan on having a double gas capacity so that if necessary we may return even to the home station. The "Aquitania" was delayed twenty-four hours and docked yesterday afternoon one whole day late because of fog. Surely there will be no objection in the very few delays of commercial air transportation encountered because of such conditions.

I would suggest that pilots broadcast through your medium all of these problems but send along with it their suggested solution."

WORLD FLYERS POPULAR AS LECTURERS

Since the completion of the around-the-world flight many letters and telegrams were received by the Chief of Air Service from Chambers of Commerce, civil clubs and other organizations throughout the country requesting that the world flyers appear in their respective communities for the purpose of delivering lectures. This of itself is indicative of the tremendous amount of interest which has been aroused in aviation as a result of the successful termination of the world flight.

Due to the fact that both Captain Lowell H. Smith and Lieut. Erik H. Nelson availed themselves of an extended leave of absence, the job of itinerant lecturers fell to the lot of Lieuts. Leigh Wade and Leslie P. Arnold. The lectures delivered by these two officers were warmly received by their audiences. On one occasion the spoke in the afternoon to the prisoners of the Eastern State Penitentiary in Philadelphia, and a letter received from Mr. W. Curtis Bok, an attorney of that city, stated:

"I find it difficult to tell you what a great pleasure it was to have these men, or how enthusiastically they were received by the inmates."

Another letter received from Mr. Franklin D'Olier with reference to a lecture delivered in the City of Brotherly Love during the evening of the same day before

the Philadelphia Forum, stated that "there was an audience of about 1800 people, and I have never seen any audience listen with more interest than Lieuts. Wade and Arnold were listened to last night. They were most casual in their references to their hardships and the entire audience showed by the expression on their faces sympathy with and great interest in both speakers. The Air Service is unquestionably doing a great thing in arousing interest in flying. I can think of no better way of doing it, and I hope you keep up this good work throughout the entire country

On the 31st of January members of the Michigan Branch of the Military Order of Foreign Wars assembled at Grand Rapids from all parts of Michigan in their annual convention heard at their banquet at the Hotel Pentlind first hand information regarding the world tour as related by Lieuts. Wade and Arnold.

On his visit to Boston during the first week in February Lieut. Wade, during the course of a dinner at the Algonquin Club, delivered an illustrated lecture, and on the following night spoke at the Harvard Union at 8 o'clock and later on in the evening gave short talks before the Crosscup-Pishon Post at the Brae-Barn Country Club in West Newton and at the Charlestown Navy Yard.

While in Mississippi for a short visit to relatives at Woodville, Lieut. Henry H. Ogden was the guest of honor at a meeting of the Rotary Club and also at the American Association of Army Officers. He also spoke at Natchez, Miss. under the auspices of the Woman's Club and the Herbert J. Remondet Post No. 4, American Legion, and narrated his personal story of the epochal world flight. According to the newspaper report, "the narrative was like the magic carpet of Bagdad that wafted the hearers over seas and mountains and frozen wastes. Many interesting incidents regarding stops at Calcutta, Constantinople, Paris, London, Iceland, Greenland and Nova Scotia were given."

SPECIALIZED TRAINING AT ADVANCED FLYING SCHOOL

Specialized training in the four branches of aviation has commenced in the Advanced Flying School at Kelly Field, Texas. The allotment of students is as follows: To Attack, 5 Cadets; to Bombardment, 4 officers and 6 cadets; to Observation, 4 officers and 6 cadets, and to Pursuit, 4 officers and 4 cadets. In addition to the above there are 12 officers who are not pilots taking the special course in Observation.

TARGET GLIDER TESTS AT LANGLEY FIELD, VA. ✓

Lieut. Wm. J. McKiernan, Jr., carried on three Target Glider, Model G-1, tests at Langley Field and finally achieved success on the last one. The flight on February 8th lasted approximately two minutes from a release at 2400 feet. The release on the following day at 3,000 feet resulted in a flat spin into the ground requiring 60 seconds. After making minor adjustments, another release was made at 3,400 feet, and the glider landed 11 minutes and 20 seconds later. The last test was for the purpose of permitting an SE-5 to fire upon the target. Due to the Marlin guns jamming, Major Naiden was able to fire only four shots, but with no effect on the Glider. The released Glider floated for approximately 200 yards, turned to the right describing flat glides of approximately one mile in diameter. The Target Glider flew steady at all times during its flight and though the Marlin guns on the SE-5 jammed, Major Naiden continued maneuvering for position and combatting the Glider until it was within 200 feet of the ground. The entire population of Langley Field and the N.A.C.A. Laboratories turned out to witness this release and were well rewarded in beholding a motorless flight. The student class of the Air Service Tactical School acted as witnesses and may have some interesting data to spring on their instructors on the Theory of Flight. Lieut. "Tiny" Collins, Master Sgt. Worthen and our officious Operations Clerk, Pvt. Conover, says our Correspondent, perched themselves upon the upmost part of our observation tower and lost their 20/20 eyesight watching the Glider slowly descending to a landing near the boathouse. The Flight Surgeon will give them a 609 in the near future. Technical Sergeant Hayes, who accompanied Lieut. McKiernan during the release, and who was the "Master of pulling the release cable", clocked off the time of 11 minutes and 20 seconds for the flight which checked with the weary eyed observers on the tower. The previous known record for this test is 3 minutes from a release at 6,500 feet by Selfridge Field in 1924, while Langley's record is 11 minutes and 20 seconds at 3,400 feet.

NOTE: A later report just received from Langley Field advises us that the above

record has been thrown into discard. During the middle of February Lieut. McKiernan conducted another Targer Glider test, during the course of which he released the Glider from 6500 feet. After 18 minutes and 35 seconds of flying the Glider landed in the Chesapeake Bay about three miles from shore. It was recovered and found unharmed.

THE HIGH SMOKE STACK AT LANGLEY FIELD

In the last issue of the NEWS LETTER mention was made of the fact that a smoke stack approximately 80 feet high had just been erected at the Post Machine Shop at Langley Field, Va. It appears that this stack is sufficiently removed from the line of flight of airplanes, either on the take-off or upon landing at Langley Field to constitute no menace to the safe operation of visiting aircraft provided existing orders to properly illuminate this obstacle during the hours of darkness are carried out.

PRODUCTION IN FAIRFIELD REPAIR SHOPS

Production in the Repair Shops at the Fairfield Air Intermediate Depot, Fairfield, Ohio, under the direction of Captain Edward Laughlin, Engineer Officer, was as follows: Airplanes - 4 DH4B, 2 DH4B4, 3 DH4BK, 3 DH4BK, 1 DH4M1, 12 MB3A, 1 JNS-A2, total 23; Engines - 23 Liberty, 13 Curtiss D-12, 3 Lawrence L-4, 7 Wright I, 15 Wright H-3, total 61.

IT IS TO WEEP

The Fairfield Correspondent states that recently it was necessary to requisition a landing gear for a C.O. 4 airplane from a distant station, so the following radiogram was dispatched: "Send CO landing gear as per letter of such-and-such-a-date." In a few hours the reply came back thru the air - "Have no Commanding Officer landing gears."

RESIGNATION OF LIEUT. SEIFERT

The Rockwell Field Correspondent states that Lieut. Frank W. Seifert, Air Service, who has been on duty at Rockwell nearly his entire time in the Army, has resigned to enter business in San Diego, adding that Frankie has left a host of friends in the service and the entire personnel of Rockwell Field wish him success in his new undertaking.

Lieut. Seifert figured prominently in the record-breaking refueling flight conducted by Capt. Lowell H. Smith and John P. Richter, in August, 1923, he and Lieut. Virgil Hine piloting the plane which carried the fuel supplied to the plane making the duration flight and which was accomplished by means of a flexible hose connected to both planes.

AMPHIBIAN PLANE TO LANGLEY FIELD

During the early part of February Lieut. Wendell H. Brookley from Selfridge Field, Mich., brought a Loening Amphibian airplane to Langley Field for inspection and test work. This is the first plane of this type to arrive at this field, and it has created quite a lot of interest. Lieut. Rex K. Stoner, A.S., the Engineering and Operations Officer of the Air Service Tactical School, was detailed as a member of the board of officers appointed to conduct inspection and test flights at this station on this new type of plane.

EXTRACT OF STATEMENT OF GENERAL MITCHELL IN TESTIMONY BEFORE THE HOUSE MILITARY COMMITTEE.

Let us consider our national defense organization as a whole.

First, we have an Army created by law for the defense of the land. This law is a good one and adequate for the creation of a land force.

Second, we have a Navy created by law for the defense of the water areas and sea lanes of communication. Actually, it is composed of a group of heavily armored ships, with an entirely inadequate submarine development and with practically no air force component. The one poor little collier converted into an aircraft carrier called the Langley and the carrying of two or three planes by surface vessels do not alter this fact. A Navy is organized to go to sea and fight there, not to remain tied to the coasts. The one aircraft carrier our surface fleet possesses is six or seven knots per hour slower than the battleships and, therefore, could not give them service in their hour of need.

Third, We have no United States air force either actually under the colors or, provided for by law. The few little detachments of the Air Service we have, are attached as auxiliaries to the Army and Navy. No modern war plans, equipment, reserves, industry or scheme of development is in operation. Our civil and commercial aviation is rudimentary and unfostered, while our aeronautical engineers have sought other employment and our industry has practically died of starvation.

Our national defense, therefore, consists of

- (1) An Army efficient as far as a land force is concerned but practically helpless in the air.
- (2) A Navy of great capital ships almost helpless in the air and deficient in submarines.
- (3) No Air Force whatever.

Without a dominating Air Force, armies and navies are merely organized for defeat in modern war.

With these melancholy but incontrovertible facts before us, let us seek the cause. Evidence and warnings have not been lacking. It has been presented by those competent to speak to the executive departments and to the Congress.

The burden of the advice has been to create an agency of the Government for the development of aviation, co-equal with the Army and the Navy: that is, a Department of Aeronautics. Without this voice of the air in our national councils we cannot develop a modern system of national defense as the voice of the land and the water are no longer the sole determining factors. No longer can we allow land, water and air power to go their own way. They should be coordinated into one concrete whole and under one department and one man charged with and responsible for all national defense.

The facts touched on above cannot be avoided by idle words or misleading information: they are fundamental truths underlying our national security. It behooves the Congress and the people to investigate them thoroughly and provide the solution.

At the present time, should a great national emergency arise, on account of our faulty system of national defense we might well be forced to ally ourselves to one of the great air powers to maintain our very existence. Under these circumstances our position might well be that of a vassal state to a wiser but poorer nation.

NAVAL AIR POLICY

The Special Board of 7 Admirals and the Commandant of the Marine Corps, convened by the Secretary of the Navy pursuant to the request of the President that the Navy recommend a policy with reference to the upkeep of that service in the matter of submarines, surface ships and aircraft, recently submitted its report. During the various sessions of the board hearings were frequently held for the purpose of obtaining the views of the officers of the Army and Navy and of civilian aeronautical authorities and experts. Among other things, the Board recommended that a progressive and adequate building program be authorized to insure to the fleet a complete outfit of up-to-date planes with 50% replacements in reserve, as well as the necessary training planes, at a total expenditure for the first year of \$20,000,000; and that the completion of the Aircraft Carriers LEXINGTON and SARATOGA be expedited.

CHANGES IN STATION OF AIR SERVICE OFFICERS

First Lieut. Roger S. McCullough, Air Service, relieved from duty at Kelly Field, Texas, and directed to proceed to San Francisco, Calif., in time to sail on the transport leaving on or about May 14th for the Hawaiian Islands, where he will be assigned to duty with the Air Service.

Captain Calvin E. Griffin relieved from further assignment and duty in the

NOTES FROM AIR SERVICE FIELDS

A LITTLE TALK TO OUR AIR SERVICE FIELDS

The office messenger of the O.C.A.S. comes in with the mail, but notes for the Air Service NEWS LETTER are few and far between. Time was when the NEWS LETTER basket was so full of good stuff that it was difficult to find space for it. "Them days seem to be gone." And yet, there appears to be no reason for it. We still have quite a number of active fields and a powerful lot of flying is still going on. In fact, we saw statistics showing that the Air Service performed more flying last year than in any year since the war. And where there's flying there's always something doing - so what's the matter? Writer's Crampsitis or sleeping sickness?

There are those Philippine stations. They were the most regular contributors of all Air Service fields. Not a line from Camp Nichols or from Kindley or Clark fields has come in for a couple of months. Are the islands quarantined or has the mail steamer dropped the bag of mail overboard?

There's our next door neighbor - Bolling Field. Don't remember when we last heard from that Headquarters. There's always something doing at Bolling. Let's hear from you, neighbor.

Scott Field, Ill. Yes, friends and politicians, that's a lighter-than-air station. Believe they have a school there. Why not valve some lighter-than-air news from your field once in a while?

Brooks Field, Texas. What's become of the peppery correspondent who used to send some lively squibs? If you are still on deck, brother, we ask you to "shower down". What are the Kaydets doing?

Middletown Depot: Here's a big Air Service activity. Let's hear what is doing around your beat.

France Field, Canal Zone: We used to get some pretty good stories from the Zone, and as we haven't heard of any slides down the Culebra Cut impeding the progress of mail steamers, what's detaining you, brother?

Maxwell Field, Montgomery, Ala. The major league spring training schedule down south might be started by the time this reaches you, so we are inclined to excuse you until the regular season starts, but not after that.

Pope Field, N.C. Isn't there something doing in No'th Carolina once in a while, friend? Drop us a line and tell us about it.

Boston Air Port: Our old friend, Lieut. R.J. Brown, of Yale is sojourning in the City of Culture and, some say, is trying to make friends with the Harvard Boys. Let's hear how the Air Service is getting along in New England, Lieut.

Fort Crook, Neb.: We are indebted to the Air Officer of the 7th Corps Area for several interesting contributions to the NEWS LETTER in the past. A contribution from you now and then, Major, won't make us feel bad at all and, in fact, will be gratefully received.

McCook Field, Dayton, O. Ah! Here we have a real kick. There's so much going on at the Engineering Div. and we don't get to hear about it. It hasn't been so long ago that we received some mighty interesting articles from McCook, but it seems the literary business between the NEWS LETTER and McCook has taken a bad slump. Let's get together again.

Reserve Activities: Yes, we want to hear also from all our reserve activities, and don't be bashful about it, brethren.

And with these few remarks we will subside. We have mentioned only the fields which haven't toed the mark lately. We hope we haven't missed anybody. If we have, speak right up; we always aim to please.

Langley Field, Va., February 6th.

20TH BOMBARDMENT SQUADRON:

Lieut. Ross F. Cole, A.S., on duty with the 20th Bombardment Squadron for the past two years, was ordered to Kelly Field, Texas, for duty. The 20th Squadron deeply regrets the loss of this very popular officer, and wishes him the very best of luck at his new station. Lieut. Sutter, A.S., (ORC) has taken over the property and will be the Squadron Supply Officer and 2nd Lieut. Welker, A.S., (ORC) took over Lieut. Cole's duties as Squadron Engineering Officer.

Due to the very inclement weather, little flying was done in the past few weeks. Advantage was taken of the bad weather, however, to the extent of doing work on the ships, which was not possible while they are wanted for flying, so that all ships are now in excellent condition waiting for the good weather.

Many new men joined the 20th Squadron in the past few weeks and many of them promise to compensate the Squadron for the loss of several of its Non-Coms who have

19th Airship Company

On February 5th the Airship TC-4 flew to Washington, with Lieut.-Col. I.F. Travel and Capt. W.C. Butler as pilots. The ship took off at 9:30 a.m. but was forced to return on account of a broken rudder caused by the crystallizing of fin brace wire. The rudder was replaced and the flight was resumed two hours later, returning in the evening at 7:15 p.m. with Major Rush B. Lincoln, Capt. D.B. Howard and 1st Lieut. J. Clark as passengers.

20th Bombardment Squadron

Lieut. G.P. Rodgers departed for Fairfield for the purpose of bringing back from there a DH4B airplane.

The 20th Squadron basketball team is still doing good work and winning many games. Several members of the team were placed on the post team and they are doing excellent work.

Lieut. Rodgers and Sgt. Barker flew to Washington, ferrying three officers on duty in the Office Chief of Air Service.

Inclement weather cut down considerably the flying time of the squadron.

50th Observation Squadron

The Basketball team came through the crucial series with the 96th with victories in two games by the slight margin of two points. This makes eight straight victories with no defeats and only six more games to play. The fifty-fifty congratulates their worthy opponents, the "Devil's Own", for their splendid playing and sportsmanship and hope that in the future their Captain "Red" Black, will swing a wicked cane for victory and not defeat. The 96th always can be depended on to play their hardest against us, and that makes the game interesting from all stand points. Better luck next year "Comrades in Washing Ships". Our hats are off to you for your splendid spirit and excellent "Comraderie". This is what makes the Air Service the excellent branch of the Army.

58th Service Squadron

The 58th Service Squadron took over the flight which was originally run by Headquarters at this station, same consisting of the following planes: 5DH's, 1 CO-4 and one Loening Yacht. The personnel of this flight consists of 1st Lieut. Joseph T. Morris, Commanding; 1st Lieut. John R. Drumm, Engineering Officer, and 8 enlisted men.

Staff Sgt. Charles J. Bush was transferred in grade to the Philippines for a tour of foreign service. We hate to lose Sgt. Bush but wish him the same success there that he had here. Sgt. Bush is replaced here by Staff Sgt. Jack Christianson, who returns from a tour of foreign service. Sgt. Edison Kirkman of the C.A.C., at Fort Monroe, was transferred in grade to this organization.

59th Service Squadron

Lieut. Kauffman returned Wednesday from an airways trip, reporting a nice trip with fine weather practically the whole trip.

The last report from 1st Sgt. Hixon states he is doing nicely. We hope he will soon be with us again.

Sgt. White, Mess Officer, has been quite busy recently feeding the prisoners and the Q.M. Detachment besides the men of our own outfit.

96th Bombardment Squadron

Due to poor weather the Squadron rolled up a total of about 20 hours. Considering the adverse conditions, we feel that this is a very good record.

Our ship No. 8, which Lieut. Lindeburg gave a bath in the Back River, is at last back in the hangar awaiting repairs.

Rockwell Air Intermediate Depot, Coronado, Calif., Feb. 14.

Capt. John W. Signer of Crissy Field was a visitor at this station during the past week. He left on his return trip in a newly overhauled DeHaviland.

Lieut. C.C. Moseley, Air Service Instructor of Los Angeles National Guard, flew down this week for a few minor repairs to his plane, returning to his post the same day.

Captain Arthur E. Esterbrook, Instructor of the 41st National Guard Division at Spokane, Washington, arrived at this Depot Thursday accompanied by Lieut. Mamer. They left on their return trip on the 13th in a newly overhauled DeHaviland.

Captain Walter Bender and Lieut. R.H. Clark, of Fort Bliss, Texas, arrived here last week, turning in their plane for minor repairs. They returned to Fort Bliss on the 10th.

Wilbur Wright Field, Fairfield, O., Feb. 7th.

On January 21st the Commanding Officer, Major A.W. Robins, was called to Washington on account of the serious illness of his mother. He returned to Fairfield in

a few days, as his mother was much improved, but again went to Washington on the 31st. This field soon thereafter received the sad news that his mother had died, and the sympathy of the entire post goes to Major Robins at this time. His mother was a member of an old Virginia family and was particularly noted for her literary accomplishments, being the author of several volumes of fiction and of many poems and short stories. During Major Robins' absence Major George H. Brett acted as Commanding Officer of the post in addition to being in charge of the Field Service Section.

Lieut. E.P. Gaines and Sgt. Heinye recently completed several photographic missions in this vicinity.

On January 23rd Lieut. H.H. Mills and Lieut. S.G. Frierson returned from Selfridge Field by air. They flew to Chicago on February 6th.

Lieut. C.A. Cover left on the night of February 4th for Selfridge Field, and on the following day Major H.H.C. Richards and Lieut. G.V. McPike proceeded to Selfridge Field by air for the purpose of observing the winter maneuvers of the Pursuit Group at that station.

On February 3rd Major H.H.C. Richards from the Office Chief of Air Service arrived, with the expectation of remaining for several weeks in consultation with the personnel of the Field Service Section in regard to all phases of Air Service supply work.

Biggs Field, Fort Bliss, Texas, February 6th - 13th.

Lieut. Smith led the flying time of the 2nd Division Air Service for January with 34 hours and 40 minutes, Lieut. O'Connell being second with 31 hours.

Cross-country flights during the above period were as follows: Lieut. Weddington and Pvt. Donnelly to Fort Stockton, Texas, and return on Feb. 3rd to investigate circumstances incident to the death by train accident of Pvt. Schwartz, Hqrs. and M.P. Company, Hawaii. Lieut. Weddington and Sgt. Pierce to the San Antonio Air Intermediate Depot, Texas, on Feb. 11th, ferrying a new DH4B plane to this station the following day; Lieut. Clark and Capt. Bender to Rockwell Field, Coronado, Calif., February 5th, returning February 10th; Sgt. Pierce to Tucson, Ariz., thence to Kelly Field Feb. 2nd, taking Cadet Noe to that station and returning the following day; Lieut. Morris to Kelly Field on Feb. 7th for duty with organized reserves at that station, returning Feb. 12th; Sergeants Tyler and Holmstrand to Marfa, Texas, and return Feb. 7th, for the purpose of checking Air Service property at that airdrome; Lieut. Smith to Kelly Field on Feb. 3rd, ferrying Major Chamberlain to that station and returning on the 5th; Major Heffernan to Tucson, Ariz., and return Feb. 9th, with Mr. T.E. Heffernan as passenger; Lieut. O'Connell returned to this station Feb. 1st from a cross-country flight to the San Antonio Air Intermediate Depot.

Corporal Bentley returned on Feb. 3rd after a three months' furlough.

Mr. Frank Phillips, pilot, and Mr. F.D. Fetherstone, passenger, arrived at this station in a Curtiss Standard on the morning of Feb. 11th. They departed at 3 o'clock in the afternoon and were about ten minutes from the airdrome when one of the control wires broke, sending the plane into a spin and crashing near the College of Mines at the outskirts of El Paso. Mr. Fetherstone was instantly killed while Mr. Phillips suffered a broken leg and a number of body bruises. The plane was purchased by Mr. Fetherstone at Fort Worth, Texas, and Mr. Phillips was flying the ship through to Victoria, British Columbia.

Second Lieut. Ernest L. Neill arrived here Feb. 13th to attend the Air Service Reserve Officers Training Camp to be held here beginning Feb. 14th.

Lieut. Jack J. O'Connell left here Feb. 12th enroute to San Francisco, where he was scheduled to sail on the transport leaving on or about February 18th. His destination is Hawaii.

Luke Field, H.T., February 13th.

Owing to a very fine winter, with almost no rain and but moderate wind, flying has properly been the major interest with the 5th Composite Group, Air Service, at Luke Field, Territory of Hawaii (though a recent issue of a well known aerial magazine placed us in the Philippine Islands).

On the last day of the old year a formation of 29 planes flew an aerial "Aloha" in honor of Miss Anita Baldwin, war time fairy god-mother to the Air Service, as she arrived at Honolulu on the huge round-the-world liner "Belgenland".

On January 13th, 42 planes from this station and our inland cousin Wheeler Field, flew a mission of farewell to Major General Charles T. Menoher as he left his post as Commander of the Hawaiian Department via the Transport CAMBRAI.

Other noteworthy missions were those flown upon the arrival and departure of the Army Transport SOMME on February 3rd and 7th, respectively; to greet the great world cruiser CALIFORNIA a few days later, and to celebrate the arrival of the renowned motor cruiser AORANGI on February 13th.

Mrs. Sheldon H. Wheeler, wife of Major Wheeler, deceased, former commander of the 5th Composite Group, arrived in Honolulu on Feb. 3rd for a visit.

Fox Cornet Post No. 9, American Legion, at Luke Field, settled upon a handsome solid silver loving cup, costing \$450.00, to commemorate Major Wheeler, and bearing his name, to be competed for as a perpetual trophy, by the five squadrons composing our Group. The money for this cup has been in the legion coffers for some time, having been raised through an aerial exhibition and from other sources.

Just before the old year ended the 41st Air Intelligence Section was disbanded by War Department order and passed into the covers of oblivion in military files. Its personnel continue to discharge the Section's duties as members now of other organizations at this station.

Our new Post Exchange is ready to begin business as soon as suitable fixtures are installed in its interior. Located as it is between our two principal squadrons, across from Headquarters administration building, and handy to our Boat Dock, whither the majority of our personnel arrive and depart daily, it promises to become a valuable asset and a great convenience to the members of this station.

As the forthcoming Army-Navy maneuvers, to be held in these parts the latter part of April, draws nigh, all hands are thumbing regulations, rule books and typewriters, in preparation for the titanic operation which will be staged. Our Group, in conjunction with the 4th Observation Squadron at Wheeler Field (near Schofield Barracks) will conduct the vertical defense of the Hawaiian Islands. As Honolulu affords a population of something like 100,000, and the fleet is bringing almost half that many, the maneuvers-to-be take on something of the form of a foreign invasion.

The Luke Field orchestra trips down to Honolulu now and then and does some very good musical broadcasting. When you western mainland radio fans pick up KGU, it's Honolulu sending; and you will frequently hear a pretty good program.

A cablegram was received in the Office Chief of Air Service on February 22nd reporting that Master Sergeant David B. Grosvenor, 5th Composite Group, was killed in an airplane crash near Fort Kamehameha at 2:35 p.m., February 20th, and that Staff Sergeant Robert H. Pellow, 65th Service Squadron, was seriously injured in this accident.

Clover Field, Santa Monica, Calif., February 10.

Captain Lowell H. Smith, commander of the round-the-world flight, is temporarily storing the plane recently given to him by Mr. L.C. Brand of Glendale, in one of the Clover Field hangars. It is anticipated that Capt. Smith will fly his newly acquired ship to Rockwell Field in the near future.

Orders received from Air Service Hqrs., 9th Corps Area at the Presidio of San Francisco, by Lieut. Horace S. Kenyon, Jr., Commanding Clover Field, call for the organization of a third reserve Air Service pursuit squadron with headquarters at Clover Field, to be known as the 479th Pursuit Squadron, Air Service Reserve. The 478th Pursuit Squadron, A.S. Reserve, was organized several years ago, and has been functioning regularly as a unit. The 476th Pursuit Squadron, recently organized, will fly regularly as a unit at the field. The formation of the 479th Pursuit Squadron will give Clover Field three squadrons, composed entirely of Reserve Air Service men of Southern California. Request is made that all members of the Air Service Officers Reserve Corps in the vicinity who are not assigned to a squadron at the present time and who are desirous of becoming a member of the new squadron that they immediately get in touch with Lieut. Kenyon at Clover Field.

Ten pilots and passengers, members of the 478th Reserve Pursuit Squadron, left for one day's cross-country hop in five planes to Santa Barbara, Calif.

Information Division
Air Service

March 17, 1925

Munitions Building
Washington, D.C.

The purpose of this letter is to keep the personnel of the Air Service, both in Washington and in the field, informed as to the activities of the Air Service in general, and for release to the public press.

1-1000

In this issue of the NEWS LETTER extracts are quoted from testimony given by high Army and Naval officers before the Congressional Committee investigating aeronautics.

All the testimony quoted herein is AGAINST the proposition of a separate Air Service. In a forthcoming issue of the NEWS LETTER, testimony favoring a separate Air Service will be carried. Public opinion on the aircraft situation following the close of the hearings has been summed up by Mr. William Philip Simas in the WASHINGTON NEWS, from which the following is quoted:

AFTERMATH OF THE AIRCRAFT INQUIRY

"Up in the air far higher than any aviator has yet succeeded in going, and begging piteously to be allowed to wait until next December before writing their report, the Congressional Committee investigating aircraft has shut up shop and gone home in a state of daze.

And small wonder. Here is what they found out:

That the battleship is supreme. That the airplane is supreme. That the carrier is supreme. That the submarine is supreme.

That aerial bombs can sink a battleship. That aerial bombs can't sink a battleship. That the country is doomed if we don't have a separate air force. That the country is doomed if we do have a separate air force.

That we have the poorest air service in the world. That we have the best air service in the world. That we are at the mercy of any foreign power that wants to lick us. That there isn't a power on earth that can lick us.

That we have 1400 airplanes. That we have 14 airplanes. That we have plenty of planes but no adequately trained pilots. That we have plenty of pilots but no adequate planes. That anti-aircraft guns can shoot down any airplane. That anti-aircraft guns are a joke.

That Mitchell is right and Weeks is wrong. That Mitchell is wrong and Weeks is right. That Mitchell knows it all and Wilbur knows nothing. That Wilbur knows it all and Mitchell knows nothing. That the Special Board is wrong and Sims is right and that . . . Oh, what's the use!

Fifty-nine varieties of experts, each better qualified than the others, and 59 ways to save the nation, each way the only way.

When the probe started, each investigator had the confidence of his own opinion. Now the committee doesn't know what to think. Even their doubts are hazy. The public throuout the country are pretty much in the same frame of mind. But people are interested - more so than in any similar episode in a long time. And they want to know the facts.

President Coolidge could give his new administration no better start than by naming a commission of civilians of undisputed standing, a board whose findings no one could question, and have them look into the whole matter of national defense - on land and on sea; under the sea and in the air - and advise him before Congress meets again next fall."

THE QUESTION OF A SEPARATE AIR SERVICE

Testimony of Secretary Wilbur of the Navy before Select Committee

"I regard the statement that the next war will be in the air as an absurdity, partaking of the Jules Verne type of literature."

Testimony of General Drum before Select Committee on February 4, 1925:

In the Meuse-Argonne battlefield, Mitchell was permitted to take practically all of his airplanes in the air in a large Armada to go over and beyond the

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ground battlefield and bombard the enemies' airdrome in the rear, with the theory that when they were bombarded the enemies' airplanes would be forced into the air and would then be destroyed by this large Armada. Nothing of this sort occurred. While this Armada was in the air, it passed over the battlefield and beyond us. The Chief of Staff called me on the phone and stated "I notice your big parade in the air and it is very fine but I have a message asking me to get the planes down to our lines because the Germans are machine-gunning our ground troops and we have no protection from them. In other words on the ground back of our troops the Germans came over, broke through and did not stop until our planes came back and had driven them off."

General Drum - Separation of the Army and Navy does produce along our coasts two units that are difficult to coordinate at times.
Mr. Perkins - Should not \$82,000,000.00 furnish a fine flying service for us?
General Drum - No, Sir, I do not think so.

General Drum - There are in commission 754 airplanes; in storage 610, and we estimate the number under repair, on hand, wastage, etc., 938. Now then, if we add to the purchasing-power of the planes in the 1926 Budget, we should have on hand July 1, 1926, 1674 planes.

Mr. Perkins - And the war ended 5½ years ago.

General Drum - Yes, Sir.

Mr. Perkins - So that the planes that we now have were built originally over five years ago, and many have been rebuilt since, and are practically all obsolescent types.

General Drum - No, I would not call them all obsolescent. From the standpoint of aviation and personnel, which I shall touch later, we are better than any other country.

I have noted in extracts from official reports of the Committee of Imperial Defense on National and Imperial Defense in Great Britain, showing the difficulties they are having in securing coordination between three defense elements, i. e., the Army, the Navy, and the Air Service. This Committee considered the desirability of organizing a National Defense Ministry. There are conditions which I have included in the statement showing the difficulties along the same line the Army is having with the Air Force attached to it.

Mr. Reid - Can I interrupt you right there? You report that English Boards say the Air Power should not be an independent force. Is that right?

General Drum - No, Sir.

Mr. Reid - What was the conclusion that you gave there, because I want to ask you a question?

General Drum - The conclusion was that they should not have at this time a Ministry of Defense that would include all three forces.

Another point brought out in this connection is the statement that frequently has been made that a certain part of Mesopotamia is controlled and operated entirely by the British Air Force. The British Air Force in Mesopotamia, or the British forces in this part of Mesopotamia, Iraq. It is frequently stated by the proponents of a separate Air Force that in Iraq the British are sustaining their authority by an air force alone. The authority of the British in Iraq is not sustained by an air force alone, but by a force of all arms, which operate under an officer of the Air Force who is the commanding officer by virtue of seniority.

Mr. Lea - How many will the ships accommodate, speaking about aircraft carriers - under the Washington Arms Conference Limitation?

Capt. Johnson - 356 to 360 - more of the small ones and fewer of the big ones.

The only forces I know that agitate getting rid of any of our ships that look with favor or are, in any way, weakening our Navy, with their first line of defense are England and Japan and General Mitchell's advocates.

Capt. Johnson - Speaking of the British Air Force - "But they are getting back to our way and they are certainly going to show a big improvement in Naval Aviation in England the nearer they get to our way of doing".

Testimony of Admiral H.P. Jones, January 29.

I believe you had a witness before you the other day who, if he gave the testimony here that is along the line of much that has appeared in the papers, as coming from him, I am afraid has filled your record with a lot of stuff that, as far as truth is concerned, is not worth the paper it is written on.

Speaking of a separate Air Service.

Mr. Hill of Ala. - Cite an example of that.

Admiral Jones - In Great Britain it has been eminently unsatisfactory. We have enough reports from there to enable us to make a final complete statement about it. From what we know they do not find it satisfactory there.

Admiral J. Strauss Recently we conducted extensive experiments with the U.S.S. Washington. This ship was subjected to the explosion of two 400-lb. torpede charges, exploded against the ships side directly in contact with the skin of the ship and three 2000-lb. bombs exploded within a few feet from the ship without sinking her or even seriously harming her. Finally, in order to carry out our agreement to sink the Washington she was sunk by gun fire.

In the first place a bomber costs about \$40,000. We are informed that you cannot count on more than one-third of your airplanes as available; the others are under repair or overhaul. This makes your investment for a single bomber in action \$120,000. We have seen that in the Agamemnon Experiment 114 flights failed to make a hit on a ship under way. Let us be liberal and say that 100 would make a hit. They would cost you \$12,000,000. But we have ample proof that three hits would not seriously endanger a modern battleship with a crew on board. That raises the cost to \$36,000,000 and we haven't sunk her yet. Now I have left out of consideration the most serious factor of all - the additions to the offense made necessary by anti-aircraft defense of the ship itself. I hesitate to put that in; it makes the cost pass all bounds.

Mr. Wainwright - If we assume that a 1000-lb. bomb would not wreck a ship, have you considered what the effect on human life on the ship would be from the concussion?

Admiral Strauss - You do not get much effect from mere concussion, that is very little - of course, human life would be lost on account of the bombing beyond the shadow of a doubt. They create a fearful wreckage when they strike the deck of a ship.

Letter of Admiral Moffett, Feb. 2, 1925

"The Naval Aircraft squadrons have operated constantly with the fleet and today we have in actual operation with the fleet 140 planes - American built and manned. This comprises a total of 10 squadrons of Naval aircraft in actual operation with the United States Fleet."

Testimony before Naval Affairs Committee.

Mr. McClintic - This brings me down to your statement concerning aircraft. You recently stated to the sub-committee of House Committee on Appropriations that "There is little danger that a ship will be sunk by aerial bombs exploded on the deck of a ship above the deck armor, but new armor piercing bombs have been devised with a view to penetrating into the vitals of a ship". In your opinion, would the explosion of, say, a 2,000-lb. bomb dropped at different altitudes jam the turrets?

- Sec. Wilbur - I don't think it would.
- Mr. McClintic - Some say it will and some say it will not.
- Sec. Wilbur - I know it will not.
- Mr. McClintic - Some have said that an explosion of 2,000 lbs. of TNT on a ship, even if it did not sink the ship, would disarrange the machinery and shell shock a number of men on it and thereby render them incapable of performing service.
- Sec. Wilbur - It never has been done.
- Mr. McClintic - It never has been tried.
- Sec. Wilbur - Yes.
- Mr. McClintic - Do you say it has been tried?
- Sec. Wilbur - Perhaps the exact experiment has not been tried, but experiments have been made which indicate that the statement is absolutely untenable and ridiculous.

February 2, 1925.

- Comdr. Whiting - General Mitchell has told this Committee that airplane carriers are of doubtful use. He has told you that planes launched from carriers are unable to compete with aircraft operating from shore bases. I answer this by stating that planes have landed and taken off carriers in all kinds of wind and conditions.
- Lieut. R.E. Byrd - In 1923 Admiral Sir Beatty intimated that he and his colleagues would resign unless the Navy was given control of its aircraft. This had its effect and the Navy was given partial control of the sea reconnaissance, training and aviation afloat.

General LeJeune's Testimony.

Effect of bombing, so far as its effect on military operation was concerned, was negligible.

So in order to deliver the same number of projectiles on a hostile battleship 250 miles from the coast that a single 16" gun could deliver you would require 720 planes.

If the weather is very bad the plane will not go out.

In the battle of Jutland there was no aircraft in the battle.

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ADMIRAL SIMS GIVES TESTIMONY BEFORE SELECT COMMITTEE.

Admiral Sims is a great advocate of aircraft and its use in military operations. He believes that aircraft, aircraft carriers and submarines displace the battleship as a backbone in Naval defense. In his testimony, some of the more pertinent things he said were substantially as follows:

Innocent gas, not the deadly poison gas but that which temporarily puts out of action those coming in contact with it, could be added to each bomb without any material effect on its destructiveness. With such bombs striking any part of the battleship and exploding above water, the gas would be sucked down the ventilating passageways and thereby circulated over the entire ship, putting enough of the crew temporarily out of action to make the battleship a very easy target. In fact, the Admiral stated, gas alone could put any battleship out of action.

He mentioned the new electric torpedo which is shot at a battleship 35 feet under water, at which depth it would pass underneath the largest ship built. By coming in contact with the magnetic field set up by an all-metal ship, the torpedo would explode and blow a hole in the bottom of the ship. These torpedoes can be launched from aircraft with ease.

The admiral had quite a lot to say about anti-aircraft in an effort to show the Committee how really effective it was. Consideration was given the ability to hit aircraft from the solid foundation given an anti-aircraft gun when mounted on the ground and with all the auxiliary precision range-finding instruments. He stated that it was common knowledge that the accuracy was not so good when all these conditions were favorable and then explained how extremely difficult, verging on the impossible, it would be to simulate the same conditions on board a battleship even in still water. He stated, too, that when high winds, rough seas, or unfavorable weather combine against the anti-aircraft defense its effectiveness is almost nil.

The Admiral stated that if any Western power should build 10 aircraft carriers, all over 10,000 tons, she could put 50 airplanes on each one, make them travel 30 knots an hour, and still be within the Limitation of Armaments Conference Treaty. With this force assisting the destroyers, but no battleships or cruisers, an attack can be made successfully against the Hawaiian Islands. In that event, he stated that the safest place for our American battleships would be as far up the Mississippi River as they could possibly get.

He was not very much impressed with the findings of the Navy Special Board, convened to determine the military value of aircraft and other Navy components, stating that the Secretary of the Navy had outlined what the policy was and, because the Secretary is a civilian, this policy was undoubtedly formulated by his immediate advisors. The immediate advisors of the Secretary of the Navy are the members of the General Board, which is somewhat similar to our General Staff. When the Board was appointed, the General Staff was well represented thereon, consequently the Special Board was given the job of investigating and determining the value of a policy which they had already made.

Admiral Sims also was not greatly impressed with regard to the bombing of the "Washington", as the report stated that the bombs were placed alongside but did not state how far away, this information being confidential. The Admiral could not understand why in the world this should be considered confidential. The question was then asked the Admiral: "How far do you suppose they were away?" He answered that General Mitchell in his enthusiasm might claim that they were a mile away. He thought it would have been a very good plan to have used some 4,000-pound bombs instead of 1,000-pound bombs. In fact, he went so far as to say that it would be a good plan to take one of our present day battleships, complete and ready for action, put a 4,000-pound bomb down on the protective deck and explode it just to see what would happen.

Questioned as to what kind of a fleet he would build were he empowered with authority to build a new fleet for the best naval defense of this country, he stated he would build it without any battleships and concentrate on aircraft carriers and submarines because an aircraft carrier is more powerful than a battleship.

The Admiral gave some very interesting information on the radius of action of battleships ready for battle. He stated the Limitations of Armaments Conference left the people with the idea that the American Navy was superior in numbers to any other Navy; that it could steam across to any country, regardless of the distance, and impose its policy upon that country. This is entirely erroneous, apparently, for the reason that battleships cleared for action can steam 6,000 miles, which means that they could go from their home port 3,000 miles to some foreign country, "thumb their nose at the enemy and turn around and come back". This means, then, that if the enemy were 2000 miles away only one-third of the fleet could be maintained in force before the enemy would gun them. He reminded the Committee that no Navy was complete unless it had destroyers, aircraft carriers and an enormous train of supply vessels. These supply vessels were, of course, to be considered very easy targets for airplanes from aircraft carriers.

Reverting to the statement of the Special Board, with regard to the condition of the "Washington" after being bombed a couple of days, that she could be towed back to port although she lost some of her speed, the Admiral tried to impress the Committee with the fact that in battle a ship that loses her speed and cannot steam at full speed had better go right to the bottom because it would be of no more use to the friendly forces unless they won the battle and, if they lost, it could be towed to the enemy port.

The Admiral stated that it would be impossible for our fleet to pass Guam without establishing a base for operations and fortifying it so as to leave the fleet foot loose to operate therefrom. Distance is an impregnable barrier to a Navy.

One of the members of the Committee asked the Admiral if he thought it would be a good plan to take up for a few hours a day members of the General Board of the Navy. The Admiral's answer was: "Oh! you would lose them all."

The Admiral was opposed to an Air Service Corps within the Navy for the reasons which he cited from experience with the Engineer Corps that used to exist in the Navy and, further, stated that "Corps solidify at the top".

In closing the Admiral stated that an Army must have an adequate Air Force to defeat the enemies' armies; Navies must have adequate air forces to defeat the enemies' Navies; it was paramount and essential.

EXPENDITURES BY THE AIR SERVICE FOR AIRPLANES

The Secretary of War, under date of February 19th, sent the following letter to the Chairman of Select Committee of the House Investigating Air Service, with reference to the above subject:

"The matter of the amount of money expended by the Air Service for airplanes has been frequently discussed and there has been some question as to the numbers and types of planes which were secured by this expenditure. Although the facts have, I think, already been placed before your Committee, I recapitulate them briefly below again setting forth the facts:

During the five fiscal years 1920 to the end of the last fiscal year 1924, the Air Service expenditure for planes of all types was:

| | |
|---|----------------------|
| Number of new planes purchased - 839, | Cost \$14,894,597.41 |
| The average cost of these planes was | \$17,750.00 |
| For remodeling war produced planes, expenditure was as follows: | |
| Number of planes remodeled, 1,811 | Cost \$ 3,363,331.75 |
| The average cost of these planes was | \$ 1,850.00 |

In addition, during these same years, for aircraft engines the expenditure was as follows:

| | |
|--|---------------------|
| New engines purchased - 747 | Cost \$6,077,343.13 |
| The expenditure for war-produced engines remodeled was as follows: | |
| Number of engines remodeled, 900 | Cost \$ 326,111.13 |

The total number of airplanes, both new and remodeled, procured during these years, as above, was therefore 2650, and the total cost of these planes new and remodeled, was \$17,856,929.16.

It will be understood that in the course of operations of the Air Service there is a certain amount of necessary wastage. Planes are worn out or they are broken up, due to forced landings which are inevitable, or to other accidents.

At the end of the last completed fiscal year, the 30th of June, 1924, the Army Air Service had on hand the following number of planes:

| | | | | | | |
|-----------------|--------------------|--------------------|----------------|---------------|-------|-------|
| <u>Training</u> | <u>Observation</u> | <u>Bombardment</u> | <u>Pursuit</u> | <u>Attack</u> | | |
| 471 | 820 | 102 | 190 | 9 | Total | 1,592 |

Of the aircraft on hand as above on the 30th of June, 1924, it has been frequently stated that only about 25 were of the most modern type. This is a fact.

During the years under consideration many advances were made in the designs of planes, the whole aircraft situation in this regard was in a state of flux and it was not until recently that any of the types of planes used by the Air Service could be "standardized" to such a degree rendering it reasonably certain that no major changes in these types would be made for the next two, three or four years.

In addition to these now sufficiently standardized pursuit planes, the Air Service has now on order and is about to order training planes and observation planes which are likewise regarded as sufficiently standardized.

In spite of the statements just made, it is a fact that at any time during these four fiscal years considered, the pursuit and bombardment types of airplanes in use by the Air Service were approximately the equal of similar types employed by any other nation in the world. The DH planes which, during this period, were used by the Air Service for observation and photographic purposes were possibly surpassed but to no great degree by those used for similar purposes by other nations.

In the above statement of the amount of money expended for airplanes, it will be noted that a division has been made between those which were purchased new and those which were rebuilt or remodeled. It will be remembered that at the beginning of the period under consideration there were on hand a large number of war-built planes which had cost a great sum of money. The question confronting the Air Service was whether to scrap all these planes and build planes brand new or to remodel these war-built planes, put them in service and make use of them. The relative average cost of the new planes actually purchased and of remodeling these war-built planes is also shown above, the cost of new planes being approximately eight times the cost of the remodeling. It is believed that the decision reached to remodel and use these war-built planes was a wise one. It did give to the Air Service a much greater amount of flying equipment than it would otherwise have been possible to secure with the amount of money available, and it is repeated that the planes thus remodeled and used were practically equal to planes of similar types used by other nations.

A precisely similar state of affairs existed in connection with airplane engines, the new ones purchased by the Air Service averaging in cost something over \$8,000, whereas the remodeling of the war-built aircraft engines cost only about \$368.00.

It can be stated that in administering the Air Service, every possible effort to economize has been made and every dollar which could be thus made available was devoted to the purchase of equipment.

Of the sums of money appropriated directly by Congress for the Air Service and administered by the Chief of Air Service, it was necessary each year to expend a part of said funds for the normal operating expenses of the service, including the purchase of gasoline, oil, etc.; for the purchase of instruments, armament and other accessories for aircraft; for doing the current repair work, the maintenance of aircraft and their accessories; and for the necessary experimental and research work. In the appropriation bills Congress has always limited the amounts which could be expended for experimental and research; for the hire of civilian labor (for maintenance and repair work), and in practically every year, especially during the last three years, these limiting figures as fixed by Congress have not been reached; the Chief of Air Service by due economy has been able to spend for these purposes lesser sums and the saving so effected has been used in the purchase of aircraft and their accessories.

In spite of the economies thus effected, at no time was it possible to procure the numbers of planes for the full equipment of the Air Service as authorized by existing tables of organization. This deficiency of equipment as well as the too small personnel of the Air Service, has been frequently set forth in the reports of the Chief of Air Service and in the reports made by the War Department from time to time.

As already placed before your Committee, the cost of the Air Service to the War Department during the five years considered amounted in round numbers to \$246,000,000. This included, in round numbers, \$68,000,000, the value of the war produced material used during this period. Deducting this sum from the total leaves in round numbers \$178,000,000, as the actual money cost. The total expenditure as above for airplanes and airplane engines is, in round numbers, \$24,000,000, which sum is nearly 14% of the money cost. Also included in the \$178,000,000 are the costs of pay, housing, subsistence and other maintenance items for the Air Service, approximately \$76,000,000.

This, however, is not a complete showing for there should be included in the cost all of the lighter-than-air equipment and accessories purchased, the cost of instruments and armament which were necessary to install in both heavier-than-air and lighter-than-air craft. The percentage therefore of the total cash cost, if these items are likewise included, would be substantially greater than that indicated above. The figure is given, however, for airplanes and airplane engines alone, as it is believed to show that the percentage of the total thus employed was as large as it was possible to make it and reflects the efforts made to economize in other directions.

There is just one more point to which I desire to call attention. The war produced airplanes are now practically exhausted and of them there will be no more after the 30th of June, 1925. The Air Service cannot, therefore, economize by rebuilding such material and it will be necessary to buy new all airplanes purchased after that date.

Of course, any such planes thus purchased new will be of the best and most up-to-date types."

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NEW ASSISTANT CHIEF OF AIR SERVICE

The Secretary of War has recommended the appointment of Lieut.-Colonel James E. Fechet to be Assistant Chief of Air Service, with the rank of Brigadier General from April 27, 1925. The U.S. Senate confirmed the nomination of Colonel Fechet on March 11th.

Colonel Fechet was born in Texas, August 21, 1877. He enlisted as a private in the 6th Cavalry April 18, 1898; was promoted Corporal and Sergeant and appointed a Second Lieutenant of Cavalry July 25, 1900. He was promoted First Lieutenant, Captain, Major and Lieutenant-Colonel, Regular Army. He participated in the Santiago Campaign, being wounded at San Juan July 2, 1898; he was also in numerous skirmishes on the Island of Samar, Philippine Islands, in June and July 1901. In 1904 he was graduated from the Infantry and Cavalry School, Fort Leavenworth,

Kansas. He was a distinguished marksman 1909, 1914 and 1915. He served with the Punitive Expedition in Mexico from March to September, 1916.

Colonel Fechet is a qualified pilot, having been on continuous aviation duty since September, 1917. He was officially announced as on flying status from October 5, 1917, and rated as a Junior Military Aviator from November 13, 1918.

At the outbreak of the World War he was appointed temporary Lieutenant-Col., Aviation Section, Signal Corps, August 5, 1917, and promoted to be temporary Colonel, Aviation Section, Signal Corps, February 26, 1918. He was honorable discharged from his temporary commission the 30th of June, 1920. He was permanently transferred to the Air Service, Regular Army, August 6, 1920.

During the World War, Colonel Fechet was in command of various aviation fields - Scott, Carlstrom, Dorr and Kelly Field. He was Department Air Service Officer of the Southern Department from May 1919 to September 1920, when he was assigned to duty in the Office of the Chief of Air Service, first as Chief of the Training and Operations Group and later as Chief of the War Plans Division. Since July 1, 1924, he has been Commanding Officer at Kelly Field, Texas, the home of the Air Service Advanced Flying School.

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POPE FIELD PILOTS TO OBSERVE ARTILLERY FIRE

The NEWS LETTER Correspondent from Pope Field, N.C., states that calls for airplane observation of artillery fire are beginning to pick up again after a lull during the winter months while most of the artillery units were too busy doing fatigue to have much time for training. Lieut. Holden has started training panel details for the 2nd and 17th Field Artillery regiments and in another few weeks these regiments should be well able to carry on successful communication with airplanes during their spring and summer work. The Pope Field radio truck with its crack operators and panel detail in charge of Privates Lloyd and Chapman is always ready to step out and show how it should be done. "The best panel detail in the Army" is their motto.

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ORGANIZATION OF 340th OBSERVATION GROUP (RESERVE)

The 340th Observation Group (Reserve) was recently organized at Crissy Field, Presidio of San Francisco, Calif. Major J.S. Marriott, formerly C.O. of the 372d Squadron, was put in command of the 367th Squadron of this Group. Captain R.W. Kearney, formerly Operations Officer of the 372d Squadron, will command the 368th Squadron of the Group and Captain Burdette A. Palmer, formerly with the 91st Division, the 381st Service Squadron, leaving only the Photo Section open for assignment.

Headquarters of the Group was temporarily organized with the exception of the Group Commander. Captains J.W. Tubergen and R.T. MacDonald have been assigned as Operations Officer and Group Adjutant, respectively. The assignment of Group Commander is being held in abeyance awaiting action of a Board regarding the rating as Junior Airplane Pilot of a very desirable Lieut.-Colonel of the Air Service Reserve.

Personnel sufficient to fill in the Headquarters Sections of the three squadrons concerned are available and have been assigned, with a slight surplus to begin the organization of the flights in the two observation squadrons. Complete organization should be effected prior to calling the Group to active service during the coming summer.

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NEW AIRDROME AT NASHVILLE, TENN.

The Tennessee State Legislature has passed enabling acts authorizing the City of Nashville and Davidson County to levy a 2/5 and a 1/5 mill tax, respectively, in order to purchase and own jointly a new aviation field at Nashville. The total amount which will be realized from this tax will aggregate close to \$110,000 which sum is to be used to purchase a new field within five miles of the post office and equip it with an administration building, a photo hut, a radio hut and all necessary improvements needed on a modern airdrome. Efforts to secure such

legislation as that which has just passed were under way for over two years. The National Guard airmen hope to be able to extend a cordial invitation to the personnel of all Air Service stations to be present at the dedication of the new field on Labor Day. Tentative plans are under way now for such an event, but it will have to be governed to some extent by the work of the contractors.

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LIEUT. CALEB HAYNES MAKES A PARACHUTE JUMP ✓

On February 16th eight planes from Crissy Field, Calif., flew to Mather Field, Sacramento, Calif., where two live parachute jumps were made. Sergeant Finch, Assistant to the Parachute Officer at Crissy Field, made the first jump, and when he succeeded in getting up and walking away, the parachute was refolded and Lieut. Haynes was taken to a safe height and turned loose. The Lieutenant spent the first 200 feet of his fall hunting for the rip cord of his emergency chute. Pictures taken of the jump showed that Lieut. Haynes enjoyed every second of it (after the first 200 feet). The only unfortunate part of the jump was the fact that in this first 200 feet the Lieutenant decided that he had no use for the rip cord (of the main chute) and he let it go overboard, thereby losing one dollar which he had bet that he would bring it back.

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WORLD FLYERS HONORED WITH MACKAY AND COLLIER TROPHIES ✓

Recognizing the around-the-world flight by the Army Air Service as the most outstanding aeronautical achievement of the past year, the National Aeronautic Association, on the afternoon of February 27th, made a formal presentation of the Collier and Mackay Trophies to the Secretary of War. Secretary Weeks had summoned to his office Lieuts. Wade and Harding, two of the world flyers who were in Washington at the time, and after accepting the trophies from the donors, he personally presented one to Lieut. Wade and the other to Lieut. Harding for themselves and their associates, and paid them a high tribute for the record-breaking achievement in the circumnavigation of the globe by air.

Major General John L. Hines, Chief of Staff of the Army, and Major-General Mason M. Patrick, Chief of Air Service, attended the Secretary of War, and the donors of the trophies were represented by officials of the Postal Telegraph Co. and Collier's Weekly.

With regard to the Mackay Trophy, under the provisions of the deed of gift by Mr. Clarence Mackay of the Postal Telegraph Co., a member of the Aero Club of America, it is to be competed for annually by officers of the United States Army under the rules to be laid down each year by the War Department or, in the absence of a contest, this trophy may be awarded annually by the War Department to the officer or officers who makes the most meritorious flight of the year. The National Aeronautic Association makes it a practice each year, however, of calling upon the War Department for recommendation as to the pilot or group of pilots to whom the Trophy should be awarded for that year. The War Department recommended that the 1924 award of the Mackay Trophy should go to the world flyers.

The Collier Trophy, donated by Mr. Robert J. Collier, is to be awarded annually by the Aero Club of America for the greatest achievement in aviation in America, the value of which has been thoroughly demonstrated by the actual use during the preceding year.

Mr. Glenn H. Curtiss was the first man to receive the Collier Trophy, same being awarded to him for development and demonstration of the flying boat; in 1913 it was awarded to Mr. Orville Wright for development and demonstration of his automatic stabilizer; in 1914 to Mr. Elmer A. Sperry for development and demonstration of gyroscopic control; in 1915 to Mr. Starling Burgess for development and demonstration of Burgess-Dunne hydro-aeroplane; in 1916 to Mr. Elmer A. Sperry for development and demonstration of Sperry Drift Set; from 1917 to 1920 inclusive the trophy was not awarded; in 1921 to Grover C. Loening for the development of his aerial yacht; in 1922 and 1923 to the Air Mail Service.

The Mackay Trophy was awarded as follows:

- 1912 - To Lieut. H.H. Arnold, 29th U.S. Infantry.
- 1913 - To 2nd Lieut. Joseph E. Carberry, pilot, and 2nd Lt. Fred Seydel, Observer, reconnaissance flights.
- 1914 - To Captain Townsend F. Dodd and Lieut. FitzGerald, observer, reconnaissance flights.
- 1915 - To Lieut. Byron Q. Jones, duration flights.

1916 and 1917 - Trophy not awarded on account of the war.

1918 - To Captain Edward V. Rickenbacker, officially credited with 26 enemy airplanes.

1919 - To Lieut.-Col. Harold E. Hartney, Captains John O. Donaldson, Lowell H. Smith, F. Steirle, Lieuts. Belvin W. Maynard, Alexander Pearson, Jr., R. S. Northington, E.M. Manzelman, R.G. Bagby and D.B. Gish for their flight from the Atlantic to the Pacific Ocean and return.

1920 - To Captain St. Clair Streett, commanding officer of the Alaskan Flying Expedition; First Lieut. Clifford C. Nutt; 2nd Lieuts. Erik H. Nelson, C.H. Crumrine, Ross C. Kirkpatrick; Sergeants Edmond Henriques, Albert T. Vierra and Joseph E. English for their flight from New York to Nome, Alaska, and return.

1921 - To Lieut. John A. Macready for World's altitude record.

1922 - To Lieuts. John A. Macready and Oakley G. Kelly, Air Service

1923 - To Lieuts. John A. Macready and Oakley G. Kelly, Air Service.

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COST OF OPERATING AIRPLANES ✓

Editor's Note: Material like the following is especially valuable to the Service and such data from other stations is desired for the NEWS LETTER.

It costs, roughly, from \$200 to \$1500 to operate different types of airplanes for a period of six months. These figures were arrived at by the Cost Accounting Department at Luke Field which has successfully completed its first six months of work. It required much study and hard work to put the system in operation, but under the guidance of Lieut. Ray G. Harris and by the cooperation of all departments it has become efficient and accurate.

The idea is not to cut down the cost of operation but to find the exact cost of maintaining aircraft at its highest degree of safety and efficiency and to determine the length of time Air Service equipment may be operated economically.

It has been impossible in the past to ascertain what it would cost to operate any one class of motor or airplane or what amount of money it would take to finance the Air Service successfully - therefore the Cost Accounting Department. As the result of data collected by the Luke Field Cost Accounting Department it was found that it costs for a period of six months \$855.54 to operate an MB3A airplane; \$1,517.27 an NBS-1 (Martin Bomber); \$199.29 an SE5; \$536.18 a JN6 and \$666.10 a DH4B.

The cost per flying hour for a period of six months to operate airplanes of the Fifth Composite Group in Hawaii is as follows: 6th Squadron (682 hrs. 3 min.) \$24.18; 19th Squadron (629 hrs. 28 min.) \$24.37; 23rd Squadron (455 hrs. 12 min.) \$28.27; 65th Squadron (81 hrs.) \$21.78; 72nd Squadron (612 hrs. 12 min.) \$16.80.

The money value of material used in operation of airplanes for second period of 1924 is \$64,794.65. The cost as given above includes oil, gasoline and parts used in replacement and repairs, but does not include labor.

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INCREASED APPROPRIATIONS FOR THE ROYAL AIR FORCE

Estimates presented to the Treasury by the British Air Ministry provide for an increase in expenditure of about £2,500,000, raising the total of the air estimates to £17,000,000. This additional expenditure is due to a policy of expansion inaugurated two years ago and endorsed last year by the Labor Government.

The gradual rise in expenditures for the Air Service is shown by the following: in 1922-23 the air estimates amounted to £10,895,000. The following year they were raised to £12,011,000, and last year to £14,511,000.

The main feature of the expansion policy is the creation of a home defense force of 52 squadrons, of which 18 have already been formed, the scheme contemplating the creation of the remaining 34 squadrons in the next four years. Parliament will be requested to vote for the formation of at least 8 new squadrons in 1925-26.

THE LANDING FIELD AT DECATUR, GA.

In the issue of the Air Service News Letter of January 30th there was a story on the landing field at Decatur, Ga., extracted from the Atlanta CONSTITUTION.

Lieut.-Colonel Charles H. Danforth, A.S., Air Officer of the Fourth Corps Area, calls attention to the fact that he personally inspected this field and considers it extremely hazardous for any type of service plane; that only planes operating from there are JN4D's with OX5 motors, and, in his opinion, it is not safe for, even, this type of training plane.

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RESERVE OFFICERS PARTICIPATE IN BIG CROSS-COUNTRY FLIGHT.

The 91st Division Air Service participated in what is believed to be the largest cross-country flight on record of Air Service Reserve officers, inactive status. The personnel of the flight consisted of the Executive Officer of the 91st Division, assigned from the Regular Army, 24 Reserve officers and 3 enlisted mechanics.

The 316th Squadron, of which most of the above Reserve officer personnel are members, left Crissy Field, Presidio of San Francisco, Calif., on February 20th, for Mather Field, Sacramento, Calif., in three flights. Headquarters Flight, comprising three DeHavillands and one JN6H, was made up of the Executive Officer, 91st Division; personnel of Division Headquarters, and several Reserve officers attached to the Division for training. "A" Flight, under its flight commander, Captain Eaton, consisted of five JN6H planes, and "B" Flight, under its flight commander, Captain Potter, consisted of five JNS planes.

Weather conditions were very unfavorable. In fact, rain was falling at the time the squadron left Crissy Field, and there was a ceiling of approximately 500 feet for the entire trip across San Francisco and San Pablo Bay. From Benicia on to Sacramento the height of the ceiling varied, at times being as high as 1500 feet. However, in spite of clouds and intermittent rain, the entire flight arrived at Mather Field on schedule and in the record time for (JN's) of 55 minutes.

The return flight was made the following day, with a minimum ceiling of about 400 feet in the middle of Sacramento Valley. There was, fortunately, plenty of altitude when crossing San Francisco Bay, and no difficulty was experienced by any of the planes.

Altogether, the trip was conceded to be the best the 91st Division has made since its organization.

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THE NATIONAL ELIMINATION BALLOON RACE

The National Elimination Balloon Race will be held this year at St. Joseph, Mo., on or about May 1st. This race is an annual event for the purpose of selecting three teams to represent the United States in the Gordon Bennett Balloon Race, which is an International contest.

The Secretary of War has authorized the Army Air Service to enter two teams in this race. The entrants have not yet been selected. The two balloons will come from Scott Field, Ill., where the Army Air Service maintains its Lighter-than-Air School. The City of St. Joseph will furnish the gas to inflate the balloons.

The Army Air Service won the National Balloon Race twice during the past three years, largely as a result of accurate study of meteorological conditions and careful planning of the details of the flight. It is believed that the participation of the Air Service in this event is of material benefit both for the training of personnel and for the development of equipment pertaining to lighter-than-air navigation.

The balloon race will be conducted under the auspices of the St. Joseph Aeronautic Association in accordance with the rules and regulations of the Federation Aeronautique Internationale.

POLICY REGARDING AIRPLANE OBSERVERS

The following memorandum, dated February 27, 1925, was issued by the Chief of Air Service:

"1. For sometime the practice of rating certain Air Service officers as airplane observers as been discontinued. The Chief of Air Service has, however, recently approved the policy of resuming this rating in certain specific cases and under certain conditions. These conditions may be briefly outlined as follows:

- a. No individual shall be so rated who does not hold an Airship or Airplane Pilot rating. This rule is inflexible and no recommendations will be made to the contrary.
 - b. No man will be so rated until he has passed the prescribed course for Airplane Observers at the Advanced Flying School.
 - c. Officers who are unable to pass the prescribed physical tests for pilots, yet who are able to qualify as observers may be sent to take the course for Aerial Observers at the Advanced Flying School, in order to increase their usefulness in the Air Service.
 - d. Lighter-than-Air officers prior to going to foreign service at stations where no airships are available may be given this course in order that they may serve as Aerial Observers at overseas stations where there is a dearth of aerial observers, and because it will increase their usefulness and be for the best interests of the service.
3. The Chief of Air Service desires to personally pass upon each individual case."

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SHIPPING BABY CHICKS BY AIRPLANE ✓

Making chickens fly is the unusual but profitable occupation of Mr. Parkinson, of Australia, according to the British aeronautical publication AIRWAYS. Mr. Parkinson claims to hold the world's record for chicken delivery over long distances, and regularly dispatches day-old chicks to destinations over one thousand miles away via the Western Australia Airways. He will no doubt continue to hold the unbroken record until the arrival of an "incubator airplane".

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CIVIL AVIATION IN ITALY

Italy's plans for civil aviation are now on the point of taking definite shape, according to the London TIMES. Four air routes are to be opened this coming summer for the transport of passengers and mails, including parcels and certain kinds of perishable goods, as follows:

From Brindisi to Athens to Constantinople, touching at Lemnos en route, total length 930 miles.

Genoa to Barcelona, total length 403 miles.

Genoa to Rome to Naples to Brindisi, total length 680 miles.

Turin to Trieste, total length 360 miles.

Seaplanes will be used on all of these routes of Italian manufacture, and the lines will be run by Italian companies.

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RUSSIA BUYS AIRPLANES

It is reported that the Russian air program for 1925 provides for the acquisition of 1030 new airplanes, of which number 500 are to be built in Russia, chiefly by the Russian Junkers Co., 330 are to be ordered from the Fokker Co. and 200 from several Italian firms. During the first six months of 1924 Russia purchased about 700 modern aircraft in Holland and Italy.

AN ITALIAN WORLD FLIGHT

It is reported that Major de Pinedo, Chief of the Air Staff in Italy, intends to attempt a flight around the world, starting probably about May, and that he will fly an S. 16 flying boat, fitted with a 400 h.p. engine, and will be accompanied by a mechanic. The route will be via Athens, Egypt, the Red Sea, along the south coast of Asia (India and Burma), Tokio, Pacific Archipelago and Sydney, Australia.

BOLL WEEVIL CONTROL BY AIRPLANES

Dusting of cotton by airplane has passed out of the experimental stage, and the time has apparently arrived to demonstrate on a commercial basis the efficacy of this method of protecting cotton against boll weevil damage.

Following a demonstration of cotton dusting by airplane last summer at Athens and Cordele, Ga., under the supervision of the Board of Trustees of the Georgia State College of Agriculture, and which demonstration was attended by 10,000 people at Athens and by 4,000 people at Cordele, the Trustees have now authorized the college officials to carry on further experiments during the season of 1925 on a sufficiently extensive basis to determine the practicability of the plan of procedure. At the request of Dr. B. R. Coad, in charge of the Delta Laboratory of the United States Government, the Huff-Daland Company of Ogdensburg, N. Y., manufactured the planes used by the government in the demonstrations made up to this time. This company will therefore install the necessary equipment and handle the financial end of this undertaking.

The following units will participate in this cooperate movement: The Delta Laboratory of the Bureau of Entomology, U. S. Dept. of Agriculture; The State of Georgia Department of Agriculture; the State Board of Entomology, and the State Board of Health. The headquarters of this undertaking will be established at the State College of Agriculture in Athens, with a repair depot for the planes at Souther Field, Americus, Ga.

When the merit of calcium arsenate as a means of weevil control was first discovered, the Georgia authorities were among the first to undertake to make an extensive field test of its practicability. Those concerned naturally hope that the plan of dusting cotton by airplane will prove to be the most economical and effective method yet devised for the control of boll weevil damage on a large scale.

Touching on the cotton dusting experiments conducted by the U. S. Department of Agriculture, Dr. Coad states that experience has shown that powdered calcium arsenate can be efficiently and effectively distributed over cotton from an airplane in such a way that it will control both the boll weevil and the cotton leaf worm, or Army worm. Following the preliminary experiments of 1922, several thousand acres of cotton were included in actual control tests in 1923, and very satisfactory results were secured which would have been exceedingly profitable on a commercial basis. The three seasons' experiments show that under conditions favorable for airplane operation the plane possesses many advantages over ground machinery, and it can undoubtedly be used to great advantage in the fight against the weevil. It is not adapted, of course, for operation by the individual farmer, but it is primarily fitted for either contract operation or by a group of farmers acting cooperatively. Tests have shown that the cost of equipment for airplane dusting is actually less than the cost of equipping for treatment of the same territory with ground machinery. Operating costs are generally rather decidedly in favor of the airplane, and it has the further greater advantage of actually requiring less poison per acre to secure the same results than when the ground machines are used.

Summarizing the advantages of airplane dusting, Mr. G. B. Post, of the Huff-Daland Company, states:

1. Dusting by plane will afford a saving of from 50 to 60 percent in the amount of calcium arsenate required to produce the same results by any other means of delivery at present available.
2. Airplane dusting can be carried on successfully in usual day winds and without the necessity of having the plants wet with dew, thereby eliminating night operation as required in present methods.
3. Dust can be spread immediately after a heavy rain and operation is not held up by inability to use horses or ground machines in a muddy field. Since the immediate dusting, after rainstorms, of any field which is being treated, is of the utmost importance in order not to lose the benefit of previous applications, the great superiority of the airplane method at once becomes evident when compared with the resulting delay of several days before ground equipment can be used.
4. Properly designed airplanes can dust from 200 to 1,000 acres per hour, depending entirely upon size and relative location of fields to be treated, and have been successfully operated under all possible conditions. The best cart machines, when used under favorable conditions, will average about 30 acres per day or night.
5. The rapidity of airplane dusting is invaluable in protecting fields where heavy weevil infestation is unexpectedly discovered, since it is possible in a few

hours to effect control on areas that would take several days to cover in any other way. The point is of even greater importance in army or leaf worm control, where enormous damage will often result from a single day's delay, and must not be overlooked in connection with dusting for boll weevil control after heavy rains, since, in addition to the opportunity for immediate operation, it allows the planter to regain control in a few hours time, where several days would be required with the usual methods.

6. Airplane control will allow the average farmer to plant and raise approximately 33 percent more cotton than he has been able to since the advent of the weevil, by taking the dusting problem off his hands and giving him the full use of his labor during the whole season for regular farming work. It allows him, moreover, to reap the direct benefit of the Government Experiment Stations for weevil control, since each plane will protect sufficient acreage to command the services of Federal or State experts to direct the work. In this way the necessity of educating and forcing the negro labor to follow the proper method of dusting that will gain results is entirely eliminated and the work is placed in the hands of a small number of skilled operators, trained for the purpose.

7. One airplane will do the work of from fifty to seventy-five cart dusting machines, and will cost less in original investment, depreciation and operation. It eliminates the necessity for night operating equipment and the labor difficulties with this phase of the work, removes the need of feeding and quartering large numbers of mules during the whole year when they can only be used to capacity during the few months of boll weevil infestation, and reduces equipment as well as personnel to small, easily controlled units.

8. The airplane duster is essentially a mobile machine, capable of cruising from 80 to 100 miles per hour and locating emergency operating bases in practically every part of the cotton belt, and whether controlled by a large plantation or a strictly commercial dusting company operating among the small land holders on a contract basis, would always be available at any spot desired. Excess equipment, provided as a safeguard against unusual conditions on individual plantations, could be eliminated in this manner, which would result in a large increase in efficiency of operation.

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✓ GENERAL PATRICK FAVORS A DEPARTMENT OF DEFENSE ✓

Preparedness is an essential part of a peace program; with the industrial defense plans of the War Department forming the most promising solution to the problem of rapid industrial mobilization was told members of the National Republican Club of New York by Guy E. Tripp, Chairman of the board of directors of the Westinghouse Electric and Mfg. Co. at a luncheon on February 28th.

Other speakers, including Major General Mason M. Patrick, Chief of Air Service, Brig. Gen. Amos A. Fries, Chief of the Chemical Warfare Service; Admiral Charles P. Plunkett, and Capt. G.W. Steele, Jr., commanding the dirigible Los Angeles, discussed the air investigation, chemical warfare and aerial navigation. General Patrick showed a reel of moving pictures, and during the course of his remarks stated:

"You have probably noted that recently there has been a good deal of commotion in Washington. The Air Service has dropped a few bombs, the Navy has fired several broadsides. Yesterday Admiral Sims sailed gayly into the fray and shot off a few of his big guns. There has been much discussion of a United or Separate Air Service. I am convinced that many people do not know just what this means. One solution proposed is a separate Department of Aeronautics. I do not think the time is ripe for this, nor do I think it the best solution of our air defense problem. The overhead would be too great and there would be lack of coordination on the part of the several military agencies upon which we rely for our defense. I believe in and am strongly in favor of a "Department of Defense", with a Secretary at its head and under him sub-secretaries for his land forces, his sea forces and his air forces, each of these separate and distinct but working together under the direction of this department head.

"Nominally, or constitutionally rather, the President is the Commander-in-Chief of all the military forces. In time of peace he is too busy, has too many other things to do to take up the questions that arise between the Army and Navy. In time of War he is even more over-burdened. He should have some one man upon whom the responsibility for National Defense will rest who can take up all of these questions, handle them as far as possible himself and take to the President only those which the Secretary of Defense cannot solve."

FRANCE GAINS NEW RECORDS IN AVIATION ✓

France will gain six new world's records in aviation, if performances credited to the French pilots M. Doret and M. Descamps are confirmed by the Federation Aeronautique Internationale. Unfortunately for Czecho-Slovakia, a country which only recently had her name placed on the honor roll with four aviation records will lose all of them as the result of the performances of the aforementioned French pilots. The United States will lose one, and the remaining one is not a gain, as it was formerly held by a French pilot. With the confirmation of these six records, the United States will hold 53 out of the 78 world's records made in heavier-than-air craft, France 19, Denmark 5 and Sweden 1.

On December 23rd, M. Doret, flying a Dewoitine D.1C.1 monoplane with a 300 h.p. Hispano-Suiza engine and 1924 type Lamblin radiator over the Villesauvage-La Marmogne-Villesauvage circuit of 100 kilometers, broke the previous speed records for 100, 200 and 500 kilometers, while carrying a useful load of 250 Kgs. (570 pounds), averaging for these distances 231,392 k.p.h. (144.62 mph), 225,705 k.p.h. (141.065 mph) and 223,988 kph (139.99 mph), respectively. The records for 100 and 200 kilometers were held by Sgt. F. Lehky of Czecho-Slovakia, whose average speed was 226.272 and 202.988 kilometers per hour, respectively. Adjutant Feimy of France held the speed record for 500 kilometers (196.94 kph). M. Doret bettered this mark by 27,048 kph.

On December 29th, over the same course, M. Doret attacked the speed record for 1,000 kilometers (205.06 kph) held by Lt. R. R. Harris and Ralph Lockwood, U.S. Army Air Service, and bettered the mark by 16.64 kph, his record being 221.7 k.p.h.

It is reported that the Frenchman was decorated with the Medaille Militaire for these performances.

On January 10th M. Descamps, flying a DeMonge 101C.1, fitted with a 380 hp Gnome-Rhone Jupiter Engine, over the Villesauvage-La Marmogne circuit, and carrying a useful load of 500 kgs. covered 100 kilometers at a speed of 206.42 k.p.h. (127.98 mph) and 200 kilometers at 205.85 kph (127.61 mph). These two records were held by Czecho-Slovakia, Capt. J. Kalla holding the 100 kilometer record at 202.133 kph, and Sgt. Kaspar holding the 200 kilometer record at 189.219 kph.

It is reported that M. Descamps is preparing to attack the 500-kilometer record, now held by Louis G. Meister of the U.S. Army Air Service.

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FLYING DATA OF FIFTH COMPOSITE GROUP IN HAWAII FOR JANUARY

| | 6th Sq. | 19th Sq. | 72d Sq. | 23d Sq. | 65th Sq. | Total |
|---|---------|----------|---------|---------|----------|--------|
| Total flying hours | 128:15 | 153:30 | 108:55 | 138:40 | 10:15 | 540:35 |
| Total hours night flying | 2:20 | | 2:49 | 1:40 | | 6:49 |
| Total hours inter-Island | 11:50 | 14:10 | 46:26 | 42:25 | | 114:51 |
| Cross country man miles | 11,663 | 16,712 | 28,403 | 13,225 | 112 | 70,115 |
| Highest daily average ships in commission | 100% | 100% | 85% | 100% | | 96.2% |
| Highest monthly average ships in commission | 85% | 98% | 60% | 100% | | 85.7% |

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CURTISS COMPANY PRAISES AIR SERVICE POLICY ON COMMERCIAL AVIATION

The following letter received from Mr. C.S. Jones, Manager of the Curtiss Exhibition Co., under date of March 11th, is self explanatory:

"In a recent issue of your NEWS LETTER you published a letter from the Curtiss Exhibition Company to General Mason M. Patrick together with his reply with a statement of the policy of the Air Service in regard to commercial aviation.

Due to the adoption of this policy by the Air Service and of a similar policy by the Navy Department, Post Office and Marine Corps, the commercial companies were able to send ten machines out of Washington on March 4th to deliver films and pictures for at least ten different companies. Flights were made to Philadelphia, New York, Boston and Columbus and of the ten machines so used, only one failed to get through. This machine was scheduled to go to Chicago and left Washington in the face of a radio from Mountsville advising of heavy snows in West Virginia. By cutting south the pilot succeeded in reaching Columbus. However, because of heavy fog and rain the machine did not make the trip from there to Chicago which would have necessitated night flying.

We are enclosing a copy of a letter from Mr. Cohen, Editor of Pathe News, which explains what he thinks of the service furnished.

It is hard to estimate how much good the adoption of such a policy by the Services will do in the future to assist the commercial industry but there is no question but that it is a big step forward. Furthermore, the performance outlined above seems to justify the judgment of General Patrick, Admiral Moffett and Colonel Henderson that the commercial industry is now in a position to handle this kind of business in a competent manner.

We would like to extend our thanks to the Services through the columns of your NEWS LETTER and would be glad to have you use any of this information to that end."

The letter of Mr. Cohen, referred to in the above communication, is as follows:

"My dear Mr. Jones:

Congratulations on the splendid work of your company as well as of your own good self in transporting our Inauguration films. Not only can I say this from the general knowledge of results achieved, but also from personal experience in the front cockpit of that little racer of yours.

Transporting those films from Washington to New York in the record-breaking time of one hour and 28 minutes is a record worth being proud of. It is a great step towards making more feasible the development of commercial aviation and I am quite confident that such achievements as these will encourage the wider use of airplanes for quick transportation.

I noted especially and with much pleasure the careful preparations that you made to insure speed and safety on all of the planes that we used. It is this thorough service that bespeaks efficient organization and assures success."

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UNITED AIR SERVICE SPONSORED BY PEOPLE IN THE NORTHWEST

There is no denying the fact that the recent controversy in Congress with reference to the question of a separate Air Service has created widespread interest among the people of this country. Out in the Northwest, especially in the vicinity of Seattle, Washington, there appears to be a unanimity of opinion on this subject, for we hear that thousands of automobiles have stickers pasted on the windshield reading: "We want a united Air Service. Tell your Congressman about it."

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CHANGES IN STATION OF AIR SERVICE OFFICERS

Second Lieut. Harry William Coon, Air Service, was transferred to the Signal Corps Feb. 18, 1925, and ordered to Camp Alfred Vail, N.J. for duty.

Second Lieuts. William John Renn, Jr., and Oscar Arthur Proehl resigned their commissions.

Orders announcing promotion of 1st Lieut. Harvey Weir Cook, Air Service, to Captain, with rank from Nov. 11, were amended so as to make his promotion effective November 10th.

Second Lieut. Paul Albert Pickhardt, Air Service, transferred to the Infantry March 2nd and ordered to Fort Sam Houston, Texas, for duty.

Second Lieut. Frederick August Schauss, Air Service Reserve, ordered to active duty for period of three months with Pursuit Group at Selfridge Field, Mt. Clemens, Mich.

Second Lieut. Leslie A. Skinner relieved from Brooks Field and ordered to Scott Field, Ill., for duty.

First Lieut. Leland R. Hewitt relieved from duty at Brooks Field and ordered to Maxwell Field, Montgomery, Ala., for duty.

Orders directing Capt. Carl W. Connell to sail from San Francisco on or about April 14th for Panama Canal Zone amended requiring him to sail on or about May 15th.

First Lieut. Rex K. Stoner ordered from Langley Field to Walter Reed General Hospital, Washington, D.C., for observation and treatment.

Promotion of 1st Lieut. Christopher William Ford to grade of Captain with rank from January 11, 1925, announced.

Second Lieut. James Frederick Howell, Jr., transferred to Infantry March 2, and ordered to duty with 2nd Division, Ft. Sam Houston, Texas.

Second Lieut. Ralph Arthur Koch, Air Service, transferred to Infantry, effective March 2, and assigned to duty at Ft. Sam Houston, Tex.

Resignation of 2nd Lieut. Daniel Allen Terry of his commission accepted by the President.

First Lieut. George W. McEntire relieved from duty at Kelly Field, Texas, and directed to sail on or about May 14th next for Hawaii.

Second Lieut. George Anthony Bicher transferred to Signal Corps, effective March 5th.

Second Lieut. Donald D. Rule transferred to Coast Artillery Corps, effective March 5, 1925.

Second Lieut. Noah Mathew Brinson transferred to Infantry, effective March 5th.

Second Lieut. Robin Bernard Pape transferred to Coast Artillery Corps, effective March 5th.

Following officers relieved from further assignment and duty at Air Service Advanced Flying School, Kelly Field, Texas, on or about March 15th, and ordered to proceed to stations indicated after their names: Capt. Ross G. Hoyt to Office Chief of Air Service, Washington, D.C.; 2nd Lieuts. Robert W. Douglas, Jr., Charles D. McAllister and George F. Schulgen to Selfridge Field, Mt. Clemens, Mich.; 2nd Lieuts. John K. Nissley, Elmer T. Rundquist and Archibald Y. Smith to Langley Field, Va.; 2nd Lieut. Don W. Mayhue, Pope Field, Ft. Bragg, N.C.; 2nd Lieut. Otto P. Weyland to Air Service Detachment, Fort Sam Houston, Texas.

Captain Harry Elwood Radcliffe and 1st Lieut. Lester Draper Seymour, Air Service Reserve, ordered to active duty for period of 15 days and to proceed to McCook Field, Dayton, Ohio, for training.

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AIR SERVICE PERSONNEL IN WASHINGTON

Lieut. E.P. Gaines paid a brief visit to the O.C.A.S. while on a cross-country trip from Fairfield.

Col. C.G. Hall came over from Lakehurst, N.J. on Feb. 28th for conference with the Chief of Air Service.

Lieut. Earl S. Hoag returned to duty from leave of absence, Feb. 28th.

Majors C.L. Tinker and H.C.K. Muhlenberg, both on leave, paid a brief visit here on March 2nd.

Lieut. George W. Goddard reported for temporary duty on March 2nd with reference to photographic matters.

Lieuts. Leigh Wade and Leslie P. Arnold left on March 6th on a lecture tour.

Major H.C. Pratt departed for Kelly, Brooks, Post and Scott Fields, where he will confer with the respective commanding officers on training.

Lieuts. C.B. DeShields and E.H. Barksdale stopped in for a visit while on cross-country flights.

Lieut. B.E. Nowland reported in on March 9th enroute to Bolling Field, where he will be on duty.

Lieut.-Colonel Ira F. Fravel, Chief of Personnel, who was sick in hospital, returned to his desk on March 10th.

Major H.H.C. Richards, Chief of the Procurement Section who has been in Walter Reed Hospital for several weeks is now able to sit up, but he will probably be at the hospital for another month.

General Patrick delivered a lecture at George Washington University, Washington, D.C., March 16th.

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LIEUT. ERIK H. NELSON LEAVES FOR THE COAST

Lieut. Erik H. Nelson, one of the Round-the-World fliers, left Washington on the afternoon of March 18th enroute to the Pacific Coast. He was on leave of absence for several months, taking a well-earned rest after his strenuous around-the-world aerial journey.

Lieut. Nelson's job on the Pacific Coast will be that of Production Manager for the Ninth Corps Area, and his headquarters will be at Santa Monica, Cal., the home of the Douglas Aircraft Plant which produced the around-the-world cruisers, and which has recently secured a contract from the Air Service for seventy-five Corps Observation planes. He will divide his time between the Douglas Plant and the aircraft plant of the Boeing Airplane Company, at Seattle, Wash., which is working at present on a contract for forty-five pursuit planes for the Army and Navy.

After leaving this City, Lieut. Nelson will stop at the Air Service Engineering Division at McCook Field, Dayton, Ohio, for consultation with the engineering officials there, and will then go on to Seattle, inspect the Boeing factory there, and then proceed to Santa Monica and establish his headquarters.

NOTES FROM AIR SERVICE FIELDS

Langley Field, Va., February 19:

The officers basket-ball team journeyed to Fort Eustis and defeated the officers team of the 34th Infantry by the score of 32 to 3. After the game, the visiting Air Service officers were royally entertained by the 34th Infantry at the Officers' Club at Fort Eustis. It is one of the first attempts of the two posts to become better acquainted, and Langley Field is to be the host to the 34th Infantry in a return game.

Air Service Tactical School.

During the past week the Officers and Enlisted pilots of the Air Service Tactical School flew 47 hours and 55 minutes despite inclement weather and two inspections, which kept the pilots from flying three days.

On February 18th, the Pathe Cameraman came to this Field to take pictures of the planes and personnel. The School took an active part in this on account of the different types of ships used in training and cross-country work for the School Officers.

Corporal Angell, one of the enlisted pilots of the School while on a cross-country to New York crashed at Smithtown, L.I., due to dense fog and motor trouble. The plane was completely washed out, but the pilot and passenger were unhurt.

11TH BOMBARDMENT SQUADRON:

Lieutenant Collins made a cross-country trip to Cumberland, Md.

19TH AIRSHIP COMPANY:

On February 16th, a free balloon flight was made at this station by Lieut. Col A.C. Fisher, Major P.E. Van Nostrand, Lieuts. J.P. Temple and W. Reed. The balloon took off 11:30 A.M., and landed at Franklin, Va., about 3:35 P.M.

The Airship "TC-4" left about 3:15 P.M., to bring the balloonists back to the field, but due to the poor visibility the balloon could not be located.

Considerable flying was done by the Airship "TC-4". On February 17th, 21 flights were made, bring the total for the month up to over 50 flights and over 30 hours, which is a good average for Lighter-than-Aircraft for this time of the year.

50TH OBSERVATION SQUADRON:

The 50th Squadron participated in a mission in conjunction with the Coast Artillery Board at Fortress Monroe. The Board reports that this mission was very successful in aiding them with their test of instruments. A Radio Mission in connection with the Navy Radio Station at Norfolk was not very successful because of a default in the Airplane Radio set.

Our "Cloud Scrapers" made two cross-country hops to Bolling Field over the week end. Both returned without any mishaps.

Captain Galloway departed for a few days to Baltimore.

The Squadron basket-ball team is still on the winning side of the fence and it is hoped that they will continue to remain there.

20TH BOMBARDMENT SQUADRON:

Lieut. Welker, A.S., the new squadron Engineering Officer, is being kept busy seeing that all the changes required by recent Technical Orders are carried out on all the 20th Ships. The main obstacle is in procuring the parts to make the necessary changes.

58TH SERVICE SQUADRON:

Major Oscar Westover, Commanding Officer of Langley Field, made three cross-country trips to Washington, D.C., during the past week flying the Ardmont ship which has been used by the various Commanding Officers of this field for the past four years.

Major Harms, Executive Officer, made a cross-country flight to Washington, D.C. in the C.O.4 over the week-end.

Lieut. Wilson started on the Model Airways last week but was unfortunately forced down at Evansville, West Virginia, damaging the ship to some extent. It is being shipped back to this station for repairs.

We are very sorry to see Staff Sergeant Bush, depart from this organization for a tour of foreign service in the Philippine Islands. Staff Sgt. Bush has 27 years of service, and is a very competent non-commissioned officer, and to him we give the best of wishes and a bon voyage.

Langley Field, Va. February 26.

AIR SERVICE TACTICAL SCHOOL:

During the past week the Air Service Tactical School flew several photographic missions under the direction of Lieut. J.W. Hammond, of Chanute Field, the student officers doing the photographic work.

It is with much regret that we announce the death of Mess Sergeant Theodore M. Toelle, of this organization, on February 23d. Sergeant Toelle was one of the best liked men in the organization, and the Squadron mourns the loss of a true friend and comrade. He was buried in the National Cemetery, Phoebus, Va., with full Military honors.

11TH BOMBARDMENT SQUADRON:

Lieut. Collins returned from Cumberland, where he assisted Lieut. Brady to complete his flight to Selfridge.

19TH AIRSHIP COMPANY:

During the past week the little flying which was done, included regular training and routine test flights. The usual activities and routine were carried on at the Gas Plant and Company Area.

20TH BOMBARDMENT SQUADRON:

Greatly to the surprise of all, it has been discovered that there is historic ability and theatrical managing and directing genius, par excellence, among both the officers and Enlisted personnel of the 20th Bombardment Squadron. On the night of St. Valentine's Day, February 14, three very interesting and appropriate acts were given at the Officers' Club, in conjunction with their dance and masquerade, and it should be known that most of the work was done by Officers and Enlisted men of the 20th.

To begin with, the first act which was presented was entitled a "Lesson in Flying", a dialogue, with very much action, presented by Capt. Hale and Lieut. Grisham. Capt. Hale, of course, is our Squadron Commander while Lieut. Grisham, now assigned to Group Headquarters, is originally a 20th Squadron Officer and as he still flies from our Squadron we consider him a 20th Squadron Officer. The lesson in flying which "Major Dumbjohn", (Lt. Grisham), obtained from "Hard Boiled Willie", (Capt. Hale), brought forth from the audience many guffaws and laughs. The make-ups of both officers were splendid and the patter which they bellowed forth was reeking with originality and pointed wit.

50TH OBSERVATION SQUADRON:

The past week found us confronted with daily morning and afternoon missions with the Coast Artillery and Navy. Our buzzer pushers developed numerous finger muscles and sores. The 59 and 73 sets did ^{very} good on all flights and not one failure was reported. Our noted contemporaries, the 59th Squadron, use the battle cry of BOOST, BOOST, BOOST but we go them one better and cry STICK, STICK, STICK, for that is the only adhesive tape that brings results to the red and blue fifty-fiftys.

While we do not wish to enter the automobile business we can boast that our Aerial Coaches made their weekly cross-country flights. Lieut. Whiteley rambled off to Bolling in Slippery Seven and after one day's sojourn decided that Langley Field still offers a safe refuge from the vamping damsels. Lieut. Kauffman trotted forward and back to Bolling Field in Reliable Two. Capt. Galloway decided his old haunts in Richmond needed revisiting, so on Friday 20th, he pulled our Sacred Cow from its berth and made the journey in nothing flat. Whether the trip was in quest of more recruits or to discover what the new tobacco market had in store, we cannot state, but his countenance was marked with smiles, so it is allright with us. It

takes only 14 facial muscles to smile and 55 to frown, so the outfit smiled when ordered to convert #8 into an Airway ship.

Spring is here by the looks of things about the Squadron. All the boys are giving their Autos a coat of spring paint. Lieut. Foster was also caught house cleaning and painting his "RED COW". Sgt. "Speed" Smith, the Auto-Surgeon, is busy these days with motor operations.

58TH SERVICE SQUADRON (RS):

The Commanding Officer returned from a business trip to Washington, and Lieut. Wilson also made a report on his Airway trip, and his unfortunate forced landing at Evansville, W.Va., which read as follows: "Was forced down by being lost on account of fog, and snow, visibility being very bad, caused me to select a decent looking location, which proved otherwise, as landing gear struck the ground, ran into a fence which was covered with snow, it gave away, which resulted, with severe damage to both lower wings, radiator and propeller."

Lieut. Drumm was also forced down on the Old Camp Hill site, near Newport News, on February 24th, by dense fog, no damage was sustained other than breaking off landing gear fittings. Repairs were made and plane returned to this station without mishap.

59TH SERVICE SQUADRON:

First Lieut. Bertrandias returned on the 24th, after a short leave, and took over the duties of Engineering Officer.

Due to the large amount of enlisted men being discharged per expiration of service, there are quite a few vacancies in the lower grades of non-commissioned officers, as well as specialist ratings.

Pope Field, Fort Bragg, N.C., March 9.

News from Pope Field?

Just at present most of us are wondering about a forced landing which Lieut. Glen T. Lampton reported yesterday, March 8th. His telegram reporting the incident stated that a connecting rod had been thrown through the crank case and he had made a landing near Jacksonboro, South Carolina. He stated the plane and occupants were intact, that it was impracticable to change motors and that he would have the plane hauled about five miles with mules and then shipped to Pope Field. He must have been very lucky to get the plane down without damage, for the section of the country where the forced landing was made is one in which emergency landing fields are few and far between. Private Albert E. Bowers, 2nd Photo Section, Langley Field, who is on temporary duty here, was with Lt. Lampton and they were returning from a week end cross-country to Jacksonville, Florida.

Some interesting visitors stopped over at the field about a week ago when Lieut. Tex Rogers of the Marine Corps and Lieuts. Hunt, Sprague and Braner, of the Naval Air Service, dropped in, enroute for Paris Island. They had just completed their testimony before the Aircraft Investigation Board and their up-to-the-minute news of what was going on was extremely interesting. One of the D.H.'s in which they were making the trip developed a cracked cylinder when they started, and as a result, Lieut's. Hundt and Sprague had the pleasure of entertaining us for a couple of more days while the others went on to Paris Island.

It must be that the information that excellent mechanics are at Pope Field has been spread fairly well for it is a regular occurrence to have a plane fly in here badly needing repair. Master Sgt. Dean and his "fix-em-quick" crew have been regularly employed during the winter keeping the visiting planes moving. Major Lewis H. Brereton was the latest to profit in this way. The Major arrived Saturday from Langley Field enroute to Ashville, N.C., and his plane was percolating so poorly upon arrival that he borrowed one of the Pope Field reliables and left the Langley Field plane to be put into condition.

Hunters at Pope Field have laid away their guns until next fall after a fairly successful season. The quail shooting was below par due to the heavy rains during the nesting season last spring but there were still enough to provide fair shooting.

It was in Turkey shooting that the Air Service brought home the honors. Hunters are limited to one turkey per season on the reservation but several of the men managed to get permission from land owners to hunt off the reservation and added to their string. Sergt. Hall and Private Lloyd, both expert turkey hunters, had the best record and accounted for seven before the season closed. Lieut. Holden accounted for one on the reservation and another "off limits". The turkeys had a

fine breeding season last spring and another one this year will see the Fort Bragg reservation one of the finest turkey preserves in this section of the country.

Wilbur Wright Field, Fairfield, Ohio, Feb. 27.

Owing to continued unfavorable weather, Airways flights have been curtailed to some extent. Even the Air Mail pilots have been forced to cancel some of their trips. The last regular trip was made by Major H.J. Knerr. Lieut. Leon E. Sharon is scheduled to leave on the next trip and hopes to start as soon as the weather has cleared.

Mr. George Dieffenbach of the Washington Office, who has been connected with the Procurement Division for several years, spent the past three or four weeks at the Field Service Section.

Several officers from Wilbur Wright Field have been at Selfridge Field in connection with their winter maneuvers. Lieut. L.H. Dunlap flew to Selfridge on February 10 in a Martin Bomber carrying about 2000 pounds of supplies from the Supply Depot. Lieut. C.A. Cover made a brief trip, and also Lieut. G.V. McPike. Captain Henry Pascale accompanied by Pvt. Anderson of the 88th Squadron has been at that Field for the past week. Captain Pascale has a Martin Bomber with him which is used for transportation purposes in connection with the maneuvers.

Recent visitors to this station were the following: Lieut. James Parker of Schoen Field Feb. 12th; Major Benj. G. Weir, C.O. of Marshall Field, with Lieut. Paul H. Kemmer Feb. 12th; Lieut. A.L. Johnson from Chanute Field February 23rd; and Lieut. John DeF. Barker from Aberdeen, Md., February 18th enroute to Chanute Field, bringing with him three enlisted men to enter the Air Service Technical School.

The following cross-country flights were made from this station: Lieut. H.A. Bartron and Major A.W. Robins to Columbus, Ohio, Feb. 19th in a CO-4, returning the same day; Lieut. E.P. Gaines with Sgt. Heinye to Columbus, Ohio, Feb. 19th on a photographic mission; Lieut. G.B. Rodgers to Langley Field, Feb. 19th, taking a metal DH which had been remodeled in the shops; Lieut. Kenneth Garrett to Mitchel Field Feb. 23rd, ferrying a JNS1 which was overhauled in the shops under the direction of Capt. Edwin Laughlin, Engineer Officer.

The Wilbur Wright Welfare Assn. gave their first dance Feb. 20th at Side Slip Inn, to which the entire post was invited. Mr. Edwin Eglekraut was chairman of the committee which arranged this delightful affair.

The Wilbur Wright Reserve Officers' Assn. held a meeting Feb. 19th and arranged a program of work for the coming months.

Crissy Field, Presidio of San Francisco, Calif., February 28.

Flying missions during the month of February included the following: Formations, Cross-country flights, message dropping, photographic missions, reconnaissance flights, precision adjustments on the smoke bomb range, radio missions, aerial gunnery, picking up messages from the ground, Infantry liaison, camera gun, camera obscura, parachute jumps, and Artillery observations at the Presidio of Monterey.

In spite of the fact that there was a great deal of rainy weather during the short month of February, 150 hours of flying was performed.

The following subjects were taken up in the class room (classes attended by all officers and all non-commissioned pilots): Precision adjustment, camera obscura, supply methods, radio, parachutes, Infantry observation and tactics of all arms.

Classes were conducted for all non-commissioned officers in Field Service Regulations and Supply.

In addition to the flying performed during good weather, all officers and non-commissioned pilots attended trap shooting class.

A series of lectures given at the Presidio covering all branches of the service continued throughout the month, all Crissy Field officers attending same. The following subjects were covered during the month: Coast Artillery, Field Artillery, Civil Disturbances and Martial Law, Rail and Water Transportation, Standardization of Motor Equipment and Troop Movement by truck.

"Hard Luck Johnny" Benton has been receiving congratulations of the entire Command (No, it's not what you think -- he has two now). The Chief Surgeon of the Air Service relented and granted a waiver. Said waiver reached Lieut. Benton about the middle of the month and, except for bad weather during a great percentage of the month, Johnny would probably have run our total flying hours to an unheard of figure for February. Good weather having apparently set in for a stretch, we have

oiled up the old biscuit gun and are prepared to do a refueling in the air stunt. In view of the fact that Lieut. Benton is Assistant Operations Officer, we hope that he will be generous enough to allow the rest of us to fly a few of the missions while his enthusiasm is at it's height.

Hqrs. 2nd Div. Air Service, Biggs Field, El Paso, Texas, March 2d.

The following cross-country flights were made at this station during the week: Lieuts. Douglas, Weddington, Clark, Smith and Sgt. Tyler on formation flight to Tucson, Ariz., with Capts. Bender and Johnson and Lieuts. McClymond, H.L. Smith and Neill (ORC) as observers; Sgt. Pierce to Tucson, Ariz., and return on Feb. 23rd; also to Tucson the following day, returning the 26th; Sergeant Tyler to Tucson, Ariz. February 24th and return the following day, and to Silver City, N.M., and return on Feb. 26th.; Lieuts. Douglas and Neill (ORC) to Douglas and Tucson, Ariz., and return Feb. 26th; Sergeant Pierce to Marfa and Dryden, Texas, and return March 2nd, ferrying Private Laird to Marfa for duty and taking supplies to Dryden. Private Rodine was Sgt. Pierce's passenger on return trip; Lieut. Weddington to Tucson, Ariz., March 2nd, ferrying Pvt. Braswell for duty there and bringing back Pvt. Pofahl; Sgt. Tyler to Tucson and return March 2nd for flying Pvt. Carruth there to overhaul a truck; Major Heffernan and Sgt. Williamson to Douglas, Ariz., and return Feb. 26th.

Private John W. White was discharged from the service Feb. 22nd and Private George E. Hand Feb. 24th; Pvt. McGaugh left Feb. 21st on two months' furlough; Lieuts. H.L. Smith, McClymond and C.T. Smith, Reserve Corps, left for their homes.

Air Service, Tennessee National Guard, Feb. 28th.

Since the Ground Hog appeared and did not see his shadow, the Air Service of the Tennessee National Guard are prepared for a very busy Spring and summer season. So far this month we have been favored with excellent weather and a great deal of flying has taken place.

One of the most novel things taken up by the Squadron this year was the organization of a basket ball team which has played games at several of the towns within a radius of 150 miles of Nashville. In every town a great deal of publicity was given to the fact that the Air Service team will arrive via plane. In this way we have secured a great amount of publicity. In addition to locating fields at such places as Bowling Green, Kentucky, Clarksville, Lebanon, Martin, Murfreesboro, and Columbia, Tennessee. On February 18th this city was favored by a visit from the British Ambassador, Sir Esme Howard, who came down here in connection with the Centennial Anniversary of Peabody College. The 105th Squadron flew a six-plane formation in his honor arriving at the College a few minutes before his car drove up.

The Squadron is sponsoring a lecture and motion picture of the world flight, bringing Lieutenant John Harding and Mr. Lowell Thomas. A great deal of preparation was given to this project and it is hoped that a considerable amount of money will be realized for the Squadron Fund.

Captain T.C. Jetton returned to Nashville after completing the course for National Guard officers at Brooks Field, San Antonio, Texas. The Squadron will again be represented at Brooks Field in the new Cadet class opened March 17th. Three men from the Squadron, Sergeants McKenzie, Price and Hussey will report to the Commanding Officer as members of the new class.

We are glad at this time to make two very favorable announcements, at least what we consider such. The first one is in regard to the arrival of the equipment for 165th Photo Section. It is needless to say that the arrival of its Initial Allowance will greatly stimulate the interest and morale of this organization. It should be practically ready to function when the new field is opened. The second announcement is in regard to the new Airdrome at Nashville which should be opened not later than September 1st.

Bolling Field, D.C., March 12th.

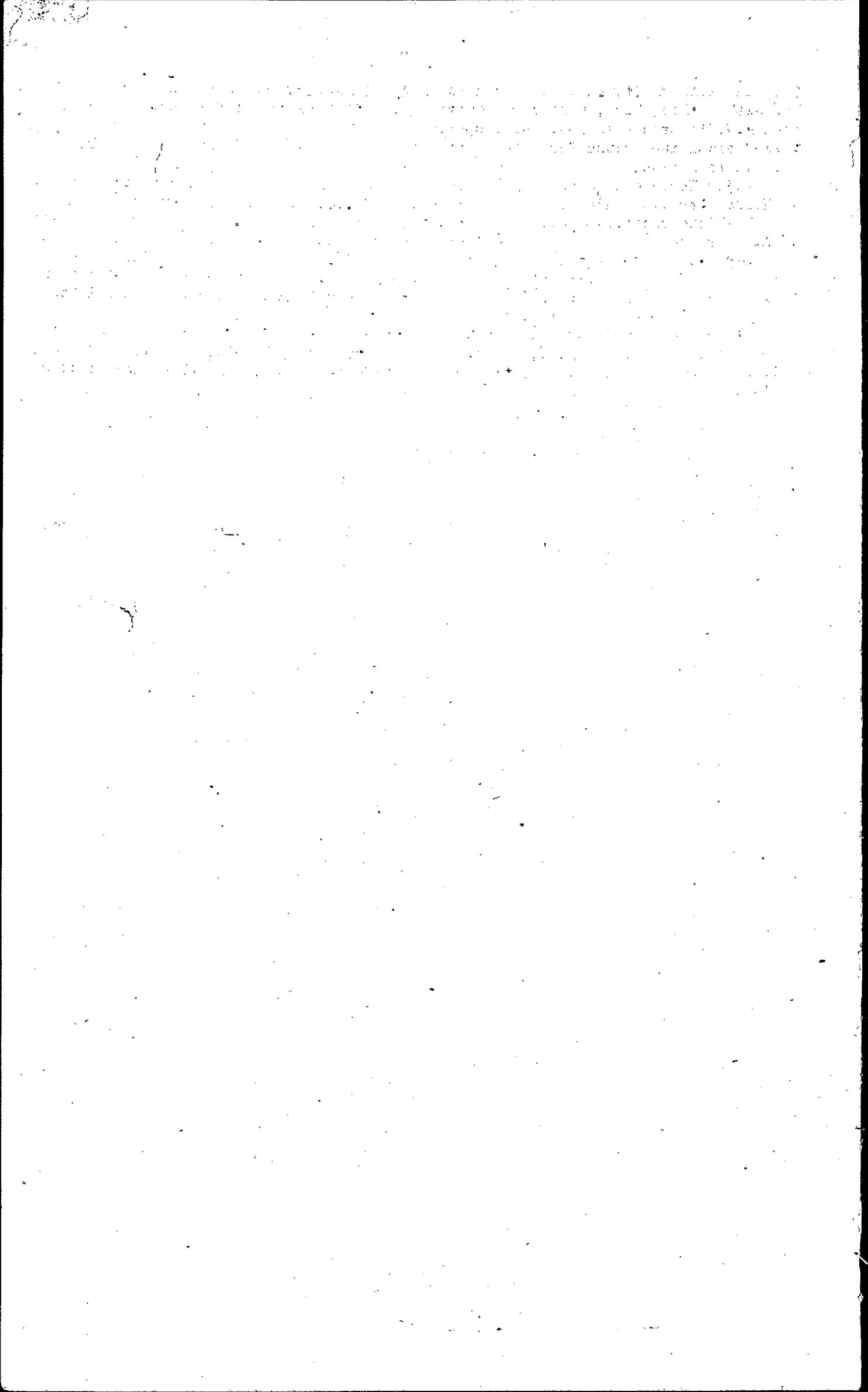
The Selfridge Field Pursuit Group departed from Bolling Field en masse at 10:00 A.M., March 9th for their home station, Selfridge Field. Numerous citizens turned out to wave them farewell. The planes were serviced and pilots accommodated with maps, equipment and other essentials in record time, under the supervision of Lt. L.J. Maitland, Operations Officer. The pilots were: Major Lanphier, Commanding,

Captain Tillinghast, Lieuts. Whitehead, Pettis, Hurd, Lyons, Johnson, Minty, Meredith, Ellis, Rich, Hunter and Matthews and Staff Sergeant Manning. The fourteen P.W.8's presented an unusual spectacle as, with all motors roaring, they taxied along the ground for a few feet, nosed up and were off for the automobile city in formation.

Major Westover, Commanding Officer of Langley Field, paid this station a visit on Monday arriving with Lieut. McKiernan in a C.O.4, with Major Bowen as passenger.

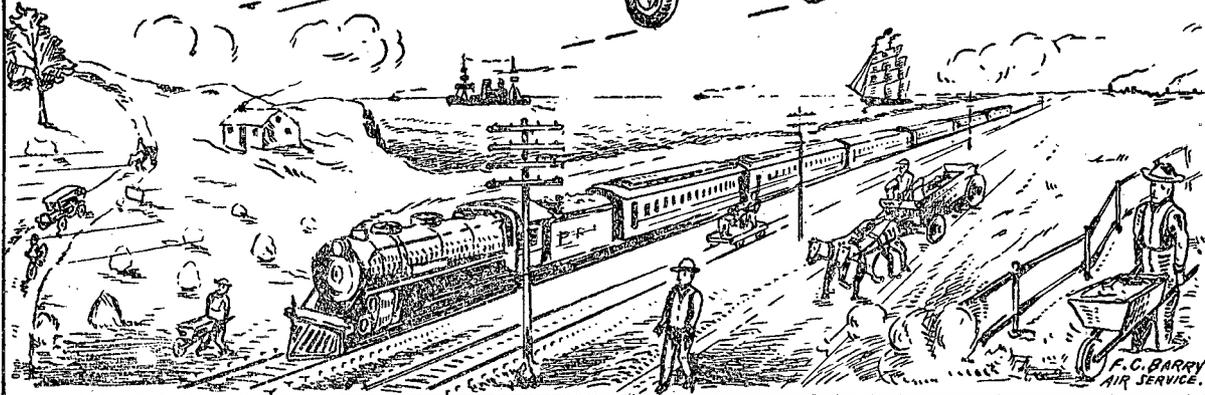
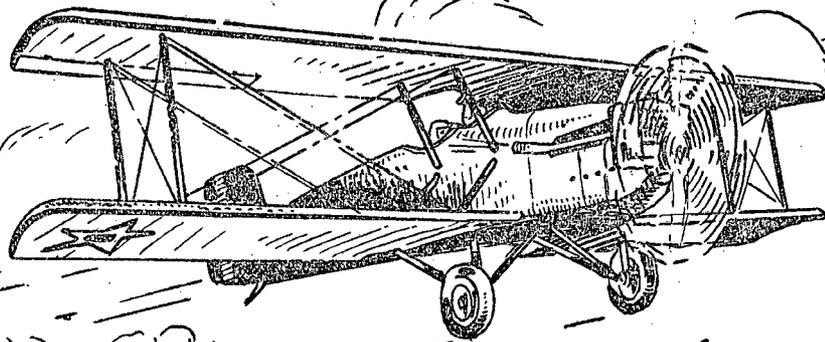
With the unofficial advent of Spring the officers on duty at the office, Chief of Air Service are popping over for their "regular and frequent flights" in no mean manner. The operations board is well marked with the names of officers on duty at the Chief's office at the close of each day. Many of the "desk pilots" are taking advantage of the beautifully clement weather to make cross-country flights to Mitchel and Langley Fields.

Lt. Burgess, the Model Airway Radio Control Officer, departed on a scheduled airways flight at 10:00 A.M., Monday. The flight covers Langin, Fairfield, McCook, Selfridge, Fageley, Chanute, Scott, Bowman, O'Neal, Norton, Cumberland and Bolling Fields.



U. S.
Army

Air Service
News Letter



F. C. BARRY
AIR SERVICE

Information Division
Air Service

Munitions Building,
Washington, D.C.

April 2, 1925

The purpose of this letter is to keep the personnel of the Air Service, both in Washington and in the field, informed as to the activities of the Air Service in general, and for release to the public press.

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THE SELFRIDGE FIELD TO MIAMI FLIGHT

The most outstanding feature of this flight was the fact that for the first time in the history of aeronautics twelve planes flew 2900 miles at an average speed of 130 miles an hour.

Major Thomas G. Lanphier, Commanding Officer of the Flight, submitted a brief story of the flight, many features of which were overlooked by the press, owing to the much published dawn to dusk features of the flight. Major Lanphier states that while in Washington the Chief of Air Service expressed the desire that the flight should again be attempted, and a second attempt may be made in April, so that it would not interfere with any part of the training program of the First Pursuit Group. As the days are becoming longer it is believed that with favorable weather no difficulty would be experienced in getting the planes through in one day.

The pilots participating in the flight, in addition to Major Lanphier, were Lieuts. Thomas K. Matthews, T.E. Tillinghast, Cyrus Bettis, J. Thad Johnson, Alfred J. Lyon, Sam L. Ellis, Russell L. Meredith, Leland C. Hurd, E.V. Whitehead, Clyde K. Rich and R.J. Minty.

The total lapse of time for the flight was eight days. The planes were in the air four days of this time. There was one day's rest at Macon, Ga., one at Miami, Florida, one at Langley Field, Va., and one at Washington, D.C.

Never before in the history of aeronautics have so many planes undertaken such great distances and accomplished them in such a short space of time. The total flying time for the twelve planes between Detroit and Miami, a distance of 1300 miles, was 9½ hours, showing that had the proper facilities been provided at the stopping points the trip could easily have been made during the daylight hours of one day.

One of the remarkable facts demonstrated by this flight was the reliability of the modern airplane. The planes used in this flight were the latest type Pursuit plane which this Government owns. They are called the Curtiss Pursuit plane, built in the summer of 1924 and delivered to the Government in August last.

Major Lanphier's story of the flight is as follows:

Twelve planes of the First Pursuit Group stationed at Selfridge Field, Mount Clemens, Mich., completed at four o'clock Monday afternoon, March 9, 1925, the longest flight ever made by that number of planes. The total distance covered by these planes was 2,640 miles. The distance was covered in 21 hours and 55 minutes flying time.

These planes took off from Selfridge Field on the morning of February 28th just before dawn and landed at Wilbur Wright Field, Fairfield, Ohio, over 200 miles distant, in 1 hour and 30 minutes. The only serious mishap of the flight took place at this field when in landing the landing gear of Lieut. Whitehead's plane struck a road and the plane was so damaged that it was necessary to send for replacement in order for him to continue the trip.

Some delay was experienced at Dayton in getting the planes started owing to the extreme cold weather, the temperature being at that time 16° above zero. The departure from Dayton was made at 10:55 and the flight then headed for Macon, Georgia, over a new route connecting Dayton with the South.

After leaving the Ohio River the country over which the planes flew became very rough and in Tennessee very mountainous. The route chosen by the flight took it around the foothills of the Cumberland Mountains in Tennessee through passes on both sides of which high mountains extended far above the altitude at which the planes were flying. The atmosphere on this part of the flight was very hazy due to low barometric pressure and dense smoke which was caused by numerous forest fires in the mountains in that vicinity. The flight on this part of the trip was blazing a new trail. None of the pilots had ever flown over that section of the country. Georgia from the air presents one of the most forbidding landscapes for an aviator than practically any State in the Union. There is very little level country in the northern part of the State and practically all of the

V-5390, A.S.

land is heavily wooded. Landing fields between the Ohio River and Macon, Ga., were so rare as to be almost negligible. Owing to the fact that distinctive landmarks, for instance railroads, are very few in that section of the country the compass course was flown almost exclusively. The last real check which the flight had was on the Tennessee River. After leaving that river it was necessary to rely upon the compass almost entirely until reaching Macon, Ga.

When the vicinity of Macon was reached, no distinguishing landmarks appeared which could give the pilots assurance that they were near Macon. Therefore, in order to make certain that no time would be lost the Flight Commander landed and found that the flight was within 40 miles of Macon and practically on its course. Some twenty minutes was lost on this account. While the Flight Commander was on the ground the remainder of the flight circled in formation overhead. The flight was immediately resumed and landed at Macon at four o'clock.

During this entire leg of the flight head winds were encountered at all altitudes up to 8,000 feet. For a great part of the flight it was found that between 6,000 and 8,000 feet the head winds were not so strong and, therefore, that altitude was maintained until the haze became so thick it was necessary to descend to a lower altitude in order to keep in contact with the ground.

Owing to the lateness of the hour of landing at Macon and the fact that the field at Miami was unknown to everyone except the Flight Commander, and also in view of the fact that heavy rains were reported in southern Georgia and northern Florida, it was decided to remain over at Macon and not attempt to continue the flight, which would have necessitated flying at night during the last part of the flight and landing at a strange field after dark. This decision was arrived at by the Flight Commander after considering the above facts and feeling the responsibility that the lives of the men who were with him rested in his hands and that he could not excuse himself for any undue risk that they might undergo by landing at Miami after dark.

The next day, being Sunday, was employed in tuning up the planes and getting them ready for the remainder of the trip. The flight took off from Macon at 9:30 a.m., Monday, March 2nd, and made excellent progress owing to the fact that a strong north wind was blowing at about 3,000 feet. In fact, the first hour out of Macon the flight covered 215 miles.

At Jacksonville, Florida, the weather began to get thick. The course of the flight from Jacksonville led over St. Augustine to the Atlantic Coast, thence down the coast to Miami. At Daytona a severe rain was encountered, forcing the planes down to an altitude of 200 feet, and from that point to Palm Beach the planes were flying continuously in a heavy tropical downpour. At Palm Beach the weather cleared and when we sighted Miami, 3 hours and 30 minutes after we had taken off from Macon, the skies were clear and the much boasted sunshine of Southern Florida was smiling upon that city. After maneuvering for a short time over the City of Miami the flight landed at Hialeah Field, Miami.

Upon landing the pilots were immediately received by a committee of the Chamber of Commerce of Miami and also a committee representing the City of Detroit, headed by Commodore Schantz and Gar Wood of that city. The pilots were immediately taken to the Jockey Club nearby, given a luncheon and invited to attend the races.

Our stay at Miami was most delightful. Everything possible was done for our entertainment. We attended a dinner dance at the Gables Country Club on Monday night. On Tuesday, after devoting the morning to working on our ships and getting them in shape for the return flight, some of the officers attended the races in the afternoon and some went for a speed boat ride in Gar Wood's "Baby Gar". In the evening we attended a jai-lai game. Afterwards we attended a cabaret and dance.

On Tuesday morning telegraphic orders were received from the Chief of Air Service directing the flight to proceed to Augusta, Georgia, on Wednesday and from there to Langley Field, Va., on Thursday, March 5th, in order to be present for an anti-aircraft demonstration to be held at Langley Field on the 6th.

Much loath to leave Miami, the flight took off from Hialeah Field at twelve o'clock, March 4th. After forming, the twelve planes maneuvered over the City of Miami and Miami Beach and thirty minutes later headed north for Augusta, Ga., along the beach. At Daytona Beach Lieut. Rich developed slight motor trouble and landed. The rest of the flight continued on to Augusta and landed there after being four hours in the air. The distance covered on this leg was 550 miles. The stay at Augusta afforded the pilots an opportunity to rest after their strenuous time at Miami. The flight waited the next day until twelve o'clock for Lieut. Rich, who landed at that time. His ship was immediately serviced and the flight took off for Langley Field at one o'clock.

During this part of the flight from Augusta to Langley Field, probably the most severe flying conditions were encountered. After leaving Fayetteville, N.C. the planes were forced down by rain and low clouds to just over the tree tops. This condition grew worse as the flight approached the James River and Suffolk, Va. The planes were forced down just above the smokestacks and buildings while passing over that town. The flight arrived at Langley Field about five o'clock. They came in over the hangars in formation much to the surprise of everyone at the field who believed it impossible for the Group to get through the storm which was raging at that place. During this whole flight a strong head wind was encountered which cut down the speed of the planes to approximately 100 miles per hour.

On the morning of March 6th the flight put on an aerial demonstration for the members of Congress and visiting Army and Navy officers from Washington.

The following day the flight proceeded to Bolling Field, D.C., and after resting over Sunday, took off Monday morning at ten thirty for home. After forming over Bolling Field, the flight maneuvered over Washington for some twenty minutes and then headed off over the Potomac River in the direction of Pittsburgh. Crossing the Allegheny Mountains was uneventful but after reaching Pittsburgh the weather became thick and the planes were again forced down to the tree tops and from there until Toledo was reached were forced to fly in heavy rains and fog. From Toledo to Mount Clemens the weather cleared. This flight was conducted by 14 planes. Of the two planes, in addition to the twelve which were with the flight, one was forced to land at Attica, Ohio, and the other at Toledo because of motor trouble. The original twelve planes came home without mishap.

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SCOTT FIELD AIDS STORM-STRICKEN VICTIMS

The recent storm in Southern Illinois did not affect Scott Field, as the storm went 50 or 60 miles south of the field. News of the disaster became known at Scott Field around six o'clock, and at eight that evening the Commanding Officer, Lt.-Colonel Paegelow, Capt. Simpson of the Medical Corps and two Medical Corps enlisted men arrived at the scene of the disaster with salvage blankets, medicine and bandages. They were the first ones to arrive from outside with relief. As one of the citizens of the stricken district remarked - "I knew that the Army would be first". Scott Field personnel are glad that the Army was first and that the Air Service was the one representing the Army at this particular time. Transportation from Scott Field has been making trips carrying Red Cross supplies from Belleville and St. Louis to the stricken area from the time of the disaster until the present and will continue to do so until there is no further need for same.

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AWARD OF DISTINGUISHED SERVICE MEDALS TO WORLD FLYERS

By direction of the President, under the provisions of the Act of Congress, approved February 25, 1925, Distinguished Service Medals were awarded to the following officers: Major Frederick L. Martin, Captain Lowell H. Smith, Lieuts. Leigh Wade, Erik Nelson, Leslie P. Arnold, Henry H. Ogden, John Harding, Jr., and Technical Sergeant Alva L. Harvey. The citations accompanying the award of the Medals to the world flyers were worded substantially the same. In the case of Captain Lowell H. Smith it reads as follows:

"For exceptionally meritorious and distinguished services in a position of great responsibility. Lieutenant Smith, as pilot of the Airplane No. 2, the "Chicago", and later when placed in command of the United States Army Air Service Around-the-World Flight from April 6, 1924, to September 28, 1924, displayed untiring energy, courage and resourcefulness during the entire period that the Air Service expedition was upon its hazardous undertaking. His leadership, sound judgment and tenacity of purpose were material factors in the success of this pioneer flight of airplanes around the world. In the performance of his great task he brought to himself and to the military forces of the United States the signal honor of an achievement which is a testimonial to American thoroughness, courage and resourcefulness."

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SWEDISH PILOT VISITS KELLY FIELD

Lieut. G.Q. Ström of the Swedish Air Service, recently spent two weeks at Kelly Field, Texas, studying training methods and equipment. While he was here Lt.

Strom did considerable flying, both on the airdrome and cross-country. With Lieut. T.H. Chapman he made a cross-country trip to Los Angeles, and upon his return went by air with Lieut. L.C. Carr to Washington, D.C.

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KEEPING THE AIRCRAFT INDUSTRY ALIVE

During the course of the testimony of the Chief of Air Service before the Select Committee of Inquiry into the Operations of the United States Air Services mention was made of the fact that several airplane manufacturers were losing money at a rapid rate and were finally forced out of business due to failure to receive contract orders. Discussion arose as to what methods to pursue to keep the aircraft industry in continual operation. At this point the following testimony is quoted from the printed hearings:

Mr. Perkins: General, we have the men, the money, and the genius in this country, haven't we?

Major General Patrick: I answer that emphatically yes.

Mr. Perkins: Then to what do you attribute the depleted condition of the aircraft industry?

Major General Patrick: To the fact that it has not been possible to place in the industry as a whole sufficient orders to warrant them in keeping their organization intact and their skilled personnel in thorough training. The very fact that we have found these difficulties in procurement that I outlined earlier in my testimony has made it impossible for us to keep this constant flow of orders through any aircraft factories.

They have had then their ups and downs; there have been periods when they would have a fairly good order, and then somebody else comes in and gets the next one, and they have had to disrupt their organization and discharge their employees, and those men, highly skilled as they must be, have gone into other positions. It is difficult to assemble such a force as that in sufficient strength to produce planes in quantities. Those are, I think, the essential reasons, Mr. Perkins, why the aircraft industry is in very poor condition.

Mr. Perkins: What would you suggest to this committee as a means to enlist the genius of the country and the development of aircraft?

Major General Patrick: I think the genius of the country is more keenly interested in aircraft now than it has ever been before, and I think that interest is growing all the time. I do not think we need to enlist the genius of the country in thinking along aircraft lines and trying to devise improved aircraft. If there is one thing which this committee can do which, above everything else, would make for a solution of what I call our aircraft problem, it is to take up this matter of the procurement of aircraft and in some way arrange so that orders can be placed with these manufacturers, possibly at the discretion of the Secretary of War, or in some other wise way that the committee might devise, that would give manufacturers an assurance of continuity in their work. I think that would be probably as great a piece of work as this committee could do.

Mr. Perkins: Are you able to state to the committee how you think that could be brought about?

Major General Patrick: Yes. I will state it in this way, Mr. Perkins. If we could be relieved from what is now really a statutory requirement, inviting competition for bids, if the Secretary of War or some other proper authority could be authorized in his discretion to place orders without competition, to allocate the amount of business that the War Department has among these manufacturers, it would be the greatest step in advance that could be taken. That would mean, of course, not alone the War Department but the Navy Department and all other Government needs for aircraft, until the point is reached that commercial air transportation has come into being and until there is in this commercial development upon which these various manufacturers can rely. Given that condition of affairs, there would no longer be the great necessity for Government support of aircraft manufacturers, and the business could be distributed in other ways or along other lines. But until such time comes that is the only salvation of the aircraft industry that I can see.

Mr. Perkins: If you confine orders for aircraft to certain definite concerns, how are you going to use the genius that might lie outside of those concerns?

Major General Patrick: The genius that lies outside of those concerns would still be unhampered so far as designing is concerned. It could still design and

bring in its designs to us. While such inventors or designers would probably have no facilities for manufacturing aircraft, if their designs were superior to those which were evolved or devised by established manufacturers, I am positively certain that there would be no hesitancy on the part of the government in accepting their designs and in compensating them for evolving them. Then it would be merely a matter of paying them for the design rights, and putting the designs in production among the established manufacturers.

I do not think that would handicap us in any way; that is, I do not believe that the method I have outlined would prevent us from obtaining the best brains and talent that the country has in the design of aircraft.

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ADVANCED FLYING SCHOOL STUDENTS GRADUATE

Thirty-four members (13 officers, 19 flying cadets and 2 noncommissioned officers) were graduated from the Advanced Flying School on March 14th. About 140 students entered training at the Primary School with the successful 34. Much credit is, therefore, due those who successfully completed their instruction, and they are sent out to the Service with the fullest confidence and the heartiest good wishes of the Kelly Field School.

The graduation exercises consisted of an Aerial Review, participated in by the students only, including 6 pursuit planes, 16 observation and attack planes, and 12 Martin Bombers. The review was witnessed by Lt.-Colonel James E. Fechet, Commandant of the Advanced Flying School; Brig. General Preston Brown, commanding the 2nd Division; Brig. Gen. H.B. Fiske, Colonels McArthur, Kilbourne, DeWitt, Stuart, McCleve, and several staff officers from the 2nd Division. Immediately after the review, General Brown gave a splendid address to the members of the class and visitors assembled in the Aviation Club. Among other things he said:

"To enable the United States to achieve that destiny and position in the society of nations determined seemingly by influence over which we have no control, it is absolutely indispensable that we should at an early date attain and thereafter maintain air supremacy. Without it no correct military solution of the problems that do and will confront us is possible. We can dismiss now contemplated measures for large concentration and the dispatch of expeditionary forces, nor can our noncombatant population be afforded that security which will enable them to give their undivided support to those engaged in military operation.

The air arm will be expanded to powers and capability not now thought possible. This expansion must, however, go hand in hand with a complete appreciation not only of the limitations of the air arm but of the functions and duties of those other arms, indispensable components of our land and naval forces. Each arm has its well defined and necessary role which cannot be neglected in either training, personnel or equipment, without danger to the whole."

After a 24-hour rest between classes, the Advanced Flying School started off Monday, March 16th, with a brand new list of students, 116 strong. As a matter of fact, 50 of these students arrived at Kelly and started their training on March 2nd, thus having the two classes overlap by two weeks. Of the 116 students, 64 are officers, 44 cadets, 2 enlisted men training in grade and 6 others (2 officers from Siam, 2 from Cuba, Major Lutz of the Marine Corps and Lt. Taylor of the Air Service Officers Reserve Corps, who is taking the course at his own expense).

In order to handle the new class, several instructors from Brooks Field were transferred to Kelly Field temporarily, viz: 2nd Lieuts. Harvey K. Greenlaw, Alden R. Crawford, Carl B. McDaniel, Charles W. Lawrence, Wallace E. Whitson, Clarence S. Thorpe, Laurence C. Craigie and Robert C. Ashley.

Officers just graduated from the Advanced Flying School were assigned to stations, as follows: To the Canal Zone: Major R.M. Jones, 1st Lieuts. Wm. C. Farnum and Frederick W. Evans; to Hawaii: 1st Lieuts. R.S. McCullough, R.S. Heald, M.E. McHugo and 2d Lt. S.P. Edwards; to the Philippines: 1st Lt. Arthur Thomas and 2nd Lt. E.S. Moon; to Brooks Field, Texas: Capt. Charles V. Hart; to Washington, D.C.: Capt. Ross G. Hart; to Selfridge Field: 2nd Lieuts. R.W. Douglas, C.D. McAllister and G.F. Schulgen; to Langley Field: 2nd Lts. J.K. Nissley, A.Y. Smith and E.T. Rundquist; to Pope Field: 2nd Lieut. Don W. Mayhue; to 2nd Div. Air Service, Ft. Sam Houston: 2nd Lieut. O.P. Weyland.

SAVED BY THE PARACHUTE

The parachute has again proved its worth and reliability by saving the lives of two students at Kelly Field - Lieut. C.D. McAllister and Cadet Charles A. Lindbergh, Jr. The story of their thrilling escape when two pursuit planes collided in midair while practicing an attack on an observation plane was widely published in the press of the country.

The Buffalo EVENING NEWS recently published the following editorial under the heading "Parachute Preparedness":

"If what is extraordinary were the standard of judgment, the aviation accident the other day at Kelly Field, near San Antonio, would carry off the palm of sensation from all previous happenings of the kind.

In the first place, two airplanes collided. That, though not unexampled, is remarkable. The public can't get used to the idea of collision as an aerial contingency.

It seems as if there were room enough in the air for everybody. But the same reasoning applies to the ocean, yet ships collide.

Both of the pilots of the clashing machines were provided with parachutes. That is a most commendable and not by any means universal example of preparedness. The pilots acted with instantaneous presence of mind and the parachutes worked beautifully. What would otherwise have been a tragedy resolved itself into an easy glide. The aviators landed safe and sound. The two planes burst into flame. All ablaze and interlocked, they swept on in a wild conglomeration of whirr and fire, for all the world like some terrific bird, evolved from an Arabian Nights imagination.

Three admonitions are derivable from this amazing affair. One is that flying machines should be equipped with parachutes. Another is that all aviators should be familiarized with their use. Another is that more reckoning should be made of the collision possibility, and that in the air as on the earth, special care should be taken to observe the right of way. It is a misnomer to call the escape of the pilots at Kelly Field 'luck'. It was skill, discipline, courage and self-possession. Back of all these was the equipment of the airplanes with parachutes.

If there had been no parachutes, how different would have been the drama and the denouement."

The following report by Cadet Lindbergh is quoted as being of unusual interest for the reason that the author is an experienced parachute jumper and sets forth clearly his experience and sensations. This was the twelfth descent that Cadet Lindbergh had made in parachutes.

"A nine-ship SE-5 formation, commanded by Lieut. Blackburn, was attacking a DH4B, flown by Lieut. Maughan at about a 5,000-foot altitude and several hundred feet above the clouds. I was flying on the left of the top unit, Lieut. McAllister on my right and Cadet Love leading. When we nosed down on the DH, I attacked from the left and Lieut. McAllister from the right. After Cadet Love pulled up, I continued to dive on the DH for a short time before pulling up to the left. I saw no other ship nearby. I passed above the DH and a moment later felt a slight jolt followed by a crash. My head was thrown forward against the cowlings and my plane seemed to turn around and hang nearly motionless for an instant. I closed the throttle and saw an SE-5 with Lieut. McAllister in the cockpit, a few feet on my left. He was apparently unhurt and getting ready to jump.

Our ships were locked together with the fusilages approximately parallel. My right wing was damaged and had folded back slightly, covering the forward right hand corner of the cockpit. Then the ships started to mill around and the wires began whistling. The right wing commenced vibrating and striking my head at the bottom of each oscillation. I removed the rubber band safetying the belt, unbuckled it, climbed out past the trailing edge of the damaged wing, and with my feet on the cowlings on the right side of the cockpit, which was then in a nearly vertical position, I jumped backwards as far from the ship as possible. I had no difficulty in locating the pull-ring and experienced no sensation of falling. The wreckage was falling nearly straight down and for some time I fell in line with its path and only slightly to one side. Fearing the wreckage might fall on me, I did not pull the rip cord until I had dropped several hundred feet and into the clouds. During this time I had turned one-half revolution and was falling flat and face downward. The parachute functioned perfectly; almost as soon as I pulled the rip cord the risers jerked on my shoulders, the leg straps tightened, my head went down, and the chute was fully opened.

I saw Lieut. McAllister floating above me and the wrecked ships pass about 100 yards to one side, continuing to spin to the right and leaving a trail of lighter fragments along their path. I watched them until, still locked together, they crashed in the mesquite about 2,000 feet below and burst into flames several seconds after impact.

Next I turned my attention to locating a landing place. I was over mesquite and drifting in the general direction of a plowed field which I reached by slipping the chute. Shortly before striking the ground, I was drifting backwards but was able to swing around in the harness just as I landed on the side of a ditch less than 100 feet from the edge of the mesquite. Although the impact of landing was too great for me to remain standing, I was not injured in any way. The parachute was still held open by the wind and did not collapse until I pulled in one group of shroud lines.

During my descent I lost my goggles, a vest pocket camera which fitted tightly in my hip pocket, and the rip cord of the parachute.

Thus far five lives have been saved by parachutes at Kelly Field within the last year and doubt no longer exists in the minds of pilots as to their reliability and worth.

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FIRST PURSUIT GROUP WINTER MANEUVERS

By Tech. Sgt. X. L. Horn

Part I.

These maneuvers were based on the assumption that the United States was at war and, for clarity of purpose, the opposing armies will herein be called the Reds and the Blues, the United States being the Blues.

The Red forces, consisting of at least one complete army and one composite Wing of Bombardment and Pursuit Aviation, exact strength unknown, had occupied the upper peninsula of Michigan, their objective being the occupation of Michigan, and they had established their airdrome on Brevoort Lake.

The Blues had an army in the field, the general line being Traverse City, Grayling, West Branch and Standish, Mich. One Wing (pursuit) was located at Selfridge Field and an advance airdrome, to be occupied by the First Pursuit Group, was to be established near Oscoda, Michigan. The Second and Third Pursuit Groups had established their airdrome and occupied Grayling, Mich., while a Bombardment Squadron, attached to the Wing, operated from Bay City, Mich.,

The First Pursuit Group, from the advance airdrome at Oscoda, Mich., was charged with the destruction of the enemy Pursuit and Bombardment Aviation and with the destruction of the enemies lines of communication and advance.

The First Pursuit Group at Selfridge Field, Mich., received orders on Feb. 11 to establish their advance airdrome near Oscoda. First Lieut. E.C. Whitehead, Group Engineering Officer, left for Oscoda immediately in a DH with a mechanic, and selected the frozen surface of Lake Van Etten as a landing field and secured on the southern shore facilities for housing the Group. Personnel was selected and supplies drawn and two bombing planes and several DeHavilands secured to transport personnel and supplies.

Friday morning, February 13th, two cooks and mess supplies sufficient for a five-day period were loaded into the Curtiss Bomber and flown to Oscoda. The Bomber was followed by several DeHavilands containing additional personnel and supplies, including a complete radio receiving and sending set and two radio operators, and that evening a regular army camp had been established and was making ready to receive the Group. The radio set was installed the next day, Saturday, and connection made with Selfridge. All day Saturday and Sunday, Bombers and De Havilands made continual trips between Selfridge and Oscoda so that by Monday, February 16th, everything was in readiness to receive the fast Curtiss pursuit ships that were to repulse a mythical enemy.

In the meantime the Pursuit planes from Selfridge selected for the maneuvers had landed on the ice of Lake St. Clair where the wheels were removed and the ships fitted with duralumin skis for landing on the ice of Lake Van Etten.

Moderate weather on Monday morning brought many visitors to our camp at Lake Van Etten. Mechanics rushed about, fires were started under two large gas drums filled with water, oil was heated, and two sleds were loaded with full gas drums and hauled to a point on the ice where they would be handy for servicing the ships. Out of apparent chaos came order and when at about 10:30 the ships were sighted, mere specks on the horizon, everything was ready to receive them. Flying in V for-

mation, a perfect echelon, they swooped down over the crowd, their engines roaring and their skis looking like big web feet of some giant pre-historic amphibian. The ships circled the lake, landed in threes and taxied to about fifty feet of the shore, where they were immediately aligned, inspected and serviced by the waiting crews. A few minor repairs were found to be necessary, Lieut. Johnson's ship requiring a new expansion tank which was radioed for and was received that afternoon.

Immediate preparations were made by Major Lanphier to attack the Red forces. Operations orders were issued that evening by the Field Operations Officer at Oscoda, dividing the Group into three Squadrons and outlining operations against the Reds for the next day. The Group was ordered to leave the airdrome at dawn Tuesday, February 17th, and to attack and straff Red ground troops supposedly crossing the ice of the Straits of Mackinac with machine guns and Cooper bombs and to be prepared to repel any attack by the Red air force. Each plane was ordered to carry 5 Cooper bombs, 400 rounds of .30 caliber tracer and armor piercing, and 250 rounds of .50 caliber ammunition.

Monday night brought a radical change in the weather. Instead of the soft summer breezes and cheery sun of Monday, Tuesday dawned bitterly cold and blustery. Considerable difficulty was experienced in starting the ships. Two oil tanks burst, which necessitated holding these ships on the ground until replacements could be obtained from Selfridge, a matter of some five hours, but too long to permit their being sent on that day's objective. It was at this juncture that Private, 1st Class Rogers, of the 57th Service Squadron, saved the day, thereby gaining much personal publicity and a certain place in the sun, by successfully solving the very difficult problem of getting the ships started on time in this disagreeable weather. Filling a blow torch with ether he squirted it into the manifold between the fingers of a heavily gloved hand held tightly over the top of the manifold while two men pulled the prop through. It worked to perfection and proved a lesson well learned, for no more trouble was experienced regardless of the cold.

The flight took off in the face of a cruel and biting north westerly wind that came down across the lake and went through our clothes as if they were so much cheese cloth. But the Red menace crossing the straits must be destroyed so, presuming that Red ground troops were delayed awaiting the protection of their planes, the fast Blue pursuit found them midway across the straits. Almost wholly unprotected, for the severe weather at Brevoort Lake had held most of the Red planes on the ground, the Red troops were quickly routed and, where once had been a vast expanse of ice there now remained nothing but black troubled waters floating great chunks of jagged whiteness.

The flight lasted one hour and ten minutes, a period of insufferable cold which despite heavy fur lined flying suits, stiffened arms and legs and bit through the chamois face masks.

Upon return to the airdrome the ships were immediately gone over. Another oil tank was found to be unserviceable but it was repaired and used until one could be obtained from Selfridge. Aside from this one oil tank the ships were in perfect condition and were immediately serviced and the Group held on the alert.

In the evening, after discussion of the day's problem, an operations order was issued for the following day directing the Group to attack the Red pursuit at dawn near the vicinity of Brevoort Lake, but early Wednesday morning a radio was received stating that Red pursuit had been sighted along the northern lake shore of the southern peninsula near the vicinity of Thunder Bay. The pursuit planes immediately took off for this point, to be followed by four DeHavilands and two bombers with supplies and mechanics in order to allow the establishment of a temporary airdrome at this point in case of extensive operations.

The Red pursuit was engaged over Alpena, Michigan, and soon sent scurrying back to the protection of their airdrome. The Bombers and DeHavilands unloaded their mechanics and supplies and the Pursuit Ships were serviced that evening on the ice of Thunder Bay some forty miles north of their advance airdrome on Lake Van Etten.

It was here at Alpena that the pilots and mechanics of the First Pursuit Group received an entertainment royal. The Alpena Chamber of Commerce outdid themselves in entertaining the service men. Every facility in the town was placed at their disposal. The William F. Weine Post No. 65 of the American Legion were hosts at a banquet to the Pilots and mechanics and the Alpena Rotary Club. The Group was welcomed to Alpena by Major Ralph B. Henning, commander of the Legion Post, Lieut. Clarence A. Lawrence, an Air Service Reserve Officer and the Honorable Carl R. Henry, who acted as toastmaster at the banquet. Major Lanphier talked to the 300 business men who attended and introduced his pilots and mechanics as "the men who fly the darn things" and "The men who make them run".

Early Thursday morning the airmen returned to Oscoda where they were given a royal welcome by hundreds of visitors, for Oscoda and the surrounding country had

declared an Aviation holiday. Schools were closed and school busses unloaded wildly clamoring children who rushed gaily about plastering any and all with snow balls. This was the only time during the maneuvers that the mechanics found it difficult to keep their minds solely on planes, for it was hard to resist returning the compliment when some starry-eyed, pink cheeked, young school girl picked you for a target. The big looming hulk of a bomber means work and good looking and vivacious school girls are interesting, so who is there to blame the mechanics if the Bombers were neglected for a time? And then, the Red forces with their army and aviation had been driven from the country, peace had been declared and the Group was to return to Selfridge on Friday.

The maneuvers had been successful against the mythical invading forces. They had operated extensively and successfully in the dead of winter away from warm hangars and endless supplies, away from the things that are supposed to be so absolutely necessary to the morale of men. They had operated on the icy surface of a distant northern lake where mechanics had to wear ice creepers strapped to their boots before they could get foothold sufficient to pull a prop through. The pilots had battled an imaginary enemy a hundred and twenty miles north of their advance airdrome in freezing temperatures that numbed their hands and cracked their lips.

Ships and men performed their mission and proved that they could operate against an enemy hundreds of miles distant from their home base with no connection except by air. They proved that the modern plane can be called upon to perform its maximum duty anywhere, whether it be in Timbuctoo or Iceland.

Aeronautical research we might call it, for this is what it is in fact - a search for the things that aviation can do, and they are many. How much these maneuvers and the many others that are in progress and contemplated will mean can only be told by the very reticent God of the future.

Part II of this article will be published in next issue.

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POPE FIELD PERSONNEL FIGHT FIRES

Fire fighting from the air, writes the NEWS LETTER Correspondent under date of March 25th, was the constant occupation of a large part of the Fort Bragg garrison for the past week. The continued dry weather had left the entire reservation in an extremely inflammable condition, and when fires started to break out about ten days ago it required constant fighting day and night to stop them. Several fires were started by shells during artillery firing. Several more burned in from off the reservation, and two very severe ones were either set or started from carelessness on the part of someone traveling over the government land.

The first big fire resulted in the calling out of about 800 men of the garrison to check it. Pope Field was requested to send out a plane to make a reconnaissance of the fire area and to see where it would be best to fight it. It was during this flight that the big advantage of direction from the air was realized. Lieut. H.W. Holden, with Lieut. W.T. Meyer pilot, was able to direct several truck loads of men to points where the fire could be fought with advantage, and he was able to keep a close check on the progress being made and call for more help when needed at any point. This fire was finally subdued after a day and night of fighting.

The following morning, with Lieut. Glen T. Lampton piloting, Lieut. Holden discovered another dangerous fire on the western side of the reservation. A quick call to camp by radio started men at once to the scene. It was a two-hour journey by truck to the fire, and as the wind was blowing briskly the fire had a fine start before the attack was started. By the liberal use of back-fires along roads fronting the fire it was finally controlled after a 24-hour fight, but not until about 20 square miles had been burned over.

The following afternoon a big fire on the northern boundary brought another call for an airplane reconnaissance. The fire was burning against the wind and a call for 200 men seemed sufficient to stop it. The fight by these men was started just about sundown and everything went well until about 10 o'clock when, with the fire nearly out, the wind changed and in a very few minutes the fire fighters had to beat a hasty retreat. An early dawn reconnaissance the next morning led to a call for every available man in camp to be turned out at once and men and trucks were sent over the roads to the fire 15 miles away. At least 2000 men were fighting the fire by 10 o'clock and, while it was impossible to stop it in many places due to the high wind, back-fires were started and saved most of the houses and ranger stations which were in the path of the flames. Lieut. Holden and Lieut. Lampton were in the air almost constantly directing the work. A radio station was set up near the center of operations and received many messages regarding the fire.

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Lieut. Holden had a large supply of tobacco tins to use for dropping messages at various points, these especially being used in communicating with Lieut. J.D. Balmer, F.A., Provost Marshall, who was directing the fire fighting on the ground. A slight let up in the wind about noon gave the fighters a chance, and a quick redistribution of the men along roads fronting the fire saw the beginning of the end. Back-fires and back-breaking work with fire fighting utensils finally brought the flames to a stop after another three hours of work. The airplane was constantly on the job flying thru the thick smoke and watching for small fires which might break across the line of defense. Several times these small fires were discovered and a hurried call issued to the nearest detail. The men would be guided to the fire by the plane and then the plane would return at frequent intervals to watch the progress of the fighters. Many times during the day Lieut. Holden issued instructions by voice. The plane would fly low and with the motor idling Lieut. Holden was able to make himself heard by the men on the ground. Most of the fighters were able to return to camp by midnight, but another 100 men had to be sent to the fire area the next morning to fight small fires that sprung up around the edges, and again the airplane direction was able to greatly expedite the work. The total area burned by the last big fire is estimated at about 70 square miles. Several old farm houses which were used as camp sites for hunting and camping parties were destroyed and many hundreds of dollars worth of damage was done to the best long-leaved pine area on the reservation. It is estimated that at least 150 square miles of land was burned over during the past 10 days and during the three big days of fire fighting Lieut. Holden and Lieut. Lampton put in about 15 hours in the air. Needless to say, the entire camp took a day of rest following the last big fire.

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WORK AT THE FAIRFIELD DEPOT DURING JANUARY

The Repair Shops at the Fairfield Air Intermediate Depot, under the direction of Captain Edward Laughlin, completed the following work during the month of January: Airplanes, 3 DH4M1, 1 Fokker CO-4, 4 JNS, 8 MB3A, 2 DH4B4, 1 DH4BP1, 1 NBS-1; Engines - 21 Liberty 12A, 30 Wright H3. The following equipment was salvaged: 2 DH4B and 1 SE5 airplanes and 16 Liberty 12A engines.

In addition to the above, the following work was accomplished in the Final Assembly Department on visiting airplanes: Installed new motor in Schoen Field DH4B; installed new motor and bomb racks in Fort Riley DH4B; installed new Night Flying Wings on Fort Riley DH4B; re-rigged Bolling Field Airways plane.

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CHIEF OF AIR SERVICE PRAISES CIVILIAN'S HEROISM

For his heroic action in saving the life of Lieut. Roy S. Gradle of the Air Service Reserve Corps, who crashed in an airplane, the Chief of Air Service, upon receipt of letter from Lieut. J.P. Richter, Air Service, who witnessed the deed, wrote the following communication to Mr. Lawrence Geyer, 316½ Pacific Avenue, Santa Cruz, Calif.:

"The facts, as stated by Lieut. Richter, are that on the date referred to (Sept. 6, 1924) the plane, of which Lieut. Gradle was the pilot, suddenly stalled, crashed to the ground, and immediately burst into flames. The observer in the back seat of the plane, Lieut. Harry T. Oaks, ASORC, was stunned and burnt on the face and hands but managed to draw himself clear of the wreck. Lieut. Gradle, however, was knocked unconscious and was prostrate and lying helpless in the full blast of the flames. You, fortunately, happening to be in the immediate vicinity at that moment, went to Lieut. Gradle's aid; and, showing remarkable initiative, quick action and little thought of yourself, reached the flames and dragged him partly free but, being repelled by the flames, stepped back momentarily for more air and then went practically into the flames again and dragged him clear of the wreck, thereby saving his life.

"Lieut. Richter states further that the fearlessness which you displayed in saving the life of a fellow-man at the risk of your own was of the highest order, and he expressed the opinion that the highest award possible should be accorded to you.

"Unfortunately, I am unable to accord you any material reward; and, of course, there is no material reward that would be adequate for a man who showed such splendid heroism as you did on that occasion. The best that I can do is to place on record within the Air Service the facts of the occurrence, which speak so highly

of your heroism, fearlessness and self-sacrifice; and this I am glad to do. I am certain that the entire personnel of the Air Service joins me in expressing to you our sincere appreciation of your conduct."

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BUILDING OF NEW AIRSHIP AROUSES KEEN INTEREST ✓

Great numbers of people come every day to Scott Field to watch the progress of work on the new airship RS-1 which is being done in the airship hangar by a number of men from the Goodyear Plant. On Saturdays and Sundays the number of people visiting the hangar runs up into thousands. The NEWS LETTER Correspondent believes that the interest shown by the public of this territory reflects the interest the civilian population has in the activities and welfare of the Air Service.

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PASSENGER AIRPLANE SERVICE BETWEEN LOS ANGELES AND SAN DIEGO

One of the recent aeronautical events out on the Pacific Coast was the opening of a passenger airplane service between Los Angeles and San Diego. The Ryan Airport, located on Dutch Flats, near the Marine Base, San Diego, inaugurated a regular service between the two cities, and from reports received they have been very successful so far in handling full loads both ways.

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LIEUT. HARRIS TO ENGAGE IN COMMERCIAL AVIATION

A recent visitor to Kelly Field, Texas, was Lieut. Harold R. Harris, Air Service, until recently Chief of the Flying Section of the Engineering Division at McCook Field, and who holds quite a number of world's records in aviation. Lieut. Harris, who is now on a year's leave, visited Kelly Field in order to procure from the graduating class of the Advanced Flying School a few cadets to be employed by a commercial company engaged in dusting fruit trees and cotton in Alabama, Mississippi and Louisiana.

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JUDGE LANDIS VISITS FRANCE FIELD

Judge Kenesaw M. Landis, the so called Czar of Baseball, recently paid a visit to France Field, Panama Canal Zone, and was given a trip over the Canal by airplane. He also visited the squadron to which his son, Lieut. Reed G. Landis, A.S., was formerly assigned, the fighting 25th Bombardment Squadron. The Judge and Mrs. Landis were entertained by the officers of the Squadron at the Hotel Washington.

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FAST TIME BETWEEN EL PASO AND SAN ANTONIO

Flying a DH with a strong wind on his back, Lieut. Clements McMullen, Air Service, stationed at the San Antonio Air Intermediate Depot, covered the air route from El Paso, Texas, to San Antonio in 4 hours and 20 minutes. The NEWS LETTER Correspondent believes that this establishes a record time for flight between these two cities which are separated by an estimated distance of 610 miles. Basing calculations on this estimated distance, it appears that Lieut. McMullen travelled at an average speed of 141 miles an hour.

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MORE ABOUT THE WHITE INDIANS

The NEWS LETTER Correspondent from France Field, Panama Canal Zone, states that it is not generally known that the 7th Observation Squadron, A.S., was instrumental in discovering the white Indians of Panama, yet such is the case. First Lieut. Roland Birn, in flying over the San Blas territory two years ago,

reported seeing white people and large cities and towns far inland. Professor Marsh and his party confirmed the reports of Lieut. Birnn.

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NEW LANDING FIELD AT PITTSBURGH, PA. ✓

Undoubtedly all Air Service men, both Regular and Reserve, who for pleasure or necessity will desire to fly to or over Pittsburgh, will be glad to know that RODGERS FIELD will be ready for use by May 1st, as grading operations are showing rapid progress. The field comprises 40 acres and is easily approached from three sides. It is located 11 miles north of the center of Pittsburgh and one-and-a-half miles west of Aspinwall on the west side of the Allegheny River:

The City of Pittsburgh and County of Allegheny are sharing equally in the ownership and maintenance of RODGERS FIELD as a Municipal Airdrome. The Army Air Service has already constructed two steel hangars and a fueling station as part of its equipment for the Reserve Officers in the Pittsburgh District.

RODGERS FIELD was named after Calbraith Perry Rodgers, a former Pittsburgher, who in 1911 crossed the continent from the Atlantic to the Pacific in an airplane. Rodgers met with many accidents, both to himself and his plane, but when he finally reached the coast was the first man to have flown across the United States. One year later he was killed in California. He was a member of an old Pittsburgh family and can thus be considered Pittsburgh's first martyr to the science of aeronautics. No name seemed more fitting than his to be perpetuated in the local airdrome.

The establishment of RODGERS FIELD was brought about largely by the Aero Club of Pittsburgh, whose members, totalling 330, have so loyally stood by their guns through many disappointments. They have contributed their efforts and their membership to the common cause, and at the same time have built up one of the largest and strongest Aero Clubs in the country.

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THE QUESTION OF A SEPARATE AIR SERVICE

As announced in the last issue of the NEWS LETTER, when testimony on the negative side of the above question given before the Select Committee of Inquiry into the Operation of the U.S. Air Services, was quoted, there is given in this issue testimony on the affirmative side of the question.

TESTIMONY OF HON. PAUL HENDERSON, SECOND ASSISTANT POSTMASTER GENERAL

Mr. Faust. - Do you have any idea as to the value of a coordinated Air Service between the Army, Navy and Post Office Department?

Mr. Henderson - That is on a new plan of coordination?

Mr. Faust - Yes.

Mr. Henderson - Well, it has always seemed to me that aeronautics is so new and such a rapidly changing thing in its technical aspects, and it has always seemed to me that all aeronautics of the Government should be under one control. For instance, I know of my own observation that there is much duplication of effort now between the three services. It would seem to me that centering all of them in one organization would be a sensible thing to do.

Mr. Faust - Have there been any suggestions, Colonel, for such a coordination as would be of advantage to the Government?

Mr. Henderson - Why, there is a bill now pending in Congress that was introduced by Congressman Curry, of California, providing for a separate Air Service that would operate the services now directed by the Army, Navy, and the other administrative departments.

Mr. Faust - Is that proposal favorably looked upon by your department?

Mr. Henderson - Yes, sir.

The Chairman - Colonel, have you any thoughts or suggestions regarding the future of the American aviation policies?

Mr. Henderson - I, personally, feel very definitely that if we were to have a separate department of air service solely responsible for aviation, somewhat along the lines as outlined in the Curry bill which is now pending, that we could move forward much more rapidly.

- The Chairman - Do you think all the air services of the Government should be under one head?
- Mr. Henderson- I do, yes, sir.
- The Chairman - How many divisions have we that have to do directly or indirectly with aviation service?
- Mr. Henderson- The Army and Navy and Post Office Department; and the Agricultural Department is using airplanes for scattering powder on trees to destroy insects. I think the Coast Guard is using airplanes for chasing rum runners. The Interior Department at one time used airplanes for forest fire spotting. I cannot think of any other.

TESTIMONY OF GENERAL WM. MITCHELL, ASSISTANT CHIEF OF AIR SERVICE

Gen. Mitchell - Air power is an element that has come into the world's general make-up in the last 20 years which has profoundly affected, first, the old system of national defense; and, second, it promises to almost revolutionize the methods of transportation. Today Air power absolutely determines the defensibility of the country. If control of the air can be obtained and can be maintained by the country, it can prevent invasion of the country by either hostile land forces or sea forces and air forces. It is the only element in national defense that can do this alone and unassisted. The degree to which that can be performed by air power is a question of its organization, its training and its use. I think air power of the future promises the greatest civilizing element that we have in any present human activity, because civilization is dependent upon transportation and upon rapid communication - that is, what we call civilization, the organization of communities and our relations with each other. The time for the transportation of persons and materials from place to place will be cut down from four to ten times by the use of air power.

So far as expenditures are concerned for national defense, it promises to cut them down in a tremendous proportion, particularly for national defense over the sea. I think that the development of air power of the future certainly with a country such as ours will not necessitate universal service on the part of the people. The proper development of air power will reduce our expenditures for naval establishments also very greatly.

Now, in order to develop air power a main proposition must be made of it. As long as it is held as an auxiliary or secondary to other existing agencies it will not come to its full development. The organization that we have in this country now ties aviation to older existing agencies, which it promises either to completely supplant or put entirely out of business. The result is that all the organizations that we have in this country really now is for the protection of vested interests against aviation. That is about the size of it. We are the only country in the world that has such an organization.

Mr. Perkins - Just explain a little more definitely what you mean by that statement, General.

Gen. Mitchell - I mean by that the air business is a part of the Army; it is a part of the Navy; it is a part of the Post Office Department; and the other big organization that is handling it is the National Advisory Committee. Each one of these is an organization that has some other vocation or avocation than the development of air power. The personnel for the Air Service is selected from people who have been trained for other objects first and then for the air second. It is a waste of time to train a man to dig a hole in the ground to get away from hostile shellfire when he is in the air force and must fight 20,000 feet up in the air. That is about what we have been doing. We have now a real air-going community, and they are the only ones that understand the handling of air power.

Mr. Perkins - Pardon the interruption, but I want to understand you. Do you say that we are the only country that has that organization?

Gen. Mitchell - Yes; practically the only one.

Mr. Perkins - What do you mean?

Gen. Mitchell - I mean that the others have organized their air forces and are handling them in that way.

- Mr. Perkins - In other words, we are backward in the efficient handling and development of our Air Service?
- Gen. Mitchell - Yes; and you can not get efficiency the way we are doing it. We are terribly backward. For efficiency we must have and keep a separate organization.
- Mr. Perkins - As long as the Air Service is an appendage to some other service, it cannot be developed efficiently; is that your view?
- Gen. Mitchell - Absolutely; it is impossible.
- Mr. Perkins - So that your idea is that we are all wrong in the handling of our Air Service?
- Gen. Mitchell - Absolutely. Today you cannot hold one person or organization in the Government responsible for aviation.
- Mr. Perkins - Now, what is your first suggestion toward remedying the evil that you have just mentioned?
- Gen. Mitchell - My first suggestion is that you create a department of aeronautics coequal with the Army and Navy, which will have under it three principal divisions; One, a department of fabrications; that is, for the building of aircraft, experimentation, etc. Another department of civil aviation, which would have to do with the development of civil and commercial aviation. If I were doing it I would create a corporation something like the Inland Waterways Corporation with a capital of \$5,000,000 and begin with the operation of an air service from New York to San Francisco now. In this way I would find out what it would pay to transport in the air.
- The department of civil aviation should get out all figures as to what could be carried at a profit, and how much can be carried; the respective advantages of air transportation over other transportation, and what it will pay in different places. There are other conditions that must be carefully studied, such as the meteorological conditions, so that these machines can fly properly. There must be agencies to sell the gas to civil aviators where it is needed, and to provide for the sale of spare parts, and to have the services of mechanics until such time as they can go by themselves.
- Mr. Perkins - That is to say, make it a Federal function?
- Gen. Mitchell - Make it a Federal function. Also if any department of the Government wants to have aircraft for the proper carrying out of its work, the department of aeronautics could provide them. They could lay down the specifications, the fact that they want to carry so much weight so far, and we would get out a ship according to their specifications, and see to it that the personnel is properly instructed and the ship properly inspected and that it did its work properly.
- Now, the third big division of a department of aeronautics would be the military aviation. First providing for the defense of the country in the air, and then allotting such auxiliaries to the Army and Navy as were necessary for their proper use. You see, we always cut down on the auxiliaries as much as we can and concentrate on the elements that give the punch, whether it is aeronautical military or naval. A navy should not have a single plane which can not be taken out and used on the high seas. That is what we have a Navy for. They should go out on the water and not stick around the shores. As a defensive agent on the surface of the water along our coasts, a Navy's usefulness has gone. Air power is dominant now. If we had no fleet at all, and had sufficient air power with its auxiliaries the country could not be invaded. A fleet, therefore, is an offensive instrument, and as long as what we call naval power exists it should be organized entirely to take the offensive on the high seas. The air forces should also be equipped with planes designed to be used as auxiliaries when the Army needs them.
- Mr. Perkins - As I understand you, fundamentally we need a law to reorganize, or to create an organization for the conduct of air business?
- Gen. Mitchell - Yes; that is it. Generally speaking, along those lines and under those three heads.
- Mr. Perkins - Is it not true that European countries have already planned their

- development of aviation, both military and commercial?
- Gen. Mitchell - Oh, yes.
- Mr. Perkins - Has our country developed any plan of that kind?
- Gen. Mitchell - No plan whatever.
- Mr. Perkins - What is the failure of the development of a plan due to, in your opinion?
- Gen. Mitchell - The Army and Navy. You see, as they are the agencies for handling this thing, and the only interest they have in it is not a primary interest. It is only secondary to the infantry in the Army, and in the Navy it is secondary to the battleship. You also should have a system of education so that the people of the country will know what it is all about.
- Mr. Perkins - So that you think that so long as the Air Service is under the military and naval services we will not develop an economical commercial aviation?
- Gen. Mitchell - It is impossible.
- Mr. Perkins - So that the proper thing to do would be to divorce the Air Service from the military and naval services?
- Gen. Mitchell - Yes, sir.
- Mr. Perkins - And put it under another head entirely.
- Gen. Mitchell - I think you should have one man responsible for this whole thing.
- Mr. Perkins - And that includes the Army and Navy?
- Gen. Mitchell - Yes, sir; it would result in much greater efficiency and economy.

(To be continued)

RED AND BLUE ARMIES IN BATTLE AT SAN ANTONIO

The final phase of training for the class at the Advanced Flying School which just graduated was a maneuver of the combined branches of aviation at Kelly Field and not only were the Air Units of Attack, Bombardment, Observation and Pursuit used in their normal wartime functions, both individually and in combination with each other, but conditions were made all the more realistic by the earnest cooperation in the maneuvers of the 2nd Division, including Infantry and Artillery Brigades, stationed at Fort Sam Houston. This was not only the first maneuver on a large scale held at Kelly Field involving the four branches of aviation, but it was the first one in which a serious attempt was made to cooperate with large bodies of ground troops stationed in this vicinity. The results obtained and the enthusiasm created on all sides were beyond the most sanguine expectations of the School authorities. The training programs of two brigades of the 2nd Division were materially modified in order to cooperate with the air maneuvers of the Advanced Flying School, and the Division Commander, Brigadier General Preston Brown, as well as his Staff, Brigade and Regimental Commanders, and officers of all grades, evinced a greater interest in the Air Service than has ever been shown by officers of the older branches.

The general situation upon which the maneuver was based presumed a war between the Blue Army, defending San Antonio, and three Red Armies, attacking from the north and east. This situation permitted the existence of an Army Air Service consisting of Attack and Pursuit Aviation (one group of each), and Observation Group assigned to the First Army, and a group of Bombardment attached from the General Headquarters Reserve. The First Army Observation Group also performed the functions of Divisional Air Service. The students of the four departments of the Advanced Flying School were assigned as Group and Squadron Staff Officers. An Army Air Service Operations and Intelligence Office with all its maps and paraphernalia was organized, information obtained from actual observations, and upon the receipt of the initial Field Order of the Army Air Service Commander, the maneuvers commenced, which lasted day and night for three days. The students made estimates of the situation, wrote formal field orders, and carried out the missions.

In general, the maneuvers were a great success from an instructional and tactical point of view and a detailed report, which is in the process of preparation, would be too bulky to include in the NEWS LETTER. There were some activities which deserve special mention. Captain L.L. Harvey, while leading a 9-ship Attack formation against canvas targets representing a battery in action, came upon a suddenly rising slope and the bombs which were released at about 250 feet altitude, reached the ground not over 150 feet below the ships. One result was 17 holes through the ships of the flight, fragments passing very close to the crews, one distributor on a Liberty engine partially knocked off, and a wild scramble to get out of the way. No one was injured and much was learned. The students in Attack Aviation also made a night raid on Austin, 85 miles from Kelly Field, and returned safely.

The new #134 radio set, installed in a Martin Bomber, kept in constant voice communication with Kelly Field as far as Austin and back, a distance of 85 miles. It received telephonic messages up to about 17 miles. The Division Staff Officers were unusually interested in the radio and the possibilities that it offers in the tactical employment of ground troops.

Another very interesting feature was the use of parachute flares for night reconnaissance. Three of these flares were dropped from an altitude of 2000 feet over an Infantry Brigade deployed. Although the ground troops were able to conceal themselves from aerial observation during the burning of these flares, it was impossible for any considerable bodies of them to move without being seen.

A detailed report of these maneuvers with comments by the authorities and faculty of the Advanced Flying School is being prepared.

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BOMBER LOSES AILERON CONTROL ✓

By Tech. Sgt. X.L.Horn.

While returning on March 3rd to Selfridge Field with the last of the men and supplies from the Oscoda maneuvers of the First Pursuit Group, Captain Henry Pascale, A.S., of Wilbur Wright Field, piloting a Martin Bomber, carrying four enlisted men and about 1400 pounds of freight, was forced down near Unionville, Michigan, due to the failure of the control column.

Earlier that morning Captain Pascale had taken off from Selfridge in the face of a strong wind from the South and Southwest and made the trip to Oscoda without mishap in an hour and 20 minutes. Landing at Oscoda, the ship was immediately loaded with freight. One of the enlisted men was placed in the front cockpit and two in the rear, Corporal Henslee, of the 57th Service Squadron, acting as mechanic. The take-off was made into a 30 to 40 mile wind still blowing from the South and Southwest.

"Regardless of the load," said Captain Pascale in referring to this trip, "I experienced no difficulty in getting off. The air was so rough and gusty that I at once decided to take no chances in crossing Saginaw Bay between T. ~~an~~ Point and Fish Point, a distance of some 40 miles where, due to the very weak ice, a forced landing would probably result in the payment of several Adjusted Compensation Bonus Claims and a survey on one perfectly good bomber and some 1400 pounds of Government property. Close to the shore the ice was sufficiently thick to serve as an excellent landing field, so I followed the Western shore of the Bay to the lower end where I crossed and turned the nose of the ship directly to the wind towards home.

"All of this time I was forced to fight sudden gusts of wind which kept forcing down one wing and then the other. The ship for all its size and load was tossing about like a leaf. Neither Corporal Henslee nor myself could see the two men in the rear cockpit, and from the occasional glance I caught of the man in the front cockpit I judged that he was sick.

"The ground a few miles north of Selfridge Field to Saginaw Bay is very rough and, due to the smallness of the few fields sufficiently level for landing, a forced landing might easily result in serious accident. I think I must have thought of all this in a sort of subconscious way several times before, though it seems a very conscious thought now.

"Just South of the Bay about five miles we hit some unusually rough spots, three in rapid succession, each following immediately upon the other. I must have had about 1,200 feet altitude at the time when I sensed more than felt the ship slip to one side and observed one wing down at about an angle of 45 degrees. I thought nothing of this, however, and immediately gave the wheel a turn to bring the wing up. The turn of the wheel brought no corresponding response from the wing and I was still slipping. I grasped the wheel harder and gave it another turn, but nothing happened to check my increasing descent. Something was radically wrong. I gave the wheel a spin and sat there for an infinitesimal part of a second while it revolved crazily beneath my hands. While there is altitude there is hope", according to an Air Service maxim, and I immediately kicked opposite rudder. Then by gunning the motor on the low side and throttling the motor on the top side I managed at last to level out. As any sort of a crash meant demolishing the nose of the ship, I made a sign to Corporal Henslee to get the man out of the front cockpit.

"Corporal Henslee did his work well, for I soon noticed the sick man was seated in Henslee's lap. The wind was forcing me to gun and throttle first one motor and then the other in order to keep level, and I knew I had to land without delay.

"We were just north of a little village we later found to be Unionville, Mich., and over land that appeared to be an intricate lace work of small hills and gullies dotted with endless trees and charred stumps. I was fast losing altitude for the ship had nosed down, but by some trick of a kind fate I saw coming up to meet us three small fields, about 1250 yards long. Each field was fenced, and on the northern end were several trees which would force me to put the ship into an even steeper dive if I was to set her down just over the first fence. I couldn't possibly stop in one field, but I knew that with the heavy load I could probably roll through one fence at least without doing much damage unless the fences were much stronger than they appeared. I was a busy pilot between figuring distance to a mathematical certainty and in gunning and throttling the two motors in order to keep the ship level. I should have had more than two hands. Still, odd though it seems, I remember Corporal Henslee sitting there beside me with the sick man in his lap, chewing gum and entirely unperturbed. Riveting my attention to the task at hand I cut my switches and managed to get the ship down just over the first fence. As I had plenty of speed and the ground was very level, the ship rolled along, crashing through the second fence as though it were nothing at all, and stopped still and quiet just short of the third. Accustomed to the roar of the motors, the almost absolute quietness was striking, and we seemed suddenly removed into another world.

Unbuckling my belt and removing my parachute I began an immediate inspection to locate the cause of the trouble and found that the four small pins holding the gear to the main control tube had sheared cleanly, allowing the wheel to rotate without action on the ailerons. Further inspection of the ship proved that the fence through which we had rolled had caused little damage, a few rips in the fabric and a broken aileron horn being the sum total.

Corporal Henslee got the men out of the plane and we walked to a nearby farm house, around the door of which stood the occupants evidently wondering what sort of thing had so suddenly dropped down upon their farm. The farmer greeted us cordially and placed his home at our disposal. I immediately got in touch with the Selfridge Field and was told that a DeHaviland would leave immediately with the necessary repairs and an additional mechanic. The ship arrived that afternoon and the next day I finished the flight to Selfridge none the worse for wear and everyone safe and sound. And that's that."

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AIR SERVICE PERSONNEL IN WASHINGTON

Major-General Mason M. Patrick, Chief of Air Service, left March 21st to attend meeting of National Industrial Conference Board in New York City, returning on the 23rd.

Brig. General Wm. Mitchell, Assistant Chief of Air Service, left on March 11th for 14 days leave of absence.

Lieut.-Col. Wm. E. Gillmore, departed on March 18th for 10 days hunting leave.

Lieuts. St. Clair Streett and C. C. Chaucey left on March 18th to select a landing field at Buffalo, N. Y., returning on the 21st.

Officers visiting here while on leave were Major R. M. Jones, enroute to duty in Panama; Capt. Louis R. Knight, enroute to Texas, and Lieut. Arthur Johnson.

Officers stopping over in Washington while on cross-country flights were Major H. W. Harms and Lieuts. John Beveridge, Jr. and H. A. Barron.

Lieut.-Colonel W. R. Davis, Chief of the Medical Section, who was undergoing treatment at the Army & Navy Gen. Hospital, Hot Springs, Ark., returned to duty on March 24th.

Major H. C. Pratt, Chief of Training and War Plans Division, returned from his visit to Texas flying fields.

Lieut. G. E. Hodge, Personnel Division, made a cross-country flight to Boston.

Lieut. Wm. S. Lawton left March 21st for Fairfield Air Intermediate Depot to study maintenance engineering.

Capt. C. W. Ford, stopped over on his way from Langley Field to Boston, where he has been assigned to duty with the Organized Reserves.

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WAR DEPARTMENT ORDERS AFFECTING AIR SERVICE PERSONNEL

Capt. Henry C. White relieved from further treatment at Army and Navy General Hospital, Hot Springs, Ark.; and directed to rejoin his proper station at Washington.

Lieut.-Col. Roy C. Kirtland, Major Wm. N. Hensley, Jr. and Major John D. Reardan designated as students at Army War College, Washington, D. C., for the

1925-26 course, reporting to the Commandant thereof on August 15, 1925.

Major Rush B. Lincoln detailed to duty with War Department General Staff, effective June 30, 1925.

Second Lieut. Henry A. Frese, Reserve, ordered to active duty for two weeks to take training at Kelly Field, Texas.

Capt. Wm. C. Ocker, detailed for duty with Organized Reserves of Ninth Corps Area.

Leave of absence for four months granted 2nd Lieut. Hilton W. Long.

Following officers relieved from duty at Air Service Primary Flying School at Brooks Field, San Antonio, Texas, and report to Commandant of Advanced Flying School, Kelly Field, Texas, for course of instruction: 1st Lieut. Don L. Hutchins. 2nd Lieuts. Edward F. Booth, Cornelius W. Cousland, Eugene B. Ely, Ralph E. Fisher, George A. Ford, Albert F. Glenn, Rupert D. Graves, Richard G. Herbine, John P. Kirkendall, Clyde Massey, Harry W. Miller, George J. Smith, Edward H. White, Walter C. White, Gordon T. Waite and John J. Williams.

Captain Armin F. Herold, assigned, in addition to his other duties with the Organized Reserves, to duty as Commanding Officer, U.S. Army Airdrome, Woodward Field, Salt Lake City, Utah, vice 1st Lt. H.H. George, relieved.

Second Lieut. Fred A. Ingalls relieved from duty at Brooks Field and assigned to duty at San Antonio Air Intermediate Depot.

Promotion of Captain Hubert Reilly Harmon to grade of Major, with rank from February 14, 1925, announced. He will remain on his present duties.

Technical Sergeant Hebray Herbert Ogden appointed as 2nd Lieut. with rank from February 25, 1925, and will proceed from Selfridge Field to Air Service Primary Flying School at Brooks Field for duty and training.

Leave of absence for four months granted Capt. Edmund W. Hill, effective May 1.

Orders affecting Capt. Carl W. Connell amended so as to direct him to sail on transport for Canal Zone on or about July 7, 1925.

First Lieut. Harvey H. Holland designated as Asst. Commandant Air Service Balloon and Airship School at Scott Field, Ill., vice Major Robert Ocker, relieved.

First Lieut. Howard C. Brandt relieved from duty at Chanute Field and to sail for duty in Hawaiian Department on or about August 11, 1925.

First Lieut. Edwin J. House assigned to duty at Langley Field upon completion of present tour of foreign service in Hawaiian Department.

First Lieut. Norman D. Brophy assigned to duty at San Antonio Air Intermediate Depot upon completion of tour of foreign service in Philippines.

First Lieut. Leonidas L. Koontz relieved from duty at McCook Field and to sail for duty in Philippines on or about June 17, 1925.

Second Lieut. Francis Robert Stevens transferred to Infantry.

Major Carlyle H. Wash relieved from duty as Asst. Military Attache, Paris, France, and to report to Chief of Air Service, Washington, D.C. for duty.

Leave of absence granted First Lieut. Clifford C. Nutt, for two months.

Lieut.-Col. Wm. R. Davis relieved from further observation and treatment at Army & Navy General Hospital, Hot Springs, Ark., and to return to his proper station, Washington, D.C.

Captain Charles B.B. Bubb designated as Assistant Commandant, Air Service Technical School, Chanute Field, Rantoul, Ill.

Second Lieut. Joseph A. Kielty transferred to Infantry March 19, 1925.

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PRIVUT "ED" GIVES HIS SLANT ON THE FAIRFIELD INTERMEDIATE DEPO.

Fairfield Air Intermediate Depo,
Fairfield Oh - Feby. 22, 1925

To the editor,
a.s. NEWS LETTER
Wash. D.C.

Dear Ed -

Now that I been at the Fairfield Air Intermediate Depo for all of 4 mos & have gave the whole place a Careful Study 1st on the 1 side & then on the other I am now prepared to give our readers the benefits of the inside facts. Before I proceed with this exposure though Ed it wont do any harm to explain that I got

proofs, witnesses & everything & anyways you cant find a word in the whole article that could be took as a dirty crack vs any Historical Institution thus saving the Govt somewheres around \$25,000.00 and then some.

In regards to Intermediate Depos dont get the idea that there is 3 different kinds - Good, Bad & Intermediate. Of course it seems like since there are three combination supply & repair depots in the USA it would only be natural to expect that there would be 1 of each kind like in the case of aeroplanes & so I asked major Brett who runs the Field Service Section how come they are all Intermediate & he says well young fello the word intermediate in this connection signifies their condition as for instance Overworked, Intermediate & Violent or in other words our three depots has apparently plenty to do but havent any of them quite gone nuts so far as yet. I was telling Lt Barton the chief inspector about this as near as I could pronounce the majors languidge & he says is that so well let me tell you that if the govt buys any more ships like for inst curtiss Pursuit, iron dehavillands & the etc without slipping us no drawings of their works I know 1 guy they can come for & Hall off in a big Wagon with a Gong & a man standing on the Back Step.

But be that as it may the facts remain there 3 depots under discussion only we wont say nothing about the other 2 because if a fello was to go in the San Antonio depo or the Rockwell depo & ask them innocently did they or did they not ever hear of Fairfield they would get all confused & look every witch way & say well no what is it a part of a golf course & try to change the conversation on you into refuelling or polo or something where they could Ritz you without no comeback & wouldnt I be a sucker Ed to admit them other depots even existed. So now that all competition has been disqualified we can proceed with a description of this here depo & the SYSTEM of supply & repair & the etc.

In the 1st place in order to understand what a SYSTEM is I will now set down in plain languidge a few notes which I have made up that will explain everything.

(a) 1st you got to have a supply of ships that needs repairs.

(This work is took care of by the pilots & some pilots uses 1 system & some another but the most of them sticks to the regular method of wearing out their ships by friction vs the grownd).

(b) 2nd you got to have some way of regulating the supply & not have everybody sending in their ship because they want a fire proof Tail Skid or a Air Cleaner or some other labor saving devise put on it. This is arranged diplomatically by the Field Service Section which says who can send their ships in & who can get ships out. This is a life saver for the depo commander because what would he do if some old friend calls up on the long distance telephone & says say major I got a ship over here that has had a little trouble with a tree how abt fixing it up for me hey Robby theres nothing to do excepting unwind it from the tree & maybe a new part or 2 here & there no job at all for your big fine repair depo & you can call me up at the Arm in Navey club in N.Y. when the job is finished. Now if there wasnt any SYSTEM Major Robins would be force to explain to this bird Razberrys for you Sam or Howard as the case may be what do you think we are running here a all night garage or something we already got a fine collection of 1918 airlooms to transform into 1925 models & so I guess you & your pilots will have to fly your Other Ship for a while. But by making use of the SYSTEM major Robins is able to tell this life long friend to go to the Field Service Section instead of telling him to go to h--1 & then major Brett has Geo mack Pike send him letter no 600 W which is so polite it would make mr Chesterfield sound like a Wash D.C. taxicab driver. This letter tells him that his job will be immediately placed on the PRIORITY LIST & he wont have to do no worrying about it for quite a spell. So everybody is happy until Sam or Howard as the case may be finds out that being on the PRIORITY LIST of a Busy Depo is about equal to being in the Chicago Ill city directory. And thats what we got the SYSTEM for so that anybody that wants to raise h--1 can do so vs the SYSTEM & no harm done.

(c) 3rd Theres got to be a operating organization which is important but easy provided you get the right men in the right positions. For instance yr correspondent made a exhausted study of the Rockwell organization last summer & their technicle & administrative staff was distributed as follows

| | | |
|----------------|--------------|------|
| Ervin p. | Payne | 3.b. |
| Houghton c. | Field | r.f. |
| Arnold 1.b. | Davis | c.f. |
| Hyne 2.b. | ** Robertson | l.f. |
| * Siefert s.s. | | |

* Struck out for himself with the bases full in 9th.

** William A. Robertson, maj.ret. A Ringer on the Rockwell team but we let them get away with it.

The above organization operated very efficiently & compared favorably to the 1920 organization at San Antonio where the offices were assigned as follows: -

| | | | |
|----------|-------|------------|----------------|
| Brophy | No 1. | Clark | no 4 or ghoul. |
| Garrison | no 2. | * Frierson | |
| Adler | no 3. | * Hoppin | |

* Prayed for somebody to break their leg.

Now the organization at Fairfield is more complicated on acct of the variety of activities but in general the departments is administered by the following experts:

Golf Dept - Robins, Bartron, Thrasher, Laughlin.
Hand Ball Dept - mack Pike, Pascale, Pyle & the etc.
Volley Ball Dept - Frierson, Dunlap, Hamlin, Thomas & all the rest of the post some of which are good & some only intermediate you might say. There is also Gaines, Laughlin, Colgan & Greene who are coming along as well as could be expected & thats about all you can say in regards to these boys.

Russian Wolf Hound Dept - Christine.
Hunting Dept - Bartron (Instr).
* (Fly Fishing Dept - Frierson)
* (Ice Hockey Dept - Greene)

*The rules in these depts is that if 1 listens to the other for a given no of minutes the other can then describe how good He is for a equal no of minutes without interruption.

Penaltys - If either 1 walks out on the other it is called a fowl & the offender has got to mention hunting to Bartron & take the consequences.

(Ed.Note - this the 1st of a serious of artickles by this author the next will appear in a early issue).

NOTES FROM AIR SERVICE FIELDS

Langley Field, Va., March 7th.

11th Bombardment Squadron

By the looks of the actions of the Squadron, the bombing season has started with a rush. Incidentally, owing to the absence of Lieut. Brady on a cross-country trip, we lost half of our own pet bombing team - Lts. Collins and Brady. The latter will be back soon and there will be plenty of time for practice before the finals.

Basket ball is about over, and with the end in sight the gallant 11th is making a great attempt to finish at the head. The stars of the season were Munro, forward; Moorhead, forward; Moore, guard; and Needham in center.

19th Airship Company

During the last week the Airship TC-4 made 32 routine training flights.

20th Bombardment Squadron

The Squadron spent a busy week preparing for the demonstration before the Congressional Committee on March 6th.

Capt. Hale, Squadron Commander, was appointed Air Service member of the Air Service Anti-Aircraft Board at Fort Monroe, Va.

Lieut. Sutter, accompanied by Sgt. Garcia, made a cross-country to Washington and return on March 2nd in a Martin Bomber, ferrying a deflated balloon to that station.

59th Service Squadron

Lieut. John F. Whiteley was confined to his quarters for several days due to a slight touch of La Grippe.

Master Sgt. Joseph Pirisky again took over the duties of acting 1st Sgt. vice Staff Sgt. H.C. Jarnagin who was recalled to duty with the Recruiting Party at Richmond, Va.

There are several vacancies in the organization for previous service non-commissioned officers, due to discharge of men per expiration of term of service.

Langley Field, Va., March 13th.

Air Service Technical School

During the visit of the Congressional Select Committee Investigating the Air Services the Air Service Technical School was represented by six SE5A planes equipped with machine guns and bombs, two DH4B's equipped with machine guns and bombs and 5 MB3 planes without armament. These planes were all flown by officers of the School.

19th Airship Company

The Airship TC-4 made 9 routine training flights during the week. On March 8th a special flight was made to photograph the bombing target used in the demonstration on the 6th.

11th Bombardment Squadron

This organization flew some 17 hours and 35 minutes in about 22 flights. The track team started limbering up. The squadron has some good material and at least three entrants for every event in the coming 3rd Corps Area games.

96th Bombardment Squadron

In three days of operations last week the squadron rolled up a total of 16 hours and ten minutes flying time.

59th Service Squadron

On March 6th the organization participated in an aerial demonstration staged for the Congressional Select Committee visiting this field. One NBS-1 and one DH4B, smoke screen ships, for Aberdeen Proving Grounds, Md., visited this field on that day and assisted in the demonstration by laying a smoke screen for the visitors. The ships crews were guests of the squadron.

20th Bombardment Squadron

Several hours flying time was rolled up to the credit of the squadron on March 6th during the demonstration for the benefit of officials from Washington. Lieut. Whiteley, pilot, with Capt. Hale as bomber; Lt. Welker, pilot, with Lt. Rodgers as bomber and Lt. Grisham, pilot, with Lt. Cole, bomber, flew bombing missions and did excellent bombing. In the afternoon Lt. Whiteley flew a tow target mission and brought his target down without a single hit from the anti-aircraft batteries at Fort Monroe. Lt. Grisham also flew a tow-target mission and likewise brought his target down unscathed. In the evening Lt. Whiteley flew a night mission and kept the Fort Monroe searchlight batteries busy trying to find him.

Lieut. Sutter, Squadron Recreation Officer, is busy organizing a baseball team from the squadron for the coming year.

Phillips Field, Aberdeen Proving Grounds, Md. March 16.

Air Service activities continued as usual despite uncertain weather condition. The bombing program was carried on as scheduled when weather permitted. Several 1100-lb. bombs were successfully dropped from 8,000 feet, the C-2 rack being used. The Supercharger Martin Bomber was equipped with the E-1 rack and one 2,000 bomb was dropped from 12000 feet.

Orders were received to have our ships at Langley Field early on the morning of March 6th. The men worked late the night before getting planes and equipment ready. The next morning the men were called at four o'clock and before seven all planes were on their way. The trip to Langley was made in the record time of one hour and 20 minutes. After a successful demonstration the pilots returned to this station.

On March 8th while flying from Mitchel Field to Bolling Field, Lieut. D.G. Lingle, of the Office Chief of Air Service, was forced down at Bellegrave, N.J., by a damaged water pump. The next day Lieut. H.L. George with Major E.A. Lohman as passenger, accompanied by Staff Sgt. Markle, with Corporal Jasper as passenger, flew to Bellegrave and repaired the pump. The plane was then brought to this station and was subsequently ferried to Bolling Field by Lt. Blakeley.

In defeating the 18th Airship Company, the basketball team acquired the Post Championship. The team also defeated the Baltimore A.C. and the Elkton Five of Elkton, Md.

The Baseball team is organizing for the season and it looks very good even if most of the team of last year were discharged.

Biggs Field, Fort Bliss, Texas, March 8 - 13

Biggs Field enjoyed perpetual rainstorms (of the Texas variety) last week. Lieut. Gale and Tech Sgt. Holmstrand visited Marfa and Dryden, Texas, to inspect gasoline at those stations.

Work is well under way on the construction of a gas and oil and paint house.

Flights during the week were as follows: Major Heffernan with Corp. T.E. Heffernan, of the National Guard as passenger, to Albuquerque, N.M. on March 9th; Lieut. R.H. Clark to Kelly Field in connection with the supply system of the 2nd Division Air Service; Lieut. Chas. Douglas to Douglas, Ariz., March 11th to inspect the airdrome there.

Staff Sgt. W.J. Riley, discharged March 9th, reenlisted the following day.

Pvts. Griffith and Hays returned March 3rd from three months' furlough. Lieut. Charles R. Evans was relieved from duty with the Air Service Detachment at Ft. Sam Houston, Texas, and transferred to Kelly Field on March 6th.

A bombing formation flight was made with live bombs on a target at Donna Anna Target Range on March 6th, 6 officers and 3 enlisted men participating.

Tech. Sgt. Wm. Bonville, assigned to the 12th Obs. Squadron, was placed on the retirement list at Kelly Field on March 6th.

Sgt. Pierce and Pvt. Russel to Big Springs, Texas, to ferry the latter to that place; Lieut. Gale and Capt. Bender to Douglas, Ariz., and return March 4th, inspecting the airdrome at that station; Lieut. Clark and Sgt. Markel on photographic flight to Colorado Springs, Colo., Feb. 28th; to Denver, Colo. March 1st., returning to this station March 3rd; Lieut. Clark and Pvt. Donnelly to Douglas and Tucson, Ariz. March 6th to inspect airdromes at those stations.

88th Observation Squadron, A.S.(R.S.) Wilbur Wright Field, Feb. 26th.

The NEWS LETTER Correspondent from the above organization, who has not been heard from for some time, sent in a lengthy communication outlining its various activities and singing the praises of "the best outfit in the Air Service" as he terms it.

He states that after they rested up from the Air Races last October they cleaned up the old forty-fives and went down the pistol range to pile up some bulls eyes. Some of the boys did very well. Captain F.F. Christine, A.S., acted as instructor as well as range officer during the firing.

The commissioned personnel of the organization consists of the following: Major H.J. Knerr, Commanding Officer; Capt. J.G. Colgan, Adjutant and Mess Officer; Capt. Henry Pascale, Engineering and Operations Officer; Capt. F.F. Christine, Supply and Armament Officer; Lieut. Albert W. Stevens (on leave in South America); 1st Lieut. Carl W. Pyle, Transportation Officer. In addition, 1st Lt. Malcolm N. Stewart is attached to the Squadron as Communications Officer and 1st Lieut. Carl F. Greene for armament installation and maintenance.

During the winter a School for Noncommissioned Officers was conducted. Following are courses and instructors:

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| Drill Regulations and Interior Guard Duty - | Lieut. Pyle. |
| Aerial Reconnaissance and Photographic Interpretation | Capt. Christine. |
| (Capt. Christine also instructed in Field Service Regulations in the Garrison School for Officers) | |
| Squadron Administration | Capt. Colgan |
| (Motors and Trouble Shooting) | |
| (Use of Federal Troops in civil disturbances) | Capt. Pascale |
| Radio Communication | Lieut. Stewart |
| Machine Guns (Aerial Types) | Lieut. Greene |

Major Knerr gave the officers instruction in the Manual of the Saber last fall. Outside of one officer cutting the rim off his hat and another blacking his eye with the saber knot, no casualties were suffered.

All the officers are taking the Machine-Gun Course, besides the two enlisted pilots - the world famous Peter Biesiot (the flying Dutchman) and Joel G. (Peggy) O'Neal (The Aviating Hoosier). Biesiot is doing all in his power to assist the Air Service in getting a supply of new airplanes by washing out a DH now and then just to keep in practice! He does it in a very artistic and finished (mostly finished) manner, too. When he crawls out the tail skid is usually the only thing left in one piece.

The personnel are all set for an extensive summer training period this year. In addition to the usual mission to Camp Knox, Ky., as Divisional Air Service, it is expected to train a number of Reserve Officer pilots by the superimposed method, they being attached to the squadron for duty while taking training.

There was recently issued to the squadron two night flying DH's with long exhaust pipes 'neverything'. A bird can throw the old cotton ear wadding over the side in one of these monkeys for they are so quiet you can hear the gears in the rear end of the Liberty chasing their tails. And that is kinda quiet for a DH. Some guys can hear the oil running down thru the gear housings.

Rockwell Air Intermediate Depot, Coronado, Calif., March 7.

All cities and towns of Southern California were invited to send representatives to the two-day aviation meet and air circus to Glendale, Calif., a suburb of Los Angeles, on March 14th and 15th, under auspices of the Glendale Chamber of Commerce. The object of this meet is to promote commercial transportation by air and be the means of establishing several regular air routes between Southern California cities and the East. At that time, also, the matter of forming a Southern California Aeronautical Association will be discussed, according to Dr. T. C. Young, director of the Glendale Chamber of Commerce, who is also an aviator. The engineering and map department of the Automobile Club of Southern California has just prepared an air and land map showing the possible location for airports. The plan, according to Dr. Young, is to make it possible to have a field on which aviators can alight or take off at the outskirts of every town.

Jack Dempsey, "Gip The Blood", Strangler Lewis, or any of the notorious figures in the sporting world have nothing on our Rockwell Field aviators from now on, as it will be noted that in a recent issue of The National Police Gazette, New York, Colonel Graham, Captain Ervin, and Lieut. Castor received a full page picture, illustrating their flight to Death Valley in connection with taking moving pictures for the International News Reel Corporation.

The office force of the R.A.I.D. had the pleasure of listening in during the President's Inaugural speech Wednesday through the courtesy of Mr. Fain, proprietor of The Radio Shop, San Diego. A radio receiving set was loaned to Private Halstead, telephone operator at this Depot, and with the aid of a loud speaker the program at Washington was heard by all in the building.

Wilbur Wright Field, Fairfield, Ohio, March 7, 1925.

Early on the morning of February 27th, the 12 airmen from Selfridge Field who started to make the Dawn-to-Dusk flight between Selfridge Field and Miami, Fla., arrived here about 7 a.m. A large force of mechanics, working under the direction of Capt. Edward Laughlin, Engineer Officer, were on hand to meet them. Lieut. Whitehead's plane met with a slight accident so that it was necessary to request another ship by radio from Selfridge. While the visiting officers ate a hot breakfast, the mechanics were busily engaged in servicing the planes. Trouble was experienced in starting several of the engines due to the cold weather, weak

buzzers and leaky gas lines. These planes had just undergone a severe test for several days at their winter maneuvers at Oscoda, Mich., and were not in the best of condition for such a long grind as this day's flight would prove. Within 30 minutes after the planes had landed, they had been serviced by the employees of the Engineering Department at this station. They would have been ready to start had it not been found necessary to solder leaky gas lines and to make other emergency repairs. They started about 9:50 a.m. and proceeded as far as Macon on that day.

Lieut. E.P. Gaines flew to Bolling Field on Feb. 27th, taking with him Lt. C.G. Plank, Corps of Engineers, who had been at McCook on an extended detail.

Major B.Q. Jones arrived here on March 1st and remained during the entire week studying supply problems and conferring with Major Geo. H. Brett and other officers of the Field Service Section.

San Antonio Air Intermediate Depot, Kelly Field, Texas, March 17.

At the regular monthly meeting of Council No. 4 of the Warrant Officers' Assn., on March 13th at the Service Club, officers elected for the ensuing year were installed. About 30 members were present. Plans were discussed for a dance in the near future and for a number of picnics during the summer.

The Employees Social Club gave a dance in the Service Club on the evening of Washington's birthday. About 50 couples were present and enjoyed the music and dancing.

Lieut. and Mrs. Arthur Vanaman joined this station after a two-year tour of duty in the Philippines, followed by a 3-months' leave of absence spent in California. Before his tour in the Philippines Lt. Vanaman served as Engineer Officer at Rockwell Field. He is now on duty here in the Supply Depot.

The Engineering Dept. under the direction of Lt. Clements McMullen, assisted by Lt. Richard Aldsworth, is steadily maintaining its record for quality and quantity production. The long drought of about 9 months, broken only by two or three light rains totalling not more than two or three inches, leaves the landing and take-off runways in a powdery, dusty condition which produces a rapidly deteriorating effect on the delicate mechanism of airplanes. This calls for frequent and careful overhaul of engines and accessories to a much greater extent than under normal conditions.

Duncan Field kept up its record of being just about three jumps ahead of time by giving a whale of a St. Patrick's Day party to the permanent personnel of Brooks Field on Friday, March 13th. The officers of the Depot took the situation by the hand and moved St. Patrick's Day from March 17th to March 13th and made old St. Pat like it. The Club House at the Depot, as well as the whole party, was decorated externally and internally in green, soft creme de menthe being served as liquid refreshments. Handily placed at various intervals decorated with signs "Do not use unless serious" were piles of non-skid Irish confetti. Two laborers worked for two hours tearing down a chimney to procure this wellseasoned joy of every true Irishman's heart. Toy balloons bobbed against the ceiling while miniature airplanes raced around the pylons placed at each end of the hall. At a very late hour the guests and host wended their various ways home in various manners, voting it one of the best ever.



W.
C.P.

The purpose of this letter is to keep the personnel of the Air Service, both in Washington and in the field, informed as to the activities of the Air Service in general, and for release to the public press.

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THE NEW LOENING AMPHIBIAN ✓

By Lieut. W.H. Brookley, Air Service

Delivery of the first Loening Amphibian on January 18th last and its subsequent flights created a great deal of interest in the Air Service. The general history of the development of this machine dates back to several years ago, when Major T. DeWitt Milling, Air Service Tactical School at Langley Field, and other officers of the Air Service took up with Mr. Grover Loening, the inventor and designer of the plane, the problems with which the Army Air Service would likely be confronted in air operations in Panama, the Insular possessions and along the coast.

Mr. Loening's repeated contentions that not only seaplanes but even amphibians could be developed with flying characteristics and performances absolutely equal to land type airplanes were at first received with considerable skepticism, although it was generally admitted that the tactics in air operation in these regions would be tremendously benefited and enlarged if such a development were possible. Full cooperation was therefore given Mr. Loening by the various units of the Air Service in assisting him to develop his ideas along these lines.

Briefly, the general tactical problem involved is as follows: While the general types of planes we have today have had their proof of value in war, they nevertheless distinctly represent the western front types of airplanes and, from a fundamental design standpoint, they do not take into account that a large part of America's air problem in the future must of necessity have to do with a very different problem. We have thousands of miles of coast to defend and must take care of Panama, Hawaii and the Phillipines as well. The conditions at all these places are virtually the same, in that we have land bases very limited in area from which the maximum possible air operations must extend, with the operations themselves conducted almost entirely over water. The principle of using the land type of machine, if it has enough superior performance to warrant it, would be justifiable only in case of war. During peace time the use of land type airplanes for these operations is not only a great risk to the pilots, which the Air Service wishes to avoid, but is also a great risk in expenditure of valuable airplanes, for it would be almost impossible to rescue them from the sea in the event of forced landings. Those advocating the use of land machines over water repeatedly contend that seaplanes cannot live at sea. This contention, however, is absolutely proven as unlikely and untenable. While a modern seaplane with its numerous water-tight bulkheads and metal hull might have difficulty in taking off, it could certainly float indefinitely, even in a severe storm. The rough water tests of the Loening Amphibian made at Langley Field and New York indicated that a great advance was made in building a machine able to stand rough water. The water is not always rough, however, so that at any rate the new type, equal in performance to a land plane, can certainly not only land on the water in good weather, but can use the open water as a base, which for land planes is out of the question. In coastal operation of observation or light bombing aircraft of the Loening Amphibian type, they could be flown continuously over water with a certainty in case of forced landings of being able to float. In good weather it would be possible for entire squadrons of planes to land several hundred miles off shore, refuel from a submarine tender, and thus extend to immense distances from the shore operations of search curves and patrols to protect the coast or the islands.

In coastal operations, however, a vast advantage is derived by the use of an amphibious type of plane in that places at which concentration of tactical units may be made are not limited to a few scattered landing fields but would include all the harbors and bays, thus giving a most versatile base, one that cannot be bombed and one that can be supplied by submarine. Particularly on

the coast of Panama this becomes of primary importance, and also in the Philippines. As far as the Atlantic coast is concerned, coastal patrol and observation conducted by Amphibians would require no extra landing fields, and on the declaration of war machines of this type could be concentrated instantly at innumerable points scattered up and down the coast with practically no preparation necessary, as they could be anchored in a harbor. It is obvious that there is much use for a machine of this type in the Great Lakes region, in Maine, and also in the Northwest where there are hundreds of miles of forests and numerous lakes but no landing fields.

It was over five years ago that Mr. Loening endeavored to interest the Air Service in inverting a Liberty motor so as to use it in an amphibious design of a plane he then had in mind, but at this time the project had not received approval. Meanwhile, Mr. Loening developed his Air Yacht, which represented an intermediate step and showed conclusively that a seaplane could be built with high performance in speed and climb.

From this development the contour of hull bottom for the most efficient operation was established and many valuable lessons learned, particularly on the necessity of lowering the center of gravity on a seaplane in order to make it coincide with the center of fin area. This was impossible in the Air Yacht and explains the peculiarities of lateral control of that type. It was also found in the Air Yacht work that the veneer hull construction would have difficulty in standing up to rough usage. Innumerable other lessons were learned in the course of this development which were applied in the design of the Amphibian.

In the summer of 1923, the Air Service with continued pressure and added interest in the subject proceeded at McCook Field to modify the Liberty motor so that it would operate in an inverted position. By the following September a DH fitted with the inverted Liberty motor was flying successfully, and in October Lieut. Carroll and Mr. Fred Heckert flew in this machine to the International Races at St. Louis where for the first time the inverted Liberty motor was shown to the public.

Meanwhile, having now available for use in his design the successful inverted Liberty motor, Mr. Loening presented to the Air Service a proposal on the construction of his Corps Observation Amphibian with this motor. The Loening Corporation had been working on the design for some time prior to this, and various patent claims had already been made. The Engineering Division of the Air Service was distinctly interested, and in December, 1923, a contract was finally entered into with Mr. Loening whereby the Air Service agreed to purchase its first Amphibian, with the provision that it must demonstrate in flight the same performance as a DH land machine with the same load.

It is interesting to note that the Engineering Division and the contractor cooperated in every way with practically no delays or interferences. Finally, in June, 1924, six months after the original placing of the contract, the first Loening Amphibian was ready for flight and represented for the first time in the history of the art a design that was laid out to be an Amphibian from its very fundamentals, and in no way represented an effort to add wheels to a flying boat, such as the Vickers, or to add floats to a land machine or other combinations to try and accomplish a dual purpose. Also, this machine represented the first new design of plane using an inverted motor of this type.

The first flying tests were made in the vicinity of New York, during the course of which the bottom of the hull was damaged by striking an obstacle. The first machine was then delivered to McCook Field, where a complete static test was made. In these acceptance tests, practically no difficulties with the new design were encountered. It was immediately found to have excellent maneuverability for a machine of its weight, a high speed of about 122 miles per hour, and the machine certainly represented one equal in performance to the DH with the same load.

The Air Service then ordered a group of ten of these planes, the first of which was delivered January 18th last. The delivery of the others are now coming along at short intervals. Upon delivery of the first plane it was launched in the East River, New York City, right at the Loening plant, and flown to Mitchel Field. From Mitchel Field it was flown on January 19th to Washington, D.C. During the subsequent week, while at Washington, many demonstration flights were made, and on one occasion an exhibition flight was given before the Congressional Aircraft Investigating Committee and all the foreign air attaches. Frequent landings were made in the Potomac River, as well as on Bolling Field, and with the wheels lifted down the machine was frequently taxied out of the water onto the land at Anacostia. A few days later the ship was flown to Langley Field, where strenuous tests in rough water were made almost immediately upon arrival. A board appointed by Major Westover, consisting of Lieuts. Bertrandias, Austin, Stoner, MacDonald and McKiernan observed the tests of this machine, and later made flights in it.

February
On Friday, the 13th, the machine was flown back to Dayton for further test.

Briefly, the Loening Amphibian may be described as an ordinary type tractor biplane in which, by inverting the engine, the propeller thrust is placed so high at the top of the body that the entire fuselage itself is built in the form of a unit body hull. This hull is entirely covered with metal, duralumin being used, and much of the interior construction of the wings is also duralumin. The hull is exceedingly strong because it is so deep and at the same time affords an especially large amount of room for equipment or gasoline and gives a body into which the landing gear may be folded, thus reducing the head resistance. The landing gear is operated either by hand crank or by an electric motor, the operation of which is entirely automatic. The landing gear can be retracted in about 8 seconds by electric motor. It is interesting to note that the center of gravity of the machine when on its wheels is actually lower with respect to the ground than on a DH. This is not only unusual for a flying boat but an amphibian is quite remarkable. It is also to be noted that the center of gravity and the center of fin area practically coincide. The wing area is 510 square feet, and the airplane weighs 3390 pounds empty and 4970 pounds loaded. The wheel control is placed in the pilot's cockpit with a stick provided for the observer. The observer has two seats, one above in the gun ring and another very comfortable seat below for photography. This lower seat is entirely protected from the wind, as it is virtually in a cabin and removable port holes are provided in the bottom of the hull for the operation of the camera. A similar port hole, although of larger size, may also be provided for bombing sights.

The flying qualities of the Amphibian are very good, even considering the general appearance which, although clean and trim, still has a few earmarks of a water plane. The high speed, as proven several times in races, is about 7 to 8 miles faster than the standard DH. The lateral control is quite effective and easy to operate. The longitudinal control is also very good, and the balance longitudinally is remarkable, especially in comparison with other flying boats and hydroplanes. In this respect it is even better than a DH, for there is no noticeable nose-heavy condition with power off. The rudder alone is not as effective as a DH, but the combination of rudder and aileron is more snappy. The plane maneuvers easily and well, although the hull and low center of gravity has a tendency to hold the plane in a bank. Landings and take-offs on either land or water are normal and easily made and do not require previous experience in boat flying or special training. Taxiing on land, especially in wind, is not as good as our standard planes. This is due to the large fin area and non-steerable tail skid. Taxiing on the water, however, is excellent. By extending the landing gear a quick stop can be made in landing if necessary, with no tendency to nose over. In a strong wind or in close quarters, a vast improvement in maneuvering and control can be obtained by letting landing gear out, as it acts as a drag and allows greater propeller blast on the rudder without increasing the taxiing speed. The landing gear acts as a keel surface and a pivot for turning, and is ideal for slowing the plane down in approach to moorings or the beach.

The Loening Amphibian presents, therefore, a very distinct successful achievement in American aviation, and one that has been followed by everybody with a great deal of interest, as there is for a machine of this type a very large range of use for a machine of this type, not only in military and naval work, but in air mail, forest patrol and other commercial fields.

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NATIONAL GUARD FLYING IN CONNECTICUT

With the coming of Spring, members of the 118th Observation Squadron, Air Service, Connecticut National Guard, are in the air every day at Brainard Field, Hartford. Flying has been going on all during the winter, but with better flying conditions and the field in better shape the activities have taken on new vigor. The winter training of the Squadron continues to be carried on in the quarters of the Squadron in the State Armory at Hartford. This consists of lectures and class work in Engineering and Rigging, Armament, Radio and Photography, as well as the School of the Soldier.

The Squadron also endeavors to keep aviation before the public, various lectures having been given. Lieuts. Arnold and Wade of the Round-the-World Flight were guests recently of the Hartford Aero-Guards, and in the presence of a large audience gave a lecture together with moving pictures of the Flight.

The Squadron numbers 18 officers and 80 men. There are two fireproof hangars on Brainard Field; containing seven ships in first-class flying trim. Four men are stationed at the field for twenty-four hour service.

Any member of the Air Service is always welcome at Hartford. The 118th Squadron meets every Wednesday at the State Armory at 7:15 for drill.

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FIRST CROSS-COUNTRY FLIGHT OF AMPHIBIAN ✓

Referring to an article in a recent issue of the News Letter on Lieut. Brookley's flight from Mitchel Field to Bolling Field in the Loening Amphibian, which was characterized as the first cross-country flight ever made in an Amphibian flying boat in this country, the Curtiss Aeroplane and Motor Corporation, in the interest of accuracy, invites attention to the fact that a cross-country flight ante-dating Lieut. Brookley's by several months was made by Mr. W. L. Gilmore, Chief Engineer of the Curtiss Company, in a Curtiss Seagull Amphibian; that at the time of the Baltimore Seaplane Races last October Mr. Gilmore, with his wife as passenger, flew from Curtiss Field, Garden City, N.Y. to Baltimore, landing in the bay; that the next day they flew back, taking off from the bay and landing on Curtiss Field, after making one stop at Essington, Penna., for gas. The ship functioned perfectly throughout the trip.

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DIRECTING ARTILLERY FIRE BY RADIO ✓

The results obtained with radio telephone in two way communication, used almost every day at Post Field, Fort Sill, Oklahoma, in directing Artillery fire from airplanes have been very satisfactory. Letters were received from radio fans in neighboring towns at distances up to 40 miles, stating that they heard the signals plainly. This is unusual, in that these sets are only intended for short distance communication.

Credit for the successful operation of the telephone sets is due Lieut. Gilbert and Tech. Sgt. Frederick, as it is through their ability and untiring efforts that the sets were developed to their present degree of efficiency.

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LIVELY MANEUVERS IN PHILIPPINES ✓

The News Letter Correspondent from the Islands has submitted a very interesting story, entitled "A Week's Trip to Mindoro, P.I.", which is quoted in full, as follows:

"Up and at 'em, boys; up and at 'em," rang a snappy voice about two feet from my right ear. It was not yet daylight, but Captain R. Beam, A.S., Operations Officer of the Fourth Composite Group, the best Air Service outfit in the Islands, was already urging his pilots on to new and greater deeds. As in the old days when Knighthood was in flower, each morn brought forth a noble chance, and each chance brought forth a noble aviator. How clearly I remember that morning. Thirty-four ambitious young men were being awakened from a peaceful sleep on the porch of a building in Southern Mindoro - that as yet half explored Isle of towering mountains and the home of countless Tamarau.

"It was Friday, two days after the alarm regarding enemy operations in waters south of Luzon. The Army still held Luzon, our faithful Fleets patrolled the Western Coast but the enemy effected a landing and installed their guns on Pandan Island. Furthermore, their transports were operating from this point apparently in an effort to steam thru Tablas Strait and the Verde Island Passage. (Better get out the old Geography). Immediately upon the sounding of the alarm, the Group mobilized at Camp Nichols, Rizal, P.I., manned nine MB3-A Pursuit airplanes, eleven DH4-B Observation airplanes, eight NBS-1 bombing airplanes and one Loening Air Yacht. These airplanes, with full crews, machine guns, ammunition, bombs, food and shelter supplies, had actually "taken off" from Camp Nichols before nine-thirty A.M., had passed directly over the crater of Taal Volcano in Lake Taal; the Verde Island Passage; thru a mountain pass in North Western Mindoro, and thence along the western coast to San Jose, Mindoro, a distance of 181 miles. With the protection of the Third Pursuit and information furnished by the Second Observation, the heavy bombers were able to silence the enemy on Pandan Island and check, temporarily, enemy operations of consequence from this point. The Group then proceeded to a point about eight miles north of the village of San Jose, thoroughly reconnoitered the vicinity and landed on a field owned by the Mindoro Sugar Company. This landing ground proved a very excellent natural Airdrome. Shaped roughly like a capital letter "L", of ample size, well turfed and possessing the best natural drainage, this field made an Advance Base with little outlay except the placing of markers.

"Our Camp had been established with supplies transported by air; in fact, practically every necessity was brought by air except drums of high test gasoline brought to San Jose by the inter-island boat. On this particular morning we hiked a mile to mess, prepared under the direction of our popular young Mess Officer, Lieut. "Pete Skanse." After mess the "Aviation Special" was speeding us, at ten to twelve miles an hour, toward our field. This "Special," being accustomed to hauling countless carloads of sugar cane, throbbed with joy at playing so active a part in the Mindoro Maneuvers of 1925. The newly constructed tract to the field seemed a heavy grade, rough and crooked, but in spite of all obstacles this little railroad operated faithfully throughout the maneuvers. To be sure, light was furnished the Engineer on evening trips by two natives holding lanterns in front and traction was aided by their sprinkling sand by hand on the rails just ahead of the "Caraboa catcher." Many other equally novel features were everywhere in evidence, but be it stated that eighty members of our Army remember this narrow gauge line with a marked degree of fondness.

"At the field a stir and activity was soon in evidence that would do credit to many a war time field in its most palmy days. Six "Pursuiters," led by Major J.C. McDonnell, took the air, being followed by ten DHs led by Lieut. O.O. Niergarth. In less time than it takes to tell, a fleet of Martin Bombers, led by Lieut. "Chief" D.M. Myers, and loaded with honest to goodness bombs, was in the air. The Pursuit combed the heavens between the Ambulong and Pandan Islands, destroying or scaring off all enemy aircraft. A few minutes later, the bomb sights were adjusted, the bombers fell into column formation and after a sighting shot, laid a score and a half of bombs on the portside of the ship. It will be of interest to note here that the last fifteen bombs were dropped simultaneously from five planes. This "en masse" bombing was so carefully planned in advance, that upon signal from the head bomber, Captain R. Beam, (Lieut. "Chief" Myers, Pilot) all bombs fell within a surprisingly small area. "En masse" bombing is extremely effective when proper coordination exists between all bombers and pilots. If the flying is done at the proper interval and altitude relative to the other planes, each bomb is sure to be effective. Such concentration has rarely been seen before and, of course, the transport was soon racked to pieces. Now the transport was not a real ship at all, but a formation of coral and rock, known to travellers as Irirun Rock. The coral shell surrounding the rock was set back in growth at least a hundred years.

"During the remainder of the week numerous patrols were flown between San Jose, Corregidor, Manila and Camp Stotsenburg by all units. Three planes were forced to land enroute. Lieut. D.H. Dunton, piloting a Martin Bomber, landed on the beach north of Sablayan Point due to an overheated motor. Near this point Lieut. B. W. Chidlaw landed an MBS-A, due to a break in the main water line. (Radiator to pump.) On the last day of the maneuvers Lieut. Guy Kirksey, piloting a Martin Bomber, was forced to land between Camp Nichols and Clark Field. Long grass winding about the wind driven impellers of the gasoline pumps was responsible for this. In each case the pilots executed very creditable airman-ship, no plane being damaged and each returning under its own power to its own base.

"Just as the Group returned, and challenges had been issued by the champion tennis and bridge players, who incidentally were smothered with acceptances, a radio from the Army base at Manila requested the interception and destruction of hostile transport reported to be in the vicinity of Marinduque Island. Although the Group has just completed an extensive operation, planes were quickly serviced and, under the leadership of the Group Commander, proceeded to carry out its mission. Now Marinduque Island is about 150 miles from our advanced airdrome and several ranges of mountains, reaching 7500 feet peak, intervene. Nevertheless the group thoroughly reconnoitered the area, and proved that the information was faulty, as no transports were within fifty miles of the reported area. Our efforts had all been wasted, apparently, but we were not discouraged and, on receipt of another request early the next morning for a similar operation, the Group Commander again led his group into the air. After a long tiresome flight of 150 miles, each pilot and observer straining his eyes to the utmost every second for a glimpse of the enemy, our efforts were rewarded, the transport (USA T. Thomas) was attacked and was no more. After the simulated group attack and dropping of messages of welcome to our newly arriving Air Service and brother officers and families of the rest of the army, the group proceeded to its home base, with another feather in its cap.

"A noisy welcome to Lieuts. Finley, Ramey, and Walthall and their families, and the army in general aboard the "Thomas" followed.

"Now every one will agree that all work and no play makes Jack a dullboy.

There were no dull boys upon this trip. Even our flight surgeon, Capt. Buckner, (Corregidor) would always have a smile and a twinkle in his eye when he would say "Good morning, have you had your quinine today?" Whereupon the addressed would "eat" three large tablets of quinine washed down with a cup of coffee or, perhaps with a bottle of "Col. Sam's" best beer, following which he was immune from all evil.

One of the features of the trip was the week-end hunt for Tamarau. A party consisting of Major McDonnell, Lieuts. Taylor, Niergarth, and Wittkop, with a native guide, propelled the handcar on the Sugar Company's Railroad until the foothills were reached, from which point the journey was continued on foot. Due to the short time available, no Tamarau were actually killed, although several were seen at long ranges and one was wounded. It is said that Mindoro Island is the exclusive home of this interesting and vicious animal. A meal of tamarau steak, however, was served us by "Col. Sam". In fact, its flavor had no small part in inspiring the hunters to procure more of the "gamey" meat.

In reflecting upon this unusual trip, one character stands out against the wild background of Mindoro. It is that of Colonel Samuel I. Johnson, resident manager of the Mindoro Sugar Company. To "Col. Sam" belongs the credit of sheltering "the whole army", escorting the officers and soldiers to a real movie, and a series of native boxing bouts, providing a railroad to a point within fifty feet of the "line" (what so called up-to-the-minute field does this?) and sending the soldiers choice fish to enrich their mess.

Upon various occasions the officers were invited to "Col. Sam's" home, where many a happy hour was spent. The tennis games upon his court, the swims in his tank and the cool drinks in between times gave each one a little pang when he bade goodbye to the Island and headed toward Manila. In all the athletics the Colonel was a leader, unexcelled in the tank and always a dangerous rival on the court. As one watched these games he heard from time to time, following unusually good or unusually bonehead plays, an admiring or a "razz-ing" chatter from the little mango tree beside the court. Here sat, or rather hung, "Armerito", the Colonel's favorite monkey with two of his serious monkey friends, one of which has since joined the family of Lieut. Liggett in Manila.

On the eve of our departure an important meeting took place. Lieut. MacIver was charged with making "an authorized landing" (from a horse), excessively loud snoring in quarters, and several other acts which will not be mentioned here. Although Lieut. Pete Skanse nobly defended the accused, yet under the spell-binding influence of the J.A., Lieut. "Jimmie" Taylor, and Lieut. "Sam" Mills, his assistant, the court (presided over by Colonel Johnson) unanimously found the accused guilty of all charges. The accused was convicted and sentenced. Only by such prompt action can the Air Service hope to function efficiently while away from its home base.

The Colonel was at last prevailed upon to show us a few of his medals. Among them we saw several medals of the highest order a country bestows. The sight of these certainly was enough to inspire any one, even in the tropics, to be ever ready, for opportunities oftentimes come quickly and oftentimes without a loud knocking. At this party also we met again the "Padre" of Mindoro. This Missionary, sent from Rome, is an ex-French war veteran and undoubtedly a power for good in Mindoro. It takes him about two years to make one round of the eighty native churches under his supervision. Many interesting chats with the "Padre" revealed to us some of the secrets of the mountain interior of Mindoro.

Approximately 915 man-hours and over 78,000 man miles were flown during the week without a serious accident or a single personal injury. A real Advance Base had been established and operations were carried out from it for days, all necessary transportation having been accomplished by the Group.

Such maneuvers are considered the most valuable training for a real Air Service located in the Islands, and in all probability will be continued and extended until the entire length and breadth of this great but undeveloped Oriental country is an open book to our Army's flying personnel.

The units operating in the maneuvers were: Headquarters, Fourth Composite Group, (Camp Nichols); Second Observation Squadron (4 pilots of the 66th Service Squadron attached for the trip). (Kindley Field); Third Pursuit Squadron, Clark Field (Stotsenburg); 28th Bombardment Squadron (Camp Nichols); 66th Service Squadron (Camp Nichols) maintaining permanent service base at Camp Nichols.

POST FIELD RECEIVES ADDITIONAL PERSONNEL

During the month of March, 36 recruits reported for duty at Post Field, Fort Sill, Okla., bringing the total enlisted men on duty at this field to 140. The Air Service contingent at Post Field is now larger than it has been at any time since the Air Service Observation School was moved away in June, 1922.

THE QUESTION OF A SEPARATE AIR SERVICE

Testimony of Major-General Mason M. Patrick, Chief of Air Service.

Mr. Perkins: Would you like to state to the committee your conclusions as to whether or not ultimately an independent air service is the proper thing?

General Patrick: I have become convinced, after several years study of the subject, that the ultimate solution of what I call the air defense problem is the concentration of responsibility therefor on one hand. But I do not believe the time for that is quite ripe yet. There is not enough work in the way of civilian aviation. And it can not come until there is legislation. I think the development of civilian aviation, as well as the development of the air force, or the air power of the country, will ultimately be done under one head, by one agency. In the meantime I think that it is well to utilize existing agencies if it is possible to do so, instead of creating new ones until it should become imperative that new ones should be built up. I think this may be done, so far as the air force is concerned, without any great difficulty, and without any radical legislation.

The reasons why the Air Service should be enlarged are set forth in great detail in the Lassiter Board report and this report has been approved by the Secretary of War. The reorganization proposed is essential if the greatest efficiency is to be secured from this enlarged Air Service and in order that the solution of a number of problems now adversely affecting the efficiency and morale of the Air Service may be facilitated.

The proposed reorganization will provide, and when I speak of "the proposed reorganization" I mean the one I have recently recommended to the War Department:

(a) An agency, the air corps, having as its primary and exclusive function the development and utilization of air power as an arm of national defense, air power being defined as the ability of a nation to wage war through the action of aerial forces, either alone or supported by land or sea power.

(b) A semi-independent status for the air corps which will facilitate the solution of the personnel, supply, and morale problems which are peculiar to it.

(c) A separate and all-inclusive budget for the air corps, utilizing, however, all suitable existing War Department agencies without duplication, through suballotment of funds for expenditure in procurement and development.

It is believed imperative that more specific and adequate provision be made for the development and utilization of air power as an arm for national defense. The present national defense organization is inefficient in that no signal agency has this responsibility as a primary and exclusive function, but all air agencies have it to a certain implied degree.

While the unification of all air elements for air defense under one responsible head may be the ultimate solution of this problem, it is evident that this important step should be taken only after careful and extensive study has been made of all of its phases. As a remedial measure, which could and should be put into effect immediately, an air corps under the Secretary of War with an organizational status somewhat similar to the status of the Marine Corps under the Secretary of the Navy, is suggested. The new air corps may be charged specifically with the developments and utilization of air power as an arm for national defense.

It is believed that the placing of this responsibility on the Army Air Service is entirely logical. The Army Air Service has been the chief proponent of the development of air power and can give to this important task the full and complete devotional enthusiasm that is essential if this development is to be vigorously and efficiently pursued.

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Testimony of Lieut. Leigh Wade, Air Service.

Mr. Perkins: From your experience, would you care to state to the committee whether you think the air should be auxiliary to other branches of the defense, or primary?

Lieut. Wade: I think that the Air Service eventually should be absolutely independent. I see no reason why it can not operate and carry on a proper liaison with the land and sea forces. I think it is so important. The further one goes into aviation and studies it the more they are convinced of that fact.

Testimony of Lieut. Leslie P. Arnold, A. S.

Mr. Perkins: Have you formed any opinion as to whether there ought to be such a thing as unified service or not, or do you feel competent to speak on that sub-

ject, for an Air Service?

Lieut. Arnold: Why, as far as its possibilities go, I see no reason why a Navy flier could not do land work, or a land man could not do naval observation work. It is very easy to switch either one way or the other. It requires specialized training in that one branch or in the photographic branch, or in the reconnaissance branch, or in naval spotting, whatever it happens to be.

Testimony of Lt.-Col. Harold E. Hartney, A.S., O.R.C.

Mr. Perkins: Have you given any thought whatever to the question of unified air service in this country?

Col. Hartney: Yes, sir; a great deal.

Mr. Perkins: What do you say about that?

Col. Hartney: It is ultimately bound to come. The question of whether the time is ripe has been one that has been worrying me, but I believe the time is ripe. Something has got to be done to save the situation in aviation, because it is too serious. Our whole national defense is jeopardized, and if we have a unified air service, headed probably by a cabinet officer who is a cracker-jack business man and has a proper organization around him as to all the different methods, that will save the situation.

Now, a unified air service will see that the air force that I have spoken of is taken care of, and that there are planes for that air force in accordance with the requirements of the Army and the Navy, because their requirements will always exist, and they will insure that air force that I speak about - a unified air force - in other words, it will bring about coordination between the various departments of the government.

I find that one department of the Government does not know what is going on in another, which is extremely valuable to itself. That lack of coordination in the Army is probably of itself sufficient justification for the establishment of a unified air service. But probably the greatest of all is the assurance of an air force by such establishment that will get dominance of the air not only for the air troops but for the land troops, which can not move until you get dominance of the air.

To be continued.

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AIRPLANE ELUDES SEARCHLIGHT ✓

For the benefit of the Anti-Aircraft Reserve officers of El Paso, the 12th Observation Squadron, stationed at Biggs Field, El Paso, Texas, staged on the evening of March 23rd a 20-minute night flying and searchlight demonstration.

A powerful searchlight mounted on a truck attempted to locate a DH plane piloted by Lt. Ray H. Clark, who with Staff Sgt. H. Williamson flew about the vicinity of the airdrome for about 20 minutes at an altitude of 1,000 feet. Before landing the plane dropped a parachute flare which failed to function until it was 400 feet from the ground.

Officially, the demonstration was considered a success. Actually, however, to those who witnessed the feat, there were a number of marked discrepancies between theory and practice that one could not help but notice.

The searchlight, which presumably had a range of 10,000 feet, was able to pick up the plane only at a very short distance. When the plane was followed to the extreme length of the beam it faded into the night and could not be seen. Furthermore, the motor that generated the power for the light made so much noise that the operator of the light could not hear the plane unless it was very close, a state of affairs which, of course, would not exist under actual war time conditions. In fact, it was only by the steady cooperation of the pilot that the searchlight was able to pick up the plane at all. It is easy to surmise how helpless such an instrument would be in an actual bombardment, with a bombing plane flying even at an altitude as low as 5,000 feet.

The News Letter Correspondent states that no impartial observer could have witnessed this test without being convinced of the utter helplessness of modern anti-aircraft facilities against planes at war time, in view of the results of recent tests of anti-aircraft guns during the maneuvers of the Pacific Fleet off the Hawaiian Islands, where some 800 shots were fired at a target towed by a plane along a straight course, without scoring a single hit. He believes that the only adequate defense against airplanes in war time is airplanes.

THE PURSUIT MANEUVERS AT OSCODA, MICH.

By Tech. Sgt. X. L. Horn

Part II

A sketch of the conditions found at Oscoda during these maneuvers, and the assistance so readily and wholeheartedly given by the people of the surrounding country seems appropriate here. It is believed the same cooperation could be expected in almost any part of the United States, for it appears that the country is gradually awakening to the possibilities and urgent necessity for an adequate air force.

The site selected by Lieut. Ennis C. Whitehead was admirable from every viewpoint. It gave a clear and unobstructed view of the lake, and the shore at this point sloped gently to the ice. Some 300 yards from the lake shore, surrounded by jack pines that broke the wind, were two shell structures, hastily thrown up several years earlier by the construction crews during the erection of buildings and playgrounds at Camp Nissokone for the Detroit YMCA. These buildings were offered to Lieut. Whitehead for the use of the Group during the maneuvers and were gladly accepted. One building contained a small kitchen, a small dining room with tables and benches, and sleeping quarters of sufficient size to accommodate the officers and newspaper men representing several Detroit papers. The cooking stove in the kitchen was of rather decrepit appearance and questionable quality, but proved quite serviceable. The other building alongside was used as sleeping quarters for the enlisted men. A small room partitioned off with rough unfinished boards was used for the radio room and as an office for the First Sergeant, Sergeant-Major, Supply Sergeant and Operations Clerk. Both of these buildings contained heating stoves which were only put into service after an almost country-wide search for stove pipes. The capacity of these stoves for big pine knots was enormous and they had to be fed continually or they promptly went out. They served their purpose well, however, by keeping the buildings decently warm. The sleeping quarters of both officers and enlisted men contained sufficient double-deck spring bunks for each man. Mr. Close, caretaker of Camp Nissokone, donated a loft of dry straw from which each man filled his mattress cover, and this, together with the eight blankets allotted to each man, made sleeping quite pleasant.

The buildings were also wired for electric lights. Connection was made with a nearby line from Oscoda and electric light bulbs sent up from Selfridge Field.

The radio personnel included in their supplies a Tungar Rectifier which was hooked up on the electric line and enabled them to do all their battery charging at night, thus eliminating the necessity of transporting radio batteries to and from Selfridge for recharging. Radio communication with Selfridge Field was maintained with Air Service equipment, using a Transmitting and Receiving set, Type 109-A. The radius of this set is about sixty miles but, by the untiring efforts of Privates McMillian and Martin of the 95th Squadron, was made to perform efficiently over a distance of 140 miles.

Of the many things learned during these maneuvers, the outstanding one was the paramount importance of sufficient personnel. The original detail of enlisted men for these maneuvers consisted of 28 men. Of these only 22 were sent as crew chiefs and mechanics. Four of the remaining six men were on duty as Cooks or Radio Operators, one was the Sergeant-Major and the other a Medical assistant. This number proved insufficient. Due to the extreme fire hazard and the absolute necessity of keeping a guard over the heating stoves at night and the extra duty incident to feeding from 20 to 30 officers and civilians, it was found that noncommissioned officers from the line would have to be used as fire guards and kitchen police. This, of course, would have taken valuable mechanics from the line where they were most needed for, in addition to the ten Pursuit ships, there were two bombers and four DeHavilands to be taken care of. Four additional men were therefore ordered to Oscoda, two for duty in the kitchen, one as a fire guard and one as mechanic on the bombers and DeHavilands. Even this helped but little, and crews were often called from their ships to assist in servicing a bomber or a DeHaviland that had to return immediately to Selfridge.

Telephone connection between the operations office, the officers' quarters and the line was maintained by ordinary field phones and proved very satisfactory, although it could have been improved by a connection with the system at Oscoda, for Lake Van Etten is at least $6\frac{1}{2}$ miles from this town and we had no way of getting connection with the town except by transportation given us by the people there, as we had none of our own. Mr. Hennigar, a local garage owner, donated a dilapidated old flivver to us during the maneuvers, which we greatly appreciated. The service of this flivver was such that I must tell you about it in another paper.

The mess was excellent, thanks to Sergeant Dalto and Private Miller of the 27th Sqdn. There was plenty to eat, and that plenty was well cooked. Perhaps the balsam and pine had something to do with our appetites, for the larder was wiped clean.

The only supplies found necessary to secure from Selfridge were spark plugs and oil tanks for the Curtiss ships and rocker arms and distributor assemblies for the DeH's. Under ordinary conditions the oil tanks would not have been necessary but these ships were left standing on the ice during the night and received the full sweep of northern winds, so we were fortunate a greater toll was not exacted.

Gasoline and oil was purchased locally and delivered to the lake shore, where it was readily accessible to the mechanics. Purchase and delivery was made through Mr. Hennigar of Oscoda who furnished two hand sleds capable of hauling two full drums of gasoline and several small hand pumps that could be screwed into the tops of the drums and the gasoline forced through a hose directly into the tanks in a steady and fairly heavy stream. The sleds were staunchly built, easily loaded and best of all, could be pushed about from ship to ship without much effort.

Mr. Hennigar also took care of the wood supply and always, just as we were wondering where we would obtain some for the night, one of his trucks would bring in a load and deposit it at our door.

On Thursday night cars from Oscoda were sent to the field and, with the exception of two or three, every man of the Group was taken to town to attend a banquet in the auditorium. One thing is very certain, and that is that the ladies of Oscoda know how to cook. And they are not stingy with what they cook either, for all of us ate until we could hardly dance afterwards.

The banquet was attended by practically every citizen in the town. After the toastmaster had introduced Major Lanphier and the thunderous applause had somewhat subsided, Major Lanphier in turn introduced his pilots and mechanics. That they took us kindly is putting it gently, for they left no doubt as to their attitude towards us. One thing about the banquet that especially appealed to us was the utter lack of formality. We just walked in, sat down and proceeded to the business at hand - that of eating. The ladies saw to it that we lacked nothing and when, after the introductions had been made and we could no longer eat, we just got up and walked away with a satisfied smile.

After the banquet came a basketball game between the Oscoda Independents and a team picked from the Group. The game was somewhat rough and minus many rules, but it furnished sufficient excitement to bring the crowd yelling to their feet. The Group lost the football game by four points, but none of its prestige. It was during the last quarter that I remember seeing Mr. Planck of the reportorial staff of the Detroit FREE PRESS, red of face, his eyes shining and his hair tousled, long arms waving in every direction, wildly shouting "Come on, you soldiers! Come on, you soldiers!" He is the same chap who, on the way home in the school buss when someone asked him who he was, answered "Just a tired and happy reporter

One might infer from the above that these maneuvers were something well worked out along lines that specified comfort and pleasure, but we hasten to assure anyone who might think it was a grand lark that even in actual war time is always found for recreation. These maneuvers were performed under war conditions, and as Lake Van Etten was the logical strategic advance airdrome for the Group in repelling the invasion of the mythical Red forces into the United States from the North, the best site possible for the temporary housing of the Group at this point was therefore secured. The fact that the facilities, such as mentioned above, were found and developed here and the fact that everything was made as pleasant for us as possible by the people there should not cause the skeptical to belittle the success of the maneuvers. It should rather highly reflect to the credit of the Group Engineering Officer, Lieut. Whitehead, for his foresight and consideration, and to the people of Oscoda who gave us such a hearty cooperation.

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LOW FLYING OVER WATER ✓

Under date of March 25th The Adjutant General of the Army, by direction of the Secretary of War, issued the following order to the entire Army:

"Except in case of emergency when conditions of poor visibility make such procedure inadvisable, all Army aircraft in flying over water will remain at sufficient altitude to preclude danger or annoyance to the occupants of surface craft."

No, this was not a flight around the world or anything like it; it was merely an aerial jaunt from Langley Field, Va., to Selfridge Field, Mt. Clemens, Mich. and return. As a result of this exceedingly fast flight to Michigan and back the total flying time of the 11th Bombardment Squadron at Langley received quite a boost. Staff Sergeant Ritenour, who accompanied the pilot (Lieut. Harry J. Brady, a reserve officer) on the trip tells the following story:

"In brief, it seemed that a jinx of some sort was parked on the fuselage, and that Jiggs* had a scrap with Maggie. We left our home airdrome to proceed to Selfridge Field, Mich., to assist the 1st Pursuit Group in their winter maneuvers. I believe that we did the winter maneuvering on the way up. First of all we reached Bolling Field in good time. Then the wind decided that our ship was not to get through to Dayton; and after bucking it for three hours we were finally forced to land near Bellegrove, Md. We found that in addition to carburetor trouble everything in general was all wrong. With the assistance of a few cuss words and Lieut. Brady, we set about to get the ship to going again. Our efforts were without avail, so we got Langley Field via radio and had them ship us another machine which, incidentally, was our own assigned ship. We were surely glad to get it and felt confident that we would easily finish the trip now. But the jinx also changed its headquarters, and after playing tag with some heavy winds and three-foot mud fields, we got away from Cumberland and arrived at Selfridge without further trouble. Then the fun began. First of all, we had eight days of fog and rain with no sign of the sun, and when finally we made out getaway for Oscoda, Mich., on the first clear day, Old Boreas got into his work again. At Inlay City, en route to Oscoda, an oil tank burst, causing a motor to burn out before a suitable landing could be made. When we finally landed the strong wind caused the ship to pivot, breaking a wheel. After we were settled and set to work going over the plane we discovered the tail post, aileron, left lower control wires and control pulleys in cockpit pulled from fittings.

A new motor and other spare parts were received from Selfridge and Fairfield, and we again went to work to bring the ship up to flying standards. After six days, during which time there was rain, sleet, mud, snow and terribly cold weather, we finally succeeded in getting the old ship back in commission again. It was flown back to Selfridge Field, and upon our arrival there another mission was endowed upon us which, in brief, was to ferry students back to Langley from Chanute Field. En route to Chanute near Carubusca, Indiana, our left motor quit us cold without warning, and on our hurried descent we connected with some high tension wires. Fortunately, the plane was only slightly damaged and we were enabled to make all the necessary repairs and get to Chanute Field the same day. With the students assigned to make the trip we departed for Fairfield, but again trouble appeared in the form of lost oil pressure and bursted cylinder jackets, necessitating our return to Chanute for repairs. Our attempt the next day to reach Fairfield was successful, the only difficulty experienced being the loss of water out of the left hand motor. We landed, however, without damage to ship or motors. Inspectors at Fairfield upon checking our plane discovered that considerable work would be necessary on the plane before we could complete our journey. New motors were installed, new control wires and steering column, new motor bed, and Les Nivelle starting system thoroughly checked. This consumed 12 days of hard work. Apparently at this stage the jinx must have become disgusted, for we arrived at Langley Field without much trouble. The entire flying time of the trip was 38 hours and 30 minutes.

*The insignia of the 11th Squadron represents Mr. Jiggs carrying a bomb under his arm.

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BRITISH FLYERS MAKE PARACHUTE JUMPS ✓

Group Captain M.G. Christie, Air Attache of the British Embassy, Flight Lieut. Soden and Flying Officer Lacey of the British Air Service, successfully accomplished five jumps from DeHaviland planes at a height of 2,000 feet over Chanute Field recently. This series of parachute jumps was an excellent demonstration of the feasibility of the practical operation of this factor of safety in connection with its adoption to passengers or persons having little or no knowledge of parachutes, for Captain Christie had but an hour or more of instruction before making his jump. Lieut. Soden and Flying Officer Lacey spent a week at the Air Service

Technical School at Chanute Field taking intensive training in parachutes.

CONGRESSMEN FLY FROM PACIFIC TO ATLANTIC COAST IN 23 MINUTES. ✓

Five Members of Congress recently made a record flight across the Panama Canal Zone from Albrook Field to France Field. They flew in De Haviland planes piloted by Lieuts. Reid, Sloan, C.W. Sullivan, Zane and Gaffney of the Army Air Service. Leaving Albrook Field on the Pacific side at 10:30 a.m., they landed at France Field on the Atlantic side at 10:53 a.m.

Lieuts. Hugh Hinter, Wimsatt and Kennedy gave the Congressional party a warm reception by simulating an attack on the incoming party while they were circling over France Field at an altitude of 5000 feet. The Congressmen expressed surprise and astonishment at the maneuvering ability of the pursuit planes in action. The Congressional party consisted of Congressmen Gordon Browning (Tenn.); W.G. Sears (Nebraska); Seger (New Jersey); A.E. Winter (Wyoming) and W.H. Hastings (Okla.).

After a brief inspection of France Field, the Congressmen boarded the U.S. PUTNAM, France Field's fast motorboat, where all enjoyed a very pleasant luncheon which had been prearranged by Capt. Charles E. Rust and Warrant Officer Harrison Billingsley. The luncheon was served while the boat was cruising through the old French Canal toward Gatun Locks. Upon return from the boat ride at 3:30 p.m., the Congressmen were flown across the Isthmus to Albrook Field. All expressed their utmost confidence in the U.S. Army Air Service and declared that the United States should have an Air Service second to none.

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DOUGLAS CRUISERS REACH THE PHILIPPINES ✓

Two Douglas Cruisers were recently received by the Air Service at Kindley Field, Fort Mills, P.I., and they were a welcome sight to the pilots of the field. Both ships were assembled and flight tested. The News Letter Correspondent states that they handle beautifully in the air, have a very quick take-off, and that they were a revelation to the Navy pilots who are equipped with an old type Douglas Cruiser which requires an exceptionally long run to get off the water. With all modern improvements, such as a self starter, etc., it is like a modern automobile, and already a great many pilots in the Philippines are anxious to be assigned to Kindley Field. Shortage of gasoline has thus far limited flying in these two ships, but with the expected arrival shortly of 5400 gallons of gas the boys on the field who are anxious to fly will be able to do so to their heart's content.

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GENERAL KING INSPECTS KINDLEY FIELD

General Campbell King, Coast Defense Commander, recently conducted his annual tactical inspection of Kindley Field, Fort Mills, P.I. After inspecting officers and men, having men drill, pitch tents, etc., all departments of the field were inspected, after which he ordered a reconnaissance mission and reports by radio. The problem was to locate a hostile fleet reported to be proceeding towards Manila. The General was highly pleased with the conduct of the mission and very much impressed when he listened in on the report by radio telephone. This absolutely convinced him that the field did not have any prearranged plans, as is often the case in such problems. As a matter of fact, he dictated orders and gave same to the radio operator for transmittal in his presence. He also controlled movements of the planes by voice control, much to the pleasure and surprise of all present. In conclusion, General King expressed himself as much pleased with the Field as a whole and its personnel.

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ARMY AND NAVY COOPERATE ON RACING PLANES ✓

With a view to defending the Pulitzer Speed Trophy for airplanes and the Schneider Cup Trophy for seaplanes, the Army Air Service and the Bureau of Aeronautics, Navy Department, are cooperating in the procurement of suitable high speed planes to defend these trophies. These contests, which have been the classics in aviation for many years, have been notable for their development of engineering talent, which has been translated into service equipment in the Army and Navy. The continuance of the Army and Navy in International Racing of land planes and seaplanes is a recognition of this valuable school of development, as

well as a stimulus to the interest of the public in aviation generally.

Steps have been taken looking to the procurement jointly of three planes for the Army and Navy - one speed plane will be allocated to the Army, one speed plane to the Navy, and the third plane will be held in reserve as available to that service which may have need of it. Unofficial arrangements have been made with the Curtiss Company of Garden City, Long Island, to proceed with the work on these planes. A fourth plane will be partially built for destruction tests. This plane will be the first one to be constructed and will incorporate all the essential framework and other features of the planes which will actually be used for racing. It will be built for the sake of safety in that its strength will be thoroughly tested with bags of sand placed over the surface until these surfaces are destroyed, in order to determine the exact factor of safety of the vital parts.

It is expected that the Pulitzer Races will take place during the early part of October, and the Schneider Cup Race, which is the trophy to be defended by this country against foreign competition, will be held during the latter part of October. The location of the meets has not as yet been announced and will later be determined by the National Aeronautic Association which has cognizance over all arrangements for the holding of the races.

It is expected that the new racing planes will be delivered early in September in order to provide ample time for flight tests and practice flights prior to the actual races.

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AIR SERVICE LOSES ABLE NONCOMMISSIONED OFFICER

The entire Air Service Group in the Philippine Department was saddened by the death of Master Sergeant Karl F. Wolf, Air Service, late of the 66th Service Squadron, Camp Nichols, Rizal, P.I. His death occurred on February 15th as a result of injuries sustained two hours earlier when his skull was fractured by contact with the revolving propeller of the airplane motor upon which he was working.

Sergeant Wolf was born in Dresden, Germany, in 1901, coming to the United States shortly afterward. During the war he tried repeatedly to enlist in the Army but was barred from so doing by his age. He finally succeeded in enlisting September 23, 1919, serving from that date with the 27th Squadron, First Pursuit Group, Air Service, until August, 1923, when he was transferred to the 66th Service Squadron at Camp Nichols. Due to his ability, continued study during hours off duty, and application to duty, he was rapidly promoted to Sergeant and Technical Sergeant successively, and in August, 1924, to the grade of Master Sergeant. For practically his entire time in the Philippine Department, Sergeant Wolf held the position of Shop Superintendent, immediately in charge of service activities of the 66th Squadron. In this capacity, he proved one of the most valuable men in the Philippine Department Air Service. He is survived by his mother, Mrs. Emma Wolf, of Kalamazoo, Mich.

In the passing of Master Sergeant Wolf, the Air Service lost one of its ablest and most promising non-commissioned officers. Whenever he reported an airplane as O.K. for flight, pilots always experienced a justified feeling of confidence, even though many miles of wild country and lonely beaches lay between them and their destination. They will miss him and his smile as he would swing the plane around preparatory to its "take-off". In his squadron, he deservedly was extremely popular and ever set a splendid example to his "buddies" by his soldierly bearing and gentlemanly qualities. His rare ability as an airplane mechanic, coupled with his ability in maintaining a high state of morale among the men of his organization, won for him the profound respect of officers and soldiers throughout the Group. His memory will ever be cherished by his associates and his contributions toward the development of our Air Service will ever be deeply appreciated.

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AVIATOR INJURED FLYING A KITE. ✓

While engaged in the dangerous pastime of kite flying for his young son, Junior, Lieut. C.E. Thomas, Jr., a pilot of Wilbur Wright Field, broke several of the standing orders of the Chief of Air Service, namely, engaged in a flight without a parachute, and making a jump under 1500 feet. While attempting to gain altitude for the kite, running to the rear while gazing to the front, he fell over a storm sewer and dropped about 12 feet. He was considerably bruised and shaken up; in fact, he is just able to appear on crutches at present date. The News

Letter Correspondent suggests that a Circular be written covering the dangerous hazards of such sport. There is a question as to whether or not this accident was in line of duty.

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JAPANESE OFFICERS VISIT WILBUR WRIGHT FIELD

Three Japanese officers recently visited Wilbur Wright Field, Fairfield, O., and were conducted through the post by Major A. W. Robins and Capt. F.F. Christin. The visitors, Colonel L. Fukui, Lieut.-Col. L. Uchida and Captain Kikuichi Abe, expressed great pleasure at the courtesies shown them and were greatly interested in the work of the Supply Depot, the Repair Shops and in the flying operations in progress during the day.

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CONVERSATION VIA RADIO DURING FLIGHT ✓

A series of radio tests were recently conducted at Wilbur Wright Field, Fairfield, O., by Major H.J. Knerr and Lieut. M.N. Stewart, Air Service. The tests were most successful and demonstrated the feasibility of flyers conversing in the air over a long distance. After the tests were over, communications were received from various persons. For example, Mr. R.H. McCormick, of Columbus, wrote as follows: "I heard your DH plane broadcasting at noon today. At first the plane was over the field, then over Osborn, Ohio. The reception was good."

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LIEUT. FARNUM ORDERED TO HAWAII.

Lieut. W.C. Farnum, Air Service, who graduated from the Advanced Flying School at Kelly Field on March 14th, is under orders to sail for Hawaii from San Francisco on June 16th.

On March 25th Lieut. Farnum and Miss Nelda Louise Foote, daughter of Mr. and Mrs. Amos Foote, of San Antonio, were united in marriage at St. Pauls Episcopal Church at San Antonio. Lieut. and Mrs. Farnum will be at home at 222 Taft Boulevard, San Antonio, until early in May, after which they will leave for a visit with Lieut. Farnum's parents in Kansas City, Mo.

Lieut. Farnum served a tour of duty in the Office Chief of Air Service in Washington. Prior to taking heavier-than-air training he was stationed at Scott Field, Ill. He is one of a limited number of officers in the Air Service who is both an airplane and an airship pilot.

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WAR DEPARTMENT ORDERS AFFECTING AIR SERVICE OFFICERS

Brigadier-General William Mitchell, Assistant Chief of Air Service, relieved from his present assignment and duties in Office Chief of Air Service, Washington, D.C., effective April 26, and assigned to duty at headquarters Eighth Corps Area, and upon expiration of such leave of absence as may be granted him will proceed to Fort Sam Houston, Texas, and report to Commanding General, Eighth Corps Area, for assignment to duty with the Air Service at his Headquarters.

Lieut.-Colonel James E. Fechet relieved from assignment and duty at Kelly Field, Texas, and will proceed to Washington, D.C., and report in person to the Chief of Air Service, Washington, D.C., not later than April 20, 1925, for duty.

Leave of absence for 4 months granted 2nd Lieut. Hilton W. Long.

Lieut.-Colonel Clarence C. Culver, Air Officer, 8th Corps Area, to report not later than April 15 to Commanding Officer, Kelly Field, Texas, for duty.

Lieut. Clarence H. Welch relieved from assignment and duty at Advanced Flying School at Kelly Field and ordered to Phillips Field, Md., for duty.

Lieut. Harold O. Moore, on duty in Hawaii, assigned to Crissy Field, Calif.

Capt. Charles B. Oldfield designated as Asst. Commandant Primary Flying School at Brooks Field, Texas, vice Capt. Paul T. Bock, relieved.

Second Lieut. Felix Marcinski transferred to Field Artillery March 2nd and assigned to Ft. McIntosh, Texas, to duty with 4th Field Artillery.

Second Lieut. Leonard S. Flo, Reserve Corps, ordered to active duty April 1 to June 30 at Selfridge Field, Mich.

Leave of absence for one month and ten days granted 1st Lieut. Roger S. McCullough prior to his sailing for Hawaii on or about May 14th.

Captain Henry J.F. Miller promoted to grade of Major from March 17th.

Second Lieut. George Leroy Murray, Reserve Corps, ordered to active duty from April 1st to June 30th, and assigned to 99th Obs. Sqdn. at Bolling Field, D.C.

Second Lieut. Frederick Harper Wilson, Reserve Corps, ordered to active duty for 15 days from April 6th at Langley Field, Va.

Second Lieut. Edward Harvey Clouser transferred to Infantry March 24th and assigned to Second Division at Fort Sam Houston, Texas, for duty.

Captain Francis M. Brady relieved from duty as student, Centre d'Instructi-
ons des Specialties de l'Aviation, Versailles, France, effective upon comple-
tion of present course of instruction, and assigned to duty as assistant Military
Attache at Paris.

Second Lieut. Don E. Carleton, Cavalry, detailed to Air Service and ordered
to Primary Flying School, Brooks Field, Texas, for duty and training.

Resignation of 1st Lieut. James D. Summers accepted to take effect April 1.

Major Millard F. Harmon, Jr., student at Army War College, to proceed upon
completion of present course of instruction to Bolling Field, D.C., for duty.

Captain Carl W. Connell relieved as Government representative at Boeing Air-
craft Corporation at Seattle, Washington, and ordered to Panama Canal Zone on or
about July 7th for duty.

Following officers designated as students at the Command and General Staff
School for the 1925-26 course and to report at Fort Leavenworth, Kansas, between
Aug. 20th and Sept. 3rd next: Lt.-Col. Arthur G. Fisher, Majors Jacob E. Fickel,
James E. Chaney, John H. Pirie, Frederick L. Martin, Walter H. Frank, Lewis H.
Brereton, Clarence L. Tinker, Davenport Johnson, Percy E. Van Nostrand, Joseph T.
McNarney, Captains Howard J. Houghland and David S. Seaton.

Major Clinton W. Russell relieved as student at Command and General Staff
School at Ft. Leavenworth and to report to Commandant thereof for duty as
instructor.

First Lieut. H.F. Carlson relieved from duty in Panama Canal Dept. and as-
signed to Mitchel Field, N.Y., will proceed to Walter Reed General Hospital,
Washington, for observation and treatment, and then join his station.

Second Lieut. Dean William Burford, Reserve Corps, ordered to active duty
April 10 at Selfridge Field, Mich., until June 30.

First Lieut. Harold R. Rivers relieved from Scott Field and to sail for duty
in Hawaii on or about May 14th.

Resignation of 2nd Lieut. Charles H. Heyl, Jr., accepted to take effect May 1.

Leave of absence for 2 months and 15 days granted 1st Lieut. L.E. Sharon.

Second Lieut. Halley G. Maddox relieved from detail at Brooks Field and as-
signed to 10th Cavalry at Fort Huachuca, Ariz.

First Lieut. Glenn P. Rodgers, Reserve, promoted to grade of Captain (Res-
erve) effective April 1st.

First Lieut. Julian B. Haddon relieved from duty at Brooks Field and to sail
for duty in Philippine Islands on or about June 17th.

First Lieut. Charles G. Brenneman transferred from Philippines to Crissy
Field, San Francisco, Calif. Upon arrival at San Francisco he will report to
Letterman General Hospital for observation and treatment.

Lieut.-Col. Benj. D. Foulis and Majors John B. Brooks and John W. Reynolds
relieved as students at Command and General Staff School, Fort Leavenworth, upon
completion of course of instruction, the first two named to report for duty at
Mitchel Field and the last named to Fort Bliss, Texas, for duty.

Second Lieut. Cecil E. Archer relieved from duty at McCook Field and to sail
on or about July 8th for duty in Hawaiian Department.

First Lieut. Merrill D. Mann, on duty in Hawaii, detailed with Organized
Reserves of 6th Corps Area with station at Chicago, Ill.

Orders affecting 1st Lt. Kenneth N. Walker amended so as to assign him to
duty at Langley Field, Va., instead of Chanute Field.

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AIR SERVICE PERSONNEL IN WASHINGTON

Major General Mason H. Patrick, Chief of Air Service, who left April 1st for
McCook Field in connection with engineering activities, thence to Scott Field in
connection with lighter-than-air activities, thence to St. Louis in connection
with the establishment of a municipal landing field in that city, returned April
8th. He left April 15th for New York City to attend a meeting of the Industrial
Conference Board.

The following cross-country flights were made by officers stationed in the

OCAS: Lieut. R.E. Moffat March 30th to New York; Lieut. C.P. McDarment to Mitchel Field on April 2nd; Lieut. G.E. Hodge to Mitchel Field on April 8th; Major H.A. Dargue to Camp Dix on April 9th.

The following officers availed themselves of leaves of absence: Major H.H. Arnold, April 9-12; Lieut. C.P. McDarment, 10 days from April 16th; Major J.H. Jouett, March 31-April 2; Capt. Robert Oldys, April 8-13; Capt. R.L. Walsh, April 13-15.

Major Carlyle H. Wash relieved from duty as Assistant Military Attache at Paris, France, reported April 10th for temporary duty.

Captain Frank W. Wright departed March 31st for temporary duty at Selfridge Field; returning April 3rd.

Officers reporting in during course of cross-country flights were Lieuts. C. Bettis and L.C. Hurd from Selfridge Field and Lieut. L.L. Koontz from Dayton.

Officers reporting in while on leave from their regular stations were Captain D.S. Seaton and Lieuts. C.C. Nutt and K.N. Walker.

Captain R.E. O'Neill, who went to Langley Field April 7th to make a balloon flights and returned on the 10th, departed on April 15th on leave of absence.

Captain Donald Wilson left April 13th to inspect the R.O.T.C. unit at the Massachusetts Institute of Technology, Cambridge, Mass.

Major Ralph Royce and Lieut. Hez McClellan from Brooks Field arrived March 31st for a brief visit.

Major J.A. Mars returned April 1st from New York City where he was in conference with the New York District Office in connection with Industrial War Plans.

Major J.F. Curry, C.O. of McCook Field, paid a visit here on April 3rd.

Major Raycroft Walsh departed on April 5th for San Francisco en route to Hawaii for temporary duty there in connection with maneuvers.

Lieuts. E.H. Wood and R.K. LeBrou returned to Middletown Air Intermediate Depot after spending ten days here on temporary duty.

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ONE HOUR'S MAIL FLIGHT

There is in operation between Seattle, Wash., and Victoria, B.C., an air mail service, called "Route FM 2", the purpose of which is to expedite the delivery of mail to and from the Orient. The great advantage of this service, which has been in operation since October, 1920, lies in the fact that the time saved in the delivery of mail ranges anywhere from one day to three weeks.

The air line distance between these two points is approximately 80 miles, requiring little less than one hour's flying each way. The service is operated under private contract, Mr. Edward Hubbard being the contractor and pilot. During the war Mr. Hubbard was employed by the Army as civilian instructor at Rockwell Field, Calif. He was formerly employed by the Boeing Airplane Co. as test pilot.

His contract with the Post Office is the first instance that this Department has contracted with an individual corporation to carry mails by airplane. The record of this service has been such that the Post Office Dept. is very pleased with the results and is encouraged to continue the service and establish similar services. There has never been any accident involving loss of mails.

The manner in which the service is operated is as follows: Boats coming from the Orient stop at Victoria and discharge passengers and freight. The airplane is dispatched from Seattle to meet the boat and take off such mail as have been made up in foreign offices as being important and business matter. This mail reaches Seattle from 8 to 12 hours before the boat arrives, thus enabling the Post Office Department to dispatch the mail to the East a day in advance.

As to outgoing mail, here is where a considerable saving in time occurs. The boat sails from Seattle in the morning and reaches Victoria late in the afternoon. After the boat has sailed from Seattle a number of trains arrive from the East and South, and but for the air mail service the mail arriving on these trains would have to remain in Seattle until the next sailing. As it is, however, the airplane takes the first class mail arriving on these late trains, catches the boat at Victoria and puts same on board, making a saving in time of from one to three weeks.

The amount of mail carried each way is 600 pounds, the equivalent of approximately 25,000 letters. The service is not on a daily schedule, but on one arranged by the Post Office Department to suit the sailings and arrivals of Oriental vessels. There are six steamship companies operating between Seattle and the Orient, Australia and Honolulu. The sailings and arrivals of the vessels average about twelve each month. No extra postage is charged for this service.

NOTES FROM AIR SERVICE FIELDS

Langley Field, Va., March 19, 1925.

Headquarters 2nd Bombardment Group

An extensive program was compiled for the Group Training period commencing April 1st, this program including formation practice by flights, squadrons and the entire group, bombing by teams and sections, also some camera obscura work.

Lieut. J.F. Whiteley left for Mitchel Field to ferry an NBS-4 here. All are anxious to see this plane, as it was reported to be much better than the NBS-1 now being used by this Group.

Capt. W.H. Hale and Lieut. C.L. Williams flew an NBS-1 plane to Mitchel Field. Captain Hale was scheduled to meet Lt. Whiteley and return with him in the NBS-4 plane, while Lieut. Williams flew the NBS-1 home via Camp Alfred Vail, N.J., taking aboard some freight from that station.

11th Bombardment Squadron.

Lieut. Brady is still away on cross-country. We all miss "Mike" and hope current rumors are true that his compass is now reading 90 degrees for a change.

19th Airship Company.

During the past week the Airship TC-4 made five routine training flights. On the 16th the TC-4 made two patrol flights to the Rappahannock River, Va., for the recovery of Capt. MacAvoy's body. Surveillance was made over all parts passed over. The ropes and graveling irons were taken off the ship and left near the town of Millenbeck, Va.

20th Bombardment Squadron.

Inclement weather kept down the flying during the week, but the crew chiefs were kept busy fitting 2000-pound bomb racks to all ships. All ships of the 20th are now fitted with a rack which can be removed or installed at a moment's notice.

Lieut. Walter F. Sutter made a cross-country flight to Mitchel Field in a DH and returned two days later. Except for rather bad weather encountered going up he reports a very good trip. DH's are at a premium on the field, and lucky is the man who can get one for a cross-country.

Master Sergeant Albert Youst Linard, Hangar Chief, was commissioned a 2nd Lt. in the Reserve Corps.

Staff Sgt. Moss was discharged and despite the entreaties of the entire squadron left for parts unknown.

59th Service Squadron.

Lieut. Kauffman visited Mitchel Field, N.Y. on cross-country, stopping at Bolling Field en route.

96th Bombardment Squadron.

Lieut. Louis L. Bowen cross-countried to Bolling Field and returned on the 16th, reporting a very pleasant trip.

The Squadron flew a total of 38 hours and 45 minutes last week.

Air Service Tactical School.

The Air Service Tactical School furnished three ships (one DH, one SE5 and one MB-3) in the Aerial Review held here on March 13th.

Langley Field, Va., March 26, 1925.

19th Airship Company.

During the week the Airship TC-4 made two patrol flights to Rappahannock River, Va.

50th Observation Squadron.

To celebrate the winning of the Field Basketball Championship (won 14 games, lost none) the squadron had a large dinner on the 16th, the Commanding Officer, Major Westover, with his staff and other officers being guests. It was a most enjoyable party.

The Squadron hopes to have a similar entertainment in celebration of the baseball championship.

Lieut. McKiernan was temporarily separated from the Squadron for duty in the Wing Operations Office.

Lieut. Colliver joined us from the Hawaiian Department and is performing the duties of Squadron Operations Officer.

The average weekly flying time of the Squadron is around 60 hours. We converted ourselves into an Attack Squadron in the maneuvers given for the benefit of the Congressional Committee on March 6th. Eight reserve officers finished their two week's training period. One sad accident resulted in the death of Capt.

MacAvoy, AS ORC, of Mountain Top, Pa. We are spending considerable time in co-operating with the Navy and Anti-Aircraft forces of Fortress Monroe. The radio bugs are getting plenty of action on these missions.

58th Service Squadron

Lieut. Drumm cross-countryed to Middletown, Pa., and spent an enjoyable week end at home with his relatives and friends. Major Westover made a cross-country trip to Washington. Lieut. Pyles, who just returned from the Model Airways trip, reports that his ship made an excellent performance during the entire flight.

59th Service Squadron

Lieut. Atkinson was ordered to Millenback, Va. by plane to assist in searching for the body of Captain MacAvoy, who was lost when Lt.-Col. Schauffler's plane was wrecked in the Rappahannock River. He remained at Millenback three days.

2nd Photo Section.

For the past three months the personnel of this section was engaged in remodeling the old Group Operations office into a photographic laboratory. This work has afforded us the opportunity to learn most of the 48 trades taught in the Air Service, and it is hoped that by the time we finish we will be well vested in such subjects as brick-laying, carpentry, plumbing, electric wiring, etc.

Our Commanding Officer, Lt. C.L. Williams, is still at large. Before he reports in from one cross-country trip he is scheduled to make another.

Wilbur Wright Field, Fairfield, O., April 9.

The following cross-country flights were made to and from this station: Captain Edward Laughlin to Columbus, O., and return on March 24th; Lieut. W.L. Wheeler arrived from Chanute Field March 26th and returned with a load of supplies; Lieut. A.W. Broberg from Selfridge Field, flying a PW-8 was a visitor on March 26th; Lieut. H.A. Bartron completed an airways trip on March 31st; Lieut. J.E. Parker of Schoen Field visited the post on April 1st; Lieut. Arthur E. Simonin from Langin Field arrived here in a DH4B plane on April 1st and returned the following day; Major Ralph Royce and Lt. Hez McClellan, who were here for several days taking part in the tests of new types of planes at McCook Field, left by air for Bolling Field on March 31st; Lieut. H. H. Mills left April 5th for Chanute Field, and from there to Chicago and return; Lieut. Donald G. Duke, who arrived here April 3rd by rail from Washington, left following day in a DH for Kelly Field. The plane was remodeled in the Fairfield Repair Shops and was destined to be taken to Denver, Colo., for the use of the officer assigned as Instructor to the National Guard; Lieut. Paul H. Kemmer and Capt. Paul T. Bock who arrived from Fort Riley by rail on March 26th, ferried a DH back to their home station; Capt. Robert E. Nowland was a visitor for a brief period on March 26th, stopping here in the course of an airways trip; Lt. B.F. Griffen and Major Benj. Weir arrived by air from Fort Riley, Kans. March 24th, returning several days later.

Jack Lass, test pilot of Wilbur Wright Field, leaves the service May 1st to take the post as Chief Pilot and Flight Instructor with the Johnson Flying Service Inc., of Dayton and Buffalo.

Two reserve officers from Huntington, W. Va., Major Wm. H. Preese and Capt. Frank H. Tonkoos, attached to the 100th Division, took a course of training here for the last 15 days in March, being assigned to the 88th Squadron throughout the period.

Mr. O.J. Neff of the Field Service Section is at present at the factory of the Consolidated Aircraft Corp. making a catalog of the metal DeHaviland. Mr. J. L. Yost, also of the Field Service Section, is with the Huff-Daland factory at Ogdensburg, N.Y., preparing a catalog of the AT-1 airplane.

Officers of the field were hosts Friday night, March 27th, to members of the military set and civilian friends at a dance given at the post in Side Slip Inn. The affair was attended by more than 100 guests.

A number of social affairs were arranged in honor of Dr. and Mrs. W.J.F. Gunne, parents of Mrs. Carl E. Greene, also Miss Katherine Gunne, Mrs. Greene's sister. They were visitors from Kenora, Canada.

Major and Mrs. A.W. Robins entertained informally Monday evening and announced the engagement of Mrs. Robins' sister, Miss Helen Hovey Hyde of Baltimore to George Cecil Dickey of Attica, Ind.

Wilbur Wright Field, Fairfield, Ohio, March 24th.

Major Geo. H. Brett and Lt. G. V. McPike flew to Chanute Field to inspect a

large number of planes in order to decide whether they should be surveyed or sent to the Fairfield Depot for repair. Capt. Edward Laughlin and Lieut. J. G. Frier-son flew to Chanute the same day, returning by way of Chicago.

Lieuts. H. H. Mills and C. E. Greene flew to Akron, Ohio, where the former spoke before the Rotary Club on the subject of aviation. While addressing his audience motion pictures of the World Flight were shown.

The following cross-country flights were made: Lieut. Leon E. Sharon on a regular airways trip March 11th, returning the 16th; Lt. George P. Johnson of Chanute Field arrived from Washington on regular airways trip, leaving same day for Sel-fridge Field; Lieut. Charles H. Mills from Chanute Field arrived by air for the pur-pose of bringing back with him a load of parachutes; Lt. F. M. Seward of Phillips Field, Md., ferried to his home station a DeH plane repaired in the shops.

The Wilbur Wright Welfare Association gave an enjoyable dance on the 20th. The decorations were reminiscent of St. Patrick's day.

Capt. H. E. Radcliffe, Reserve Corps, of the Office Chief of Air Service, vis-ited the Field Service Section to confer on supply problems.

Those entertaining during the week were Mrs. L. E. Sharon, Mrs. Carl A. Cover, Lieut. and Mrs. Ira R. Koenig, Mrs. R. P. Reese.

Phillips Field, Aberdeen Proving Grounds, Md., March 16.

Air Service activities continued as usual despite uncertain weather condi-tions. The bombing program was carried on as scheduled when weather permitted. Several 1100-lb. bombs were successfully dropped from 8,000 feet, the C-2 rack being used. The Supercharger Martin Bomber was equipped with the E-1 rack and one 2,000-lb. bomb was dropped from 12,000 feet.

Upon receipt of orders from the Chief of Air Service to have our ships at Langley Field, Va., early on the morning of March 6th, the men worked until late that night to get the planes and equipment ready. The next morning the men were called at four o'clock, and by seven all the planes were on their way. The trip was made in the record time of 1 hour and 27 minutes. After a successful demon-stration, the pilots returned here.

While flying from Mitchel to Bolling Field, Lieut. D. G. Lingle, of the Office Chief of Air Service, was forced down at Bellegrave, N.J., by a damaged water pump. The next day Lieut. H. L. George with Major E. A. Lohman as passenger and accompanied by Staff Sgt. Markle with Corp. Jasper as passenger flew to Bellegrave and repaired the pump. The plane was then flown to this station and Lieut. W. H. Bleakley subsequently ferried it to Bolling Field.

France Field, Panama Canal Zone, March 11th.

Numerous reports of flying time from other departments will have to take sec-ond place, as we have to our credit for February a total of 681 hours and 40 min-utes, with a monthly average of 623 hours and 50 minutes for the past eight months.

Major Junius W. Jones with 1st Lt. Wm. K. Moran as observer, and Lt. Roland Biron with Lt. Edw. L. Fernsten as observer made a long distance reconnaissance flight recently to Point Obaldia and the vicinity of the Columbian Border via the San Blas Territory.

When it comes to wind and sandstorms, Texas cannot produce anything to compare with the 70-mile gale at Boquete, R. de P., on Feb. 11th. Major Junius W. Jones and his mechanic had a miraculous escape from death when their plane was blown over on a take-off and completely wrecked.

Our hats are off to Capt. Randolph and Lt. Johnson who returned from their hunting trip with everything from alligators to tame pigeons in their bag.

The Athletic Department recently began a series of inter-squadron competi-tions, each covering a period of one month devoted to one sport. The Commanding Officer grants a holiday to the squadron winning each month's competition. Volley ball held sway in January and was won by the 63rd Service Squadron. Indoor base-ball was king in February, and the 24th Pursuit carried off the honors. These events are very popular with the men who turn out in good numbers to root for their favorites.

A registered trap shoot held at the field on March 8th was attended by 22 dyed-in-the-wool trap-shooters, each of them trying their luck on 150 birds. Sterling silver teaspoons were given as prizes to the four highest guns, viz: Lt. D. V. Gaffney, Mr. G. R. Ford, Dr. L. S. Townsend and Master Sgt. D. S. Shephard.

7th Observation Squadron: The squadron officers flew 251 hours, 35 min. dur-ing February. In addition to usual test flights, radio missions were successfully carried out with the C. A. C., Infantry, Field Art. and the Navy. Cross-country flights were made to David, Boquete, Santiago, La Pena, Aguadulce and Penonome,

R. de P.

2nd Lt. Arthur G. Watson received notice of his promotion to 1st Lieut., and is now wearing a set of bars that can be seen from the field to Colon.

Lt. Wm. W. Welsh leaves on the 12th for a 45-day trip down the West Coast to Ecuador and Peru. He will sail on the submarine R-3. The first port of call will be Guayaquil, Ecuador. Numerous trips will be made inland from the different ports of call. The hospitality of our Latin-American neighbors is proverbial and it is doubtful if a man without the physique of Lt. Welsh could stand the strain of a trip of this nature.

24th Pursuit Squadron: The first day of the new month is generally the first day after pay day. The Republic of Panama is wet. Nuff ced.

Staff Sgt. Marcom B. Uhl has just been appointed 2nd Lieut. in Air Service Reserve Corps.

Master Sgt. Wajdowicz, Staff Sgts. Cattarius, Mondini and Brandes, Sgts. Norich and Palmer and several others have listened to the "Lure of the Tropics" and applied for a year's extension of their tours of foreign service. Dept. Hdqrs. OK'd the extensions. Some men are brutes for punishment. A beautiful hand-painted cement tooth brush will be given to those who give the correct reason for these men remaining in this Department for another year.

25th Bombardment Squadron: The Squadron regrets it will soon have to bid farewell to Lt. Arthur K. Ladd who has so ably commanded the organization since the tragic death of Capt. Harry M. Smith in an airplane collision on Oct. 9th last. Lt. Ladd has completed his 3-year tour of foreign service, during which time he made a host of friends among the civil and military population of the Canal Zone and the Republic of Panama. He takes with him the best wishes of the entire command. The command of the squadron goes to Lieut. Edward W. Raley, who has had a wide range of experience as an organization commander and a pilot on Mexican Border patrol.

Cross-country flights were made to Penonome, Aguadulce and Rio Grande, R. de P. Captain Wagner, following his long established custom, extensively entertained our flyers at his hacienda at Rio Grande, giving them such a cordial reception that they were loath to leave.

France Field, Panama Canal Zone, March 26.

The field and aquatic meet on St. Patrick's Day was a great success. The 8th Observation Squadron won both phases of the meet handily. Corp. Harry C. La Frenz of the Sqdn. scored the highest number of points. He was one of the representatives of the Panama Canal Dept. at the recent Costa Rican Olympic games, where he won one silver and two gold medals. In the water events Lt. Evers Abbey was the highest individual point winner. He gave an excellent exhibition of plain and fancy diving. Running a close second to Lt. Abbey was Lieut. Francis P. Booker. The standing of the Squadrons at the end of the meet was as follows: 7th Obs. Sqd. 48 points, 63rd Service Squadron, 36 points and 25th Bombardment Sqdn. 29 points.

In the evening a carnival-costume dance was held at the Post Auditorium, which was the most successful affair of that kind given to date.

7th Observation Squadron: The old 7th sure made a clean sweep at the post field meet on St. Patrick's Day. The holiday granted to the winning squadron will be spent on Manzanilla Island in approved tropical fashion early next month.

The "Cambrai", which left for the States on the 21st, had on board 12 members of the Squadron who were all anxious to see "God's Country" again.

Staff Sgt. Graham Platt, until recently a member of the 43rd School Squadron at Kelly Field, arrived on the 20th via the "Cambrai" as replacement for Staff Sgt. Allan D. McQuaig.

24th Pursuit Squadron. Altho we did not do so well in the recent Field Meet, we won't offer any alibis. Our main trouble was that we did not have enough point winners. Watch our smoke in the next meet.

The last few transports from the West Coast brought down a number of men for assignment, most of them hailing from the land of eternal sunshine - Calif. Evidently the Golden State is not living up to its press agents' reports, because these new men all seemed rather pleased to get down here with us. Regardless of how badly California threw them down, we know that they will not be disappointed with Panama, the land of "Always Summer" and other things.

It has been noticed lately that all men enlisting want to get into the Air Service. No wonder. What with the successful completion of the first circuit of the globe by Air Service flyers and the recent flight by General Mitchell for a unified Air Service, the Air Service has been getting plenty of publicity of late. Then, too, there is a certain element of adventure in the Air Service

which is lacking in the other arms of the service at this time and day. As a result, the better class of recruit always wants to enlist in the Air Service.

25th Bombardment Squadron: A flight of five Martin Bombers gave our departing commanding officer, Lt. A.K. Ladd, a send-off, escorting the steamer "Turrialba" bound for New Orleans, a considerable distance outside the breakwater.

During the past two weeks the squadron was engaged in making cross-country flights to several points in the Republic of Panama. High altitude bombing and aerial gunnery were also engaged in.

Our two new hangars were recently completed. The Squadron radio section, in charge of Staff Sgt. Charles Braun, already moved into its new quarters and is ready for business. The squadron has often been complimented on the efficiency of its radio section, which is due solely to the untiring efforts of Sgt. Braun, who has had 30 years experience in the field of signal communications, having at various times been employed by the Western Union, R.C.A. and on the Alaskan Cable.

The many reenlistments and applications for extension of tours of foreign service show that France Field is not only the best of the Air Service foreign service stations but also one of the best posts of the Army.

Hqrs. 2nd Div. Air Service, Biggs Field, El Paso, Texas, March 20-28th.

Perhaps we were a bit exclusive in our last contribution when we said that one could stand in one spot and watch four states blow by. We are firmly convinced that part of the Sahara Desert passed through El Paso not long ago. It is our opinion that we should have said four corners of the earth.

The oil and paint house is rapidly nearing completion. The appearance of the airdrome has considerably changed during the year and it assumes the aspect of a growing field, which it is.

To Staff Sgt. Charles Gail, in charge of the airdrome at Tucson, Ariz., who reenlisted the day following his discharge, March 27th, is due much credit for the appearance and conveniences installed at the Tucson, Ariz. Airdrome. The result is that Tucson boasts of the best airdrome in Arizona.

The following cross-country flights were made: Lieut. Clark and Capt. Bender to Carlsbad, N.M., and Pecos and Barstow, Texas, to take photographs of landing fields at those places, returning to Biggs Field the same date via Marfa, Texas; Lieut. Smith and Capt. Johnson to Columbus, N.M., March 19th on cross-country training; Sergeants Pierce and Newland made a training flight to Alamogordo, N.M. and return on March 19th; the former during the previous week cross-countried to Kelly Field, visiting Dryden and Marfa, Texas en route.

Sergeant Baskas and Pvt. Lowry returned from furloughs.

Chanute Field, Rantoul, Ill., April 4.

The following cross-country flights were accomplished by student officers and regular officers of the post to points indicated and return during the past week, all in DH4B planes: Major McChord, Lieuts. Towle, Devery, Baisley and Yeager to Chicago, Ill.; Lieut. Fitzmaurice to Cleveland, C.; Lieut. Weikert to St. Louis, Lieuts. Backes and Hicks to Iowa City, Iowa; and Capt. Clark on airways to Mitchel Field.

Flight Officer A. Carter, M.M., of the Royal Canadian Air Force, recently graduated from the Parachute Course, Department of Mechanics, A.S. Technical School.

There are now 116 students enrolled in the Chanute Field Branch, Corps Area Correspondence School.

The Chanute Field Flyers, the representative basketball team of this station, won the basketball championship of the 6th Corps Area in the Athletic Meet held at Fort Sheridan, Ill., by decisive victories over the Fort Sheridan and Jefferson Barracks teams, scores 41 to 23 and 30 to 18.

This closed the season in basketball for the Chanute Flyers. Forty-two games were played from December 1 to March 19th, all but two being contests with representative amateur teams of Illinois and Indiana. Only seven games were lost and a total of 1240 points were run up as against 754 for opponents.

Camp Nichols, Rizal, P.I., February 19th.

As we arrived home fresh from our victories over imaginary enemies in the waters about Mindoro Island, we were welcomed by three old friends in the service but new to Camp Nichols and the Philippines, Lieuts. R.H. Finley, H. K. Ramey

and L. A. Walthall.

The Group, it is learned, is to take a very active part in the Phillipine Division Maneuvers to be staged between Fort Ma. McKinley and Manila. The Third Pursuit Squadron will accomplish ground strafing operations which will make the whole service sit up and take notice and likely make a few run for cover.

Lt. Gullet of 4th Composite Group Hqrs. left for 2 weeks detached service in Baguio. He returns to the States via the Suez Canal.

The 28th Bombardment Squadron is busily engaged in cementing the floor of a 200 by 116 ft. hangar.

Lieut. H. K. Ramey, a new arrival, relieved Lieut. Robert E. Selff as C.O. of the 6th Photo Detachment, the latter to devote his time to the operation of the new Post Exchange.

The 6th Photo Section has many interesting aerial photographic projects in store; such as mosaic maps of Camp Nichols vicinity, Artillery range at Camp Stotenberg and certain mapping projects for the Engineer Corps and Geodetic Coast Survey.

66th Service Squadron

During the progress of the great Philippine Carnival there was an exhibit of Army equipment, including that used by the Air Service. Staff Sgt. Edw. Smith and Pylts. Culaw and Willman explained to eager thousands of Orientals the whys and wherefores of modern aeronautical equipment.

Lieuts. McCune, Powers, Bogert and Mills, each piloting a DH4B, were attached to the 2nd Observation Sqdn. for a week's field maneuvers at San Jose, Mindoro Island. Sergeant Morton and Privates Rupert and Willman also made the trip. They reported a goodly portion of hard work as well as a thoroughly good time on the little explored island.

Lieut. McCune returned to duty Feb. 16th, after three weeks in Sternberg Gen. Hospital following an attack of malaria. He is much improved and regaining his lost weight.

First Sergeant Luther Warren from Langley Field arrived on the Transport "Thomas," replacing 1st Sergeant Ekman, who returned to the States last Sept.

Rapid progress is being made on the new cement barracks, located just across the company street and east of the main barracks. The capacity of the building is 100 men and there are rooms at the south end for Squadron Headquarters and Supply Room.

The Squadron snowed under its old time rivals, the 28th Bombardment Squadron, to the tune of 16 to 3. Cheer leaders and cheering sections of both sides were well organized and spirit ran high.

Kindley Field, Fort Mills, P.I., Feb. 24.

The field was very busy the past few months salvaging old H-Boat equipment and placing new roofs on hangars. The latter is not only hard work but very undesirable due to heat. All of the men, however, are showing the proper spirit and it is hoped to complete the greater part of this work before the rainy season sets in. The hangars need re-roofing due to the excessive rust from action of salt water.

Everyone has been expending every effort to get ready for the artillery practice and we fully expect to repeat our performance of the past two years. The artillery officers are very keen for observation by planes and are willing to rely upon it exclusively, which speaks well for the success of past observation.

The Field gained another very efficient officer in Capt. Berman who was transferred from Camp Nichols and will assume command upon the departure of Capt. Burge for the States in April. In the meantime he has been appointed Adjutant, and Morris' smiling face can now be seen daily behind the Adjutant's desk.

Capt. and Mrs. Burge returned from a month's stay in Baguio and reported a very enjoyable time at the mountain resort. Lieut. Brenneman also spent a month's sick leave at Baguio. His health is poor and it is likely he will be soon returned to the States.

The Squadron lost a very efficient soldier when Sergeant Davidson lost his life in the terrible electric car accident near the Barrio. So far seven lives have been lost, among them being Col. Horning, C.A.C., Major Hunter, O.D., War-rant Officer Carter, Mine Planter Service, and several enlisted men. Several

Several others who were injured are in a very dangerous condition. The brakes on the car failed to work and it left the tracks near the Berrio and was demolished.

The speed boat, constructed from salvaged material at this field, has proved a success. This boat was constructed by Staff Sergeant Mallory, and the workmanship is excellent throughout. While not as fast as desired, it will answer the purpose and may result in saving a plane or some flyer's life. Due to the impossibility of obtaining a speed boat the construction of this boat was started by Sgt. Mallory about a year ago. In the past a boat of this type would have saved several seaplanes.

During the past few months the Loening Yacht was flown a total of 90 hours. The Yacht being the only ship available since condemnation of H-boat equipment, it has certainly paid for itself. All pilots have become familiar with its intricacies and have a different feeling toward it now that they have flown it. All still maintain, however, that it is about the most tricky ship they have flown and much more difficult to handle in rough weather than any pursuit plane at present in the service. During Group Maneuvers at Mindoro last month it played its part, much to the surprise of everyone.

The new Cruisers have made this a very desirable station and all the "young birds" at other stations have many designs on our equipment and have advanced many ideas as to how they and not the pilots of this organization, who have been flying poor equipment for a long time, should utilize the same. The flying personnel here feel that they are the ones who should take mapping or other trips in their own equipment, inasmuch as it is maintained by our personnel and was shipped to the Islands for the use of this squadron.

With six Douglas cruisers and one Loening Yacht the Squadron will be well equipped for almost any kind of work. With the arrival of the Amphibians sufficient equipment will be on hand to satisfy the most meticulous pilot. The Amphibians will also give us a chance to keep our hand in on land work.

McCook Field, Dayton, O., March 25th.

Flying time and air practice is maintained this year by actually working out problems in the air by means of technical equipment studied. Lately a mosaic of the vicinity of Dayton was taken by each officer, developed and matched up. Some of the officers recently fired the Browning and Lewis machine guns using the PW-8, DH4, and NBS-3 planes. The practical work following this led up to night flying equipment, bomb sights and bombing equipment.

The following officers are attending the present course in the Air Service Engineering School, which terminates August 14, 1925: Majors B.K. Yount, and H.R. Harmon, Captains V. B. Dixon, O.S. Person, W. F. Kraus, L.F. Stone, Lieuts. E.E. Adler, R. Baez, Jr., H.C. Downey, A.H. Foster, E.R. Page, L.R.P. Reese and D.B. Phillips.

Two officers representing the government of Siam were on temporary duty in the School Section for ten days.

Major Yount spent several days in Cleveland in connection with the establishment of a municipal landing field there.

Lieut. Harold R. Harris was granted leave of absence for one year from Feb. 27th. His address will be Bibb Bldg., Macon, Ga.

Lieut. J.A. Macready delivered two lectures during the month, one at Utica, N.Y., before the University Club and the other at the University of Missouri.

Lts. John R. Corkville and Julian B. Haddon of Brooks Field were assigned to temporary duty here to serve on a board designated to determine necessary changes on the PT-1 airplanes.

Major John F. Curry addressed the Civic Organization of Cambridge, O., on March 19th.

Major H.A. Strauss was transferred to Brooks Field, Texas, for heavier-than-air training. He was succeeded as Chief of the Lighter-than-Air Section by Major F.M. Kennedy.

Major Robert A. Hale, M.C., who completed a flying training course at Brooks Field, returned and resumed his duties as Post Flight Surgeon.

Lieut. Charles N. Montieth was assigned to one month's temporary duty at McCook to assist in the publication of the second edition of his text book "Simple Aerodynamics and the Airplane." He will later go to West Point to conduct a class in aerodynamics, using his own text book.

Major F.M. Kennedy visited Scott Field early in March in connection with Lighter-than-Air activities.

Crissy Field, Presidio of San Francisco, Calif., March 31.

Flying missions during the month included the following: Reconnaissance, test flights, anti-aircraft target practice, patrols, cross-country, parachute drop-testing, two-way radio, bombing, photographic, bracket and precision adjustments on puff target range, ferrying planes and personnel, and artillery and cavalry problems at the Presidio of Monterey. The total flying time for the month was 215 hours.

The following subjects were taken up in the class room (classes attended by all officers and noncommissioned pilots): Precision and bracket adjustments, supply methods, photography, sketching and map reading, infantry observation and tactics of all arms.

Classes in military law and supply methods were conducted for all noncommissioned officers.

In addition to the flying performed during good weather, all officers and noncommissioned pilots attended trap shooting classes.

All members of the 91st Observation Squadron and the 15th Photo Section received gas mask instruction and are going through the regularly prescribed course of pistol instruction and firing.

Recent arrivals at Crissy were: Captain Calvin Giffin, Lieuts. H.A. Moore and Henry Reily. Capt. Giffin replaces Capt. A.F. Herold in command of the organized reserve squadrons at San Francisco, the latter going to Salt Lake City to relieve Lieut. H. L. George. Lieut. Moore replaces Lieut. Earl H. Tonkin as Assistant to the Air Officer. Lieut. Reily is on temporary duty only while his daughter receives medical attention at Letterman General Hospital.

Captain Beeson, Flight Surgeon, departed for two weeks temporary duty at different army posts in the State of Washington.



The purpose of this letter is to keep the personnel of the Air Service, both in Washington and in the field, informed as to the activities of the Air Service in general, and for release to the public press.

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AIR MAIL PLANS EXTENSION ✓

The Air Mail Division of the Post Office Department is making definite strides towards the furtherance of aeronautics in the United States. Several new sub-routes are being organized. These routes will lead from cities where the mail is heaviest to the main trunk air lines, where connection will be made for the night air mail service between New York and San Francisco.

Among the new routes contemplated are the following:

- St. Louis - Los Angeles
- Pasco, Washington - Elko, Nevada
- Cleveland - Detroit
- Chicago - St. Louis
- Boston - New York
- New Orleans, La., - Chicago
- Minneapolis - Chicago

Long and careful study has been given the problem, and a survey of the cities having the greatest output of mail has been made and contracts may soon be let for carrying the mail by private contractors. This stepping out and offering business to commercial aeronautic companies is a definite boon to aviation, as it amounts to about the same as a Government subsidy without payment of Government funds. The commercial companies carrying the mail will be allowed four-fifths of the postage, and the planes may also carry passengers or anything else. The Air Mail hopes to establish a trans-continental route with landing fields so close together that a plane can glide from any ordinary height into one of these emergency fields. Landing fields are already established at intervals of about fifteen or twenty miles apart, but as airplane motors have a habit of stopping at any old place in the sky, the number of landing fields to accommodate this motor temperament will be provided slowly but surely.

In awarding contracts to commercial companies to carry the mail, the Post Office Department will make thorough inquiry as to the reliability of the personnel, quality of the airplanes, and the financial backing of the companies. There has been a tendency on the part of chambers of commerce in some of the cities to offer big bonuses to have the Air Mail pass through their localities, and these offers tend to embarrass the situation to some extent. The Post Office Department, being a Federal agency, cannot act like a railroad company and go through the city that offers the biggest bonus, because the Post Office Department is not hoping to make any money out of the proposition, but only hopes to give the maximum service to the maximum number of people. If the money offered for bonuses were to be used to organize and maintain good commercial aerial companies, such companies could be contracted with by the Post Office Department for carrying the mail, and almost any city could organize such a company. As very few aviators have the financial backing to organize their own companies, the matter will be largely up to the chambers of commerce to assist their own local aviation activities. In order to protect local authorities against unqualified aviators, the Army Air Service will furnish upon request a record of the flying time and general ability at time of leaving the service of any aviator who claims he took the Army flying course. This does not mean that the only good aviators in the country are those who took the Army course, but it is a protection wherein a man claims to have been an Army flier when he may have been a cadet who only learned to solo and was then disqualified for lack of general ability. Every year the Army Air Service trains about 100 cadets, most of whom go back into civil life with the best flight training of anybody in the world. These cadets are graduates of the Primary Training School and an Advanced School. In the latter difficult military flying is carried on, and a man who has qualified through both of these courses is as safe a commercial pilot as it is possible to obtain. These men should be able to continue their flight training after they go back into civil life and such persons would be excellent pilots for commercial companies.

In order to further this matter, the Army Air Service will furnish chambers of commerce, mayors of cities, or others interested with the names and addresses of qualified flying cadets who have recently gone back into civil life and should still be in good training.

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PARACHUTE ONCE MORE SAVES LIFE OF ARMY FLYER ✓

There is no disputing the fact that the Air Service is one branch of the Army that furnishes adventure and thrilling experiences. Of the latter there have been considerable, as many airplane pilots in and out of the service can testify. Since the advent of the parachute occasions have been numerous where the life of the airman was saved through its use, and as one continues to read from time to time of a case where a pilot jumped from a disabled plane safely to the ground with one of these "aerial life belts", the conviction grows deeper and deeper that the parachute is one of the greatest boons to the flying game and plays no little part in increasing the morale of the flyer.

The latest Air Service pilot to save his life through the use of the parachute is Lieut. J. Thad Johnson, of the 1st Pursuit Group, stationed at Selfridge Field, Mt. Clemens, Mich. Lieut. Johnson was making a non-stop flight from Selfridge to Mitchel Field, New York, but through the perversity of fate engine trouble developed while flying over a mountainous and thickly wooded country - a bad place for landing an airplane one must admit. The thrilling part of Lieut. Johnson's adventure was that he had never before jumped with a parachute, and after taking French leave of his plane at the highest altitude he was able to climb he became slightly confused and started searching vainly for the ring of the rip cord of the "chute". Happily, he did not lose control of himself, found the rip cord, and after gliding through the air for about ten minutes landed in a wild apple tree in the midst of a forest without any injury whatever. He later found his completely demolished plane on the side of a very rocky mountain among heavy trees.

Lieut. Johnson's story of his adventure is as follows:

"I left my home airdrome at noon on April 10th in PW-8 airplane, A.S. No. 24-219, for a non-stop flight to Mitchel Field, Long Island, N.Y.

At Selfridge Field the weather was cloudy but visibility was good. This condition continued until I reached a point about 25 miles west of Lockhaven, Pa., where clouds became denser and much lower and all low places were filled with fog. Several local rainstorms were encountered and clouds were about 300 ft. above tops of mountains. Still the visibility was fair enough to permit an accurate check on my course and not bad enough to make danger of hitting high peaks imminent. The last object checked on the map was the point where two railroads cross near Muncy, just west of the Susquehanna River. On crossing the Susquehanna River the fog lay so thick in the valley that it was impossible to see the river, but the shore was visible on each side.

When about ten miles from Muncy I first noticed the odor of hot oil. Looking at my oil pressure gauge I saw the pressure had dropped to 100 lbs, whereas it had been 120. Looking down at the floor of the cockpit I saw a large stream of oil coming back over same. I watched the oil pressure gauge for about twenty seconds and saw that it was falling gradually. For thirty minutes I had not observed a single place where it was possible to land an airplane, and all the country as far as I could see was very mountainous and covered with heavy woods. Under these conditions I knew that it would be impossible to land plane without wrecking it and that my chances of escaping serious injury would be very small. Since it was a question of wrecking the plane in any event, I decided it would be preferable to climb as high as possible through clouds before the loss of oil froze the motor and then jump in parachute.

Looking in all directions the clouds seemed thinner to the north, so turning in that direction I stuck the nose of my plane into the clouds and began to climb through them as rapidly as possible. As I climbed I kept a very close watch on oil pressure gauge and thermometer. The oil pressure continued to drop, but motor did not begin to heat until oil pressure had reached about 20 lbs. At that point the temperature went up rapidly and water and steam began coming out of the expansion tank. Almost immediately the motor stuck once and then started running with a very bad knock. In approximately twenty-five seconds it stuck again and again started running, but knocking increased. I looked at my oil pressure, saw that it stood at 10 lbs., then at my thermometer and saw it was right up against the peg. My altimeter registered almost 10,000 feet. I immediately cut my switch and cut off gasoline, pulled the nose of the ship up until the propeller stopped running, unbuckled my belt, stood up in the seat

holding the stick with my right hand, facing toward the left side of the plane. I put my left foot on the cowling while in this position and dived into space, aiming to miss the trailing edge of the wing about three feet. Due to the fact that I was out of sight of both earth and sky and in very dense clouds at the time I jumped I only saw plane for a brief instant when I made my first turn through the air.

I counted five and started to pull ring to release parachute, but as I had never jumped before I was slightly confused and after searching vainly for the ring for what seemed to me about half a minute I realized I was searching on the right side instead of left. I was perfectly comfortable and did not feel any rush of air, any lack of control of all my muscles and faculties. I immediately reached to the left when I came to this realization and pulled rip cord. The parachute seemed to open almost the instant I touched the ring. Due to the fact that my harness was adjusted rather loosely, having been fitted to me for a winter flying suit, whereas I wore summer flying suit at this time, the opening gave me a very bad jerk and wrenched both hips to some extent. The webbing struck me on right side of face and nose as the parachute opened, dazing me for just a moment.

I estimate that it took me almost ten minutes to reach the ground after parachute opened. All this time I was in very dense clouds and part of the time in fairly heavy rain. I did not see the ground until I was about 300 ft. above it. I landed in a wild apple tree in the midst of a forest on top of a ridge which ran down the center of the valley between two mountains. I sustained no injury whatever in landing.

After climbing down out of tree, I walked to the nearest house, which was about one and one-half miles away, and as I could get no transportation there, walked about two and one-half miles further to Sonestown. There I got transportation to Muncy Valley, from which place I sent telegrams to the Commanding Officer, Selfridge Field, and Chief of Air Service. Later I received word that plane had fallen near Eagles Mere, Pa., and I thereupon telephoned the Commanding Officer of Middletown Air Intermediate Depot, requesting that an accident investigation officer be sent to the scene. He assured me that an officer would be sent next morning, so I returned to Eagles Mere and waited until the officer arrived the next day at about 11:30 A.M.

The plane was completely demolished, as it had landed on the side of a very rocky mountain among heavy trees. About all that could be determined from the wreck was that, although gasoline was standing in pools all around the plane, there was no oil visible, showing that all oil had been lost before plane was evacuated.

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TENNESSEE AIR SERVICE MAKES GOOD SHOWING

The annual armory inspection of the Air Service units of the Tennessee National Guard was recently made by Captain A.N. Duncan, Inspector, who was particularly pleased with the Nashville squadron. The afternoon inspection was held at the flying field and a formation was flown first by the older pilots and then by the younger pilots. The performance put up by both was so good that it was difficult task to decide which one was the best. The evening inspection, which included the examination of men and various units, such as the Radio Section, the Machine Gun Section, and Intelligence Section, went off without a flaw. The Squadron and the Photo Section stood inspection with full pack equipment.

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GENERAL MITCHELL'S PARTING ADDRESS

Practically all the officers stationed in the Office, Chief of Air Service in Washington and those stationed at Bolling Field were gathered at the Racquet Club at noon on April 27th to bid official farewell to Brigadier-General Wm. Mitchell prior to his departure for San Antonio, Texas, to assume the duties of Air Officer of the 8th Corps Area.

The luncheon given in General Mitchell's honor was also attended by General Patrick, Chief of Air Service, and by Brig.Gen. James E. Fechet, who succeeded Gen. Mitchell as Assistant Chief of Air Service.

General Patrick was toastmaster on the occasion. In "introducing" General Mitchell, General Patrick paid him a high tribute, saying that he believed General Mitchell had done more for the Air Service than perhaps any other individual man. He stated that during General Mitchell's detail as Assistant Chief of Air Service his ideas and Mitchell's were at all times of the same accord; both were agreed that the Air Service should be strengthened and en-

larged. There were times when he and Mitchell did not agree, General Patrick declared, but these were only on methods and consequently in the long run were minor points.

General Patrick further stated that he considered this an asset, as otherwise, instead of being an assistant in the proper sense of the word, he would only have been a "yes" man, and the Army Air Service is certainly no place for a mere "yes" man.

General Mitchell then made a brief talk, emphasizing some of his views on air power. The following extract is taken from his talk:

"The close of the last session of Congress planted another mile-stone in the development of our national defense.

It is interesting to look back for the last twenty-five years and to see how difficult it has been to put through any new systems or appliances to be used by our military services. It was with the greatest difficulty that the Army was made to adopt the telephone, the telegraph, the automobile and the radio. When all the people were illuminating their homes with kerosene the Army continued to use candles; when the people used gas, the Army used kerosene; and, when all else used electricity, the Army continued for years to stick to the old illuminants. In the Indian campaigns, the savages were better armed than our regular troops as were the Spaniards in 1898 and as our opponents would have been in the World War had we not taken the weapons of our associates.

This does not mean that the regular army is not an efficient national constabulary for supporting the constitution, suppressing domestic violence and protecting our frontiers and insular possessions on the ground. It is not a war army in the sense of those of Europe, which we in this country do not need. It is therefore not a constantly expanding and developing element but is cut to fit the cloth from time to time.

The coming of aircraft, on account of their broad significance and possible effect, encountered more opposition than the adjuncts to the services mentioned above. In spite of the strenuous efforts of our far-seeing officers, of whom only eight or ten of the original number are left in the service, practically nothing was done with aviation in this country until the European War. This contest forced our development along up-to-date lines in every respect and the impetus which it gave to aeronautics carried us along for two or three years after its close.

The new thoughts, the new methods and the ability to improvise and organize came largely from the civilians that were injected into aviation during the war. Most of these returned to civil life as they saw little immediate future to aeronautical development under our system. So that, with the exception of the few old hands who stuck to it, our service was stripped of the people who knew the most about aeronautics just at the time that we needed them to the greatest extent. Their places were taken by officers steeped in the peace time administrative methods of our old executive departments. It takes time to recast these officers and change their mentality so as to make them capable aeronautical officers. If they have gone too far, it is an impossibility, because, in a military system developed as ours is, little latitude, initiative or credence in new ideas is given to the younger officers. The younger officers are the only ones who really know aviation. Therefore, under the burden of the present system, it is impossible for anyone commanding or developing air work to have the position in the military hierarchy commensurate with its importance. Many of our majors are charged with duties more important than those of general officers while the junior officers now commanding squadrons or larger units have duties involving responsibilities corresponding to the grade of major and above. Consequently, aeronautics cannot be developed in this country to its full measure until a department is created solely and expressly for the purpose of furthering it.

We who have been interested in the creation of this great power know that a change will come only through the pressure of public opinion or disaster in war. We wish to avoid the latter.

The education of the people on this subject is a difficult thing for officers in the Air Service to undertake because their means of livelihood, their career, and, very largely, their military existence hang on the service. When they see systems and methods that are wrong, if they attempt to improve them and run counter to the ideas of their superiors unversed in aeronautics, which is bound to be the case in the development of aviation, it means the virtual curtailment of their peace time military activities. The result is that initiative, self-assertiveness and self confidence are almost entirely taken out of them. They either do not dare express their inward thoughts or, when called on, tell only part of what they know. The result is that the true

are in a stage of diminishing national importance, but the power of the air is gradually assuming the dominating role which the future holds in store for it. Following General Mitchell's talk, General Patrick called upon General Fechet, who stated that his experience with the Lone Star of Texas had taught him that that one star was far larger than any Brigadier's star, and he felt sure that General Mitchell, when he gets to Texas, would feel the same way about it. General Fechet further stated that he believed in a stronger air force and that he intended to help carry out General Patrick's wishes.

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METHOD OF RECLAIMING OIL ✓

This article, submitted by Major George H. Brett, of the Fairfield Air Intermediate Depot, Fairfield, Ohio, gives an outline of the present method followed and the equipment used by the Air Service in the reclamation of used Aero oil.

The apparatus utilized is the R-P Motor Oil Purifier, which was manufactured by the Richardson-Phenix Company of Milwaukee, Wisconsin, and later taken over by S.F. Bowser & Company, Inc., Fort Wayne, Indiana.

"The apparatus in use is an old type and consists of two (2) concentric shells, the inner one containing the oil to be purified and the outer one serving as a water jacket; a hood which covers the purifier tank and which is connected to several lengths of pipe for the purpose of carrying the fumes away, and thus preventing them from spreading during the process of reclamation and the necessary connections, consisting of valves, thermostat, gauges, overflow funnel, etc. At one place the inner shell is attached directly to the outer shell, allowing space for connections from the outside of the purifier to the inner tank.

Operation. - The water jacket or outer compartment is filled with water to within 4 to 5" of the top by opening a valve of the water line which is connected to the water jacket. The overflow funnel which is connected to the overflow pipe in the inner compartment is removed and seventy-five (75) gallons of the oil to be reclaimed are poured or pumped into the compartment. The hood is then placed over the purifier and live steam at 30# pressure is admitted to the dirty oil thru a perforated pipe in the bottom of the inner compartment. The oil is then violently agitated. The length of time necessary to agitate the oil with steam depends entirely upon the brand of oil, the amount of dirt and the volume of gasoline and kerosene in it. If the oil contains a large percentage of gasoline and kerosene it will have to be steamed much longer than if the percentage is low. The duration of steam agitation of the oil must be determined by actual experiment. Samples can be drawn off at any time thru a sample valve and subjected to the flash test. When the flash point of the sample has been brought as high as the flash point of the same oil when new, it is evident that the gasoline and kerosene ends have been driven off. The steam is now turned off, thus stopping further agitation. From 1/8 to 1/4 lb. of soda ash for each gallon of oil to be treated is then thoroughly dissolved in sufficient hot water to obtain a saturated solution, which is mixed with the oil. The function of the soda ash solution is to coagulate the carbon and other suspended impurities in the oil. An excess of soda ash does no harm. After adding this solution the mixture is agitated by steam for about 15 minutes to assure a thorough mixing of the soda ash solution with the oil. The steam is now turned off from the inner compartment. Steam is admitted into the water in the water jacket until the temperature has reached 180 deg. F. The thermostat and diaphragm valve is so adjusted that with the steam and cold water valve slightly open the temperature will remain at 180 deg. F. indefinitely. The oil is now permitted to settle. The length of settling must be determined by experience. After the settling process is completed the mixture in the inner compartment is found to be divided into three (3) layers. At the bottom is a layer of water; above this is a layer of sludge, and on the top is clean oil. The clean oil is removed from the purifier by displacing it with water. It should be drained off at a temperature of not less than 120 deg. F. The overflow funnel is placed on the overflow funnel nipple in the inner compartment and valves permitting water to enter the water jacket, and from the water jacket to bottom of inner compartment are so opened that the water enters slowly. If the water enters with a rush the sludge is mixed with the clean oil. As water enters, the contents of the purifier slowly rises, and in this way the clean oil is drawn off into containers thru the overflow funnel. When sludge appears on the overflow funnel the incoming water is shut off. The valve to the sewer is now opened and the water and sludge are allowed to drain out. The sewer valve is closed and the purifier is cleaned by admitting live steam and is then ready for another charge.

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A TAMARAU HUNT IN THE PHILIPPINES
By Major G.E.A. Reinburg

A fusillade of shots rang out thru the quiet atmosphere of the mountain wastes of Mindoro Island -- then a moment's silence, followed at length by a single shot. A lone tamarau of large size and savage expression could be seen rapidly scaling the cliff just across a small ravine. His hardy head and neck were just above the ridge and stood out boldly against the sky. Then came that last lone shot and this monarch of the mountains threw up his head, tottered a moment, and then with a dull crashing sound, rolled down the cliff into the ravine below. In a moment, two men were seen running to the spot. "I emptied my gun", remarked the younger of the two, "but it did not stop him. I know I hit him".

"You probably did", answered the senior, "but that last one shot got him. It was my last shot, too!"

General McRae, commanding the Philippine Department, had shot his first tamarau. And thus happened the climax of a week's hunting trip in that land reputed to be the sole home of the tamarau.

Several days previously, three DH4Bs and three Martin Bombers had flown to San Jose, carrying General McRae and General Symonds, with supplies for a week's visit there. One Martin Bomber and one DH4B remained at San Jose while the others returned to Camp Nichols. After being entertained at Colonel "Sam" Johnson's and preparing guns, equipment, etc., the party consisting of the two Generals, Major Browne, Lieut. Dunton and Captain Bugarin, (Philippine Scout Reserve), the guide, started for the mountains. For five miles a branch of the Mindoro Sugar Company's railroad was followed, using a hand car. A few miles ride on caraboas at the speed of two or three miles an hour, brought the party to the first camp, formerly used as headquarters from which to fight locust. Here a wild caraboa, (now we wonder), was shot by Major Browne and Lieut. Dunton and a crocodile captured.

The pack train then moved to camp No. 2, assisted by ten Philippine natives and six hunting (???) dogs. Here, a few of the shy native Manyan tribesmen were seen and a splendid young deer was shot by General Symonds. More caraboa riding and the third and last camp was reached. Like the others, it was located near a beautiful stream and its altitude of 1,000 feet made it a most delightful place to sleep.

The members of the party now shaved and prepared for the big day. Lieut. Dunton discovered a possible landing field near by and returned to camp. While he was absent the tamarau was killed. Colonel Johnson made two visits to camp and aided the hunt in many ways. The next morning Lieut. Dunton succeeded in landing a Martin Bomber in the field selected, took aboard the Army members of the party, the Tamarau head, two quarters of deer meat and flew back to the San Jose base. In a return flight of twenty minutes the party was saved seven hours of caraboa riding and five miles of hand car work.

The following ode to the hunt and the hospitality of Colonel Sam Johnson, composed by General Symonds and edited by General McRae, expresses very clearly the important events and incidents of the expedition:

--:MINDORO HUNT:-- ✓

(To tune of "Clementine")

In a bomber, with their pilots
Flew the Generals through the sky,
Toward the mountains, near Sam Johnson's
Where the game was known to lie.

CHORUS

Oh Sam Johnson, Oh Sam Johnson
Oh Sam Johnson, princely man
Made us happy and was crafty
With his chow and generous plan.

At Ba-ta san, On Bug san ga
Where we found wild caraboa,
Browne and Dunton fired promiscuous
Then their missiles caused a row.
Batu Ili, rocky mountain
Symond's buck was heard to sigh

Since his rifle shook a trifle
Boring tail instead of eye.

In a valley between two hillsides
Tamarau lay quite serene,
Till our air men, just to save him
Rushed to help our Bugarin.

So the hunters, from their shelters,
Tamarau quite far away
Shots a plenty, rifles empty
Save the one of General McRae.

The return flight to Camp Nichols was made without incident and the
Generals safely landed at Nichols.

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AIR SERVICE PARTICIPATES IN PHILIPPINE DIVISION MANEUVERS.

During the recent maneuvers of the Philippine Division, between Fort William McKinley and Manila, the Air Service played an important part. This is one of the first instances where a whole group consisting of observation, pursuit, and bombardment participated in maneuvers carried out on so large a scale. An Air Service Radio truck was stationed near Brigade Headquarters at which point, Lieut. E.G. Harper performed the duties of Air Service Liaison Officer and relayed requests for service to the base at Camp Nichols. The photographic work was very interesting and quite instructive. The entire sector of operations was photographed. Many photographs were made of positions held by friendly troops and rushed back to Headquarters. In short, the airplane proved itself very efficient in keeping the General in command intimately acquainted with the doings of his own units. Radio, Very pistols, smoke signals, message bags, and panels of all kinds were used as means of communication between planes and ground.

Bombing attacks were simulated upon bridges across the Pasig River and other strategic points. The most spectacular Air Service activity was that of an attack made by the Third Pursuit Squadron upon an anti-aircraft battery. At the time of the bombing attacks upon the bridges the pursuit endeavored to occupy the attention of the recently discovered anti-aircraft batteries. A "V" formation of MB3A airplanes circled high over head, then dropped in column formation. Sneaking down behind the woods near the anti-aircraft guns, the MB3As gathered speed and with a final long dive headed straight for the guns' positions coming so close as to actually throw a chill into the gunners. Again and again the battery was attacked until the bombers had done their work. The officers at Fort McKinley seemed very pleased with the cooperation of the Air Service.

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A LANDING FIELD NEAR A VOLCANO

While on detached service at the Kilauea Military Camp on the Island of Hawaii near the famous Kilauea volcano, the 72nd Bombardment Squadron of Luke Field, H.T., after ten days of recreation, turned to and cleared a landing field on a bluff overlooking the great crater, to be used in place of the old field which was destroyed during the eruption of May, 1924. The new field bears the name of "Boles Field", out of compliment to John Boles, Superintendent of the Hawaii National Park, of which the Kilauea volcano is a part, and through whose efforts the new airport was set aside from the public domain for military use.

FIFTH COMPOSITE GROUP ROLLS UP FLYING TIME

During the month of March the 5th Composite Group, Air Service, stationed in Hawaii, flew a total of 545 hours, which includes some 48,485 man miles of inter-island cross country flights.

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MORE ABOUT THE FIRST CROSS-COUNTRY FLIGHT OF AN AMPHIBIAN

In the last issue, in referring to the story in a previous issue of the NEWS LETTER on Lieut. Brookley's flight in a Loening Amphibian from Mitchell Field to Bolling Field which was alluded to as the first cross-country flight ever made in an Amphibian flying boat in this country, quotation was made from a letter received from the Curtiss Airplane and Motor Corporation,

V-5403, A.S.

inviting attention to the fact that a Curtiss Seagull Amphibian was flown cross-country several months prior to Lieut. Brookley's flight.

Now comes Mr. Grover P. Loening, President of the Loening Aeronautical Engineering Corporation, who makes the following statement:

"The reference to Lieut. Brookley's flight from Mitchel Field to Bolling Field was correct, in that it was the first cross-country flight of a type of machine such as the Loening Amphibian. Mr. Gilmore, in his reference, apparently refers to the first cross-country flight of an Amphibian of any type. If this is the case, his reference to the Curtiss Seagull Amphibian is incorrect, because the first cross-country flight of an Amphibian in this country, as far as we can recall, was made by the late Mr. Lawrence Sperry in his highly interesting machine, in 1919, from Mineola to Rockaway, where he landed in the water. Every credit is due Mr. Lawrence Sperry for his early work on Amphibians, and this work of Mr. Sperry's ante-dated by several years Mr. Gilmore's work in adding wheels to the Curtiss Seagull flying boat type - and it might be added that attaching wheels to this type of flying boat was actually done several years ago, first by Alexander Kaemin in Buffalo, with much the same type of chassis as later adopted by Mr. Gilmore."

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THE JOINT ARMY AND NAVY MANEUVERS IN HAWAII

In a communication received from the NEWS LETTER Correspondent of Luke Field, H.T., under date of April 13th, he states that preparations for the approaching Joint Army and Navy Maneuvers occupy the attention of all concerned on the Island of Oahu, Territory of Hawaii.

Four vessels, the Airplane Carrier "Jason", the "Wright" bearing naval aviation personnel, and the two smaller vessels "Sandpiper" and "Teal" arrived at Pearl Harbor March 10th, bearing 100 officers, 750 men and 26 scouting and torpedo planes.

The "Jason" and "Wright" are moored on the east side of Luke Field (Fords Island) in the center of Pearl Harbor. The assembling of planes and training of personnel in flights both night and day have been going forward continuously since their arrival.

Training of Luke Field's pilots has become intensive. Tactical problems are worked out both night and day, new airplanes have been assembled and added to the number already on hand, and intensive training is at its height.

The Honolulu press is loaded daily with lengthy articles, and photographs of the activities of the fleet at mainland ports, and of the preparations of the different military and naval units stationed at Oahu, the latter which will work to defend this strategic point from the approaching naval and aerial attack.

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EXTENDING THE AIR MAIL SERVICE

Lieut. Vincent J. Meloy, Air Service Instructor, Tennessee National Guard, and Captain Herbert Fox flew the last leg of the experimental Mail Flight from the Gulf to the Great Lakes on April 17th. They landed at Bowman Field, Louisville, Ky., and went from there to the Air Mail Station at Maywood, Ill. The actual flying time from Nashville to Chicago was three hours and 50 minutes.

When the transcontinental night Air Mail goes into effect, another test flight will be made, using the Air Mail station at Cleveland, Ohio, as a terminus. This change was suggested by the Third Assistant Postmaster General, because both the East and West mail planes arrive at Cleveland at midnight, thus making this station the central point.

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THE FRANCE FIELD POST EXCHANGE

By Lieut. James T. Curry, Air Service

The article in the October and November issues of the Air Service NEWS LETTER on the Luke Field Post Exchange, by Lieut. O.L. Stevens, was read with interest by members of France Field, Panama Canal Zone. It is an excellent article and reflects great credit on the executive and administrative ability of Lieut. Stevens. Any person living on a post or serving with troops realizes the great asset of a well managed dividend-producing Post Exchange. Aside from the accommodation and saving to the individual, the dividends issued to the Squadrons frequently mean the difference between satisfied and dissatisfied troops. Dividends mean a better mess and make for better living conditions for the members of the Squadrons by providing the day-rooms with furniture, music

and pool tables. The latter, by the way, can also be used as a profitable source of revenue.

The article on the Luke Field Exchange being of interest to France Field personnel, they believe a short article on the Post Exchange at their post may be of interest to other fields and stations. They feel they have one of the best posts outside the continental limits of the United States; that their work is accomplished with a minimum of internal friction and that their Post Exchange has its share in the consummation of these conditions.

Local conditions surrounding the France Field Post Exchange are much different from those of Luke Field. The latter is principally surrounded by water, and has little competition, while France Field is surrounded by other Post Exchanges, commissaries and shops. On the field itself is a Quartermaster Commissary which handles some of the same items, such as candies, toilet articles and a few items of clothing. Adjoining the Field is the Submarine Base at Coco Solo, which has a small but excellent commissary. A little further on and adjoining Coco Solo is Fort Randolph with its Commissary and Post Exchange. About five miles to the south is Fort Davis, which can easily be reached by those having cars. Prices of articles in these post exchanges and commissaries are about the same, and while they do not affect the France Field Exchange to any marked degree, it means that the Exchange Officer must keep the quality of his merchandise up and his prices down.

About $2\frac{1}{2}$ miles from France Field are the shops of Colon-Hindoo and Chinese shops - with a large array of brasses, ivories, jewelry, tapestries, rugs, silks, and like articles to attract the trade of the tourist and tempt the money of, the unwary. There are also restaurants, fruit and magazine stands, and places of amusement to attract the loose change that would otherwise swell the coffers and rejoice the heart of a conscientious Post Exchange Officer.

In Cristobal, the American half of Colon, is the Panama Canal Commissary, which is the chief source of supplies in the Zone for those in the Government service. The commissary has an extensive and varied stock of merchandise, the quality of which is excellent and the prices very reasonable. It has all the advantages of a department store and purchases from all over the world. Its purchasing department is very complete and well organized, and so it is necessary for any Post Exchange Officer who endeavors to compete even in a small way with such an organization to be good in his line. The prices of such articles as are carried by both are about the same, with a few minor differences. For instance, cigarettes are sold by the exchange for one cent less per package.

The facilities for communication are very good, a railroad connecting Cristobal, France Field, Coco Solo and Fort Randolph, maintaining a schedule of seven trains daily. The railroad is paralleled by a good macadamized road over which the Post Exchange operates a satisfactory buss service.

The France Field Post Exchange is divided into the Post Exchange store and its various concessions, and serves the needs of about 600 enlisted men and non-commissioned officers and about 60 officers. No separate building is allotted for its use, the Exchange store occupying the front of the gymnasium building, close to the center of the post and the various concessions being located in buildings nearby.

The Post Exchange store carries a very good line of candies, cigars, cigarettes, soft drinks, stationery, toilet articles, officers' and enlisted men's ornaments and insignia, a small line of souvenir jewelry, plain and silk hosiery, Stetson service hats, white caps, three grades of shoes, including officers' white low cuts, a few articles of clothing, and other articles such as are commonly carried in most exchanges. No civilian clothing is carried at all.

The stock inventory is approximately \$8,000, and the turnover between \$6,000 and \$7,000 monthly. A larger stock is not necessary, as it only takes six weeks between sending in and receiving an order of merchandise from the States. Such articles as candy are received every six or seven weeks, so that the loss from its becoming stale is very small.

While there is no marked difference in prices between this Exchange and the others nearby and the Panama Canal Commissary, there is a considerable difference between it and the local retail stores, as shown by a few items listed below:

| <u>Post Exchange</u> | | <u>Local Retail Stores</u> |
|--------------------------|---------------|----------------------------|
| Officers' dress shoe | \$4.75 | \$7.00 |
| White buckskin, low cuts | 6.00 | 9.00 |
| Silk hose | .75 to \$1.00 | 1.50 to \$2.00 |
| Tooth brushes | .35 | .45 |

| | | |
|--------------|-------|-------|
| Razor blades | .40 | .50 |
| Watches | 25.00 | 40.00 |

The local retail stores, it will be noted, are making a higher percent of profit, but they have to pay a 15% duty which the Exchanges and Commissary do not. The concessions run by the Post Exchange are the restaurant, tailor shop, hat and shoe shop, the buss line, the sale of gasoline and the cocoanuts growing on the post.

The restaurant, operated by a Chinaman who furnishes his own help, serves such short orders as steaks, eggs, potatoes, pies, cakes and coffee. The Exchange realizes a profit of 20% on all canteen checks and charge sales. All cash sales fall to the share of the Chinaman.

The tailor shop, operated by a Jamaican who furnishes his own help, does first class work at a reasonable price. The Post Exchange purchases all cloth used by the tailor and charges it to him to meet his requirements. No profit is made on this transaction as far as the tailor is concerned. The tailor pays the Exchange ten percent of his total business.

The hat and shoe shops are run in the same manner, the Post Exchange collecting all bills and taking a 10% profit on the total business. A very good class of work is performed and prompt service is rendered.

The Post Exchange operates two busses to Cristobal. One buss takes children to and from the school and the other maintains a half hour schedule from 7:20 a.m. to 11:30 p.m. The school buss makes the regular run when not transporting the school children. The gross profits of the buss line are about \$250 to \$275 per month.

Gasoline is bought from the Storekeeper, Panama Canal, and resold at a profit of one cent per gallon; profits from sale of cocoanuts growing on the post amounts to \$10.00 monthly. Another source of profit is the sale of photographic work which is done by two enlisted men from supplies furnished by the Exchange.

The France Field Post Exchange owes the larger measure of its success to the able management of Lieut. O.K. Robbins, who has had considerable experience in this line of work and knows what stock to buy and where best to buy it. When he took charge of the Exchange in August, 1923, it had only declared one dividend, had a larger amount of stock than at present and worked a personnel of nine men. Lieut. Robbins reduced the amount of stock, cut the personnel to four men, made other changes, and in a relatively short time began declaring dividends.

The dividends for 1924 amounted to \$10,981.57, distributed as follows: To the 25th Squadron, \$1984.83; 24th Squadron, \$2163.24; 7th Squadron, \$2253.05; 63rd Squadron, \$2766.70; Post Band, \$514.60; 12th Photo Section, \$20.00; Hdqrs. Detachment, \$35.00; Q.M.C. Detachment, \$6.00; Medical Detachment, \$12.00; A.I.S. Detachment, \$5.00. Dividend - Telephone Trunk Line for 1924, \$480.00; Basket Ball \$500.00; Tennis Net, \$10.00; Passes for Squadrons, \$31.15; Pistol Cup, Expense and Engraving, \$150.00; total \$10,981.57.

Total sales for the year \$70,293.27. The profits of the store was \$8320.89 and from the concessions \$4801.19, making a total of \$12,122.08. Expense and depreciation \$4711.57; furnitures and fixtures \$2001.33. A depreciation of 5% on the furniture and fixtures is marked off each month. An electric cash register costing \$850.00 and a one-ton truck for the buss line, costing \$1500.00 were added to the furniture and fixtures, and their proportional depreciation marked off. Within the last year also new shelves were built to replace the old, six new show cases added, the store repainted, and additional lighting fixtures installed. All this was at the expense of the Exchange and charged to Expense and Depreciation.

The accounts of the Post Exchange are audited each month by a civilian certified public accountant, who is paid \$15.00 a month. The monthly inventory is made by a member of the council.

It is the intention and practice of the Commanding Officer and the Post Exchange Officer so to run the Exchange that it will make a substantial profit and at the same time be of the greatest benefit and accommodation to the Post. For that reason some items, such as military ornaments and insignia for officers and enlisted men, are sold at a smaller profit than others, and articles that are not regularly carried in stock may be procured on special orders at cost plus 10% to the Exchange. It is possible also to procure merchandise at certain stores in town on an order from the Exchange at a smaller cost than the individual could buy it.

On a large airplane carrier the personnel situation is unusual. The same crew that mans a ship is also used to fly the airplanes. The aircraft on board require a greater complement of personnel than the ship would otherwise require. Vessels like the "Langley" or "Saratoga" ordinarily need 1,000 men and officers to man them, but with operating aircraft aboard these vessels require only about 1,250 men. In this the Navy has a strong argument against a separate Air Service, for if a double complement of personnel were needed, one to handle the carrier and another to fly the airplanes, nearly twice as many men would be required, and carriers would have on board a large number of men who knew aviation but nothing about sailing the ship.

The carriers, as stated, can hold upwards of 100 planes depending, of course, upon their size, fewer bombing planes being carried than pursuit planes.

The Navy has also tried carrying airplanes in submarines. While this experiment has proved successful, due to the present style of engineering in submarine construction the airplane makes an inconvenient factor. A separate compartment must be arranged for the airplane on deck, which has a tendency to slow down the speed somewhat. Furthermore, if this superstructure becomes damaged the whole craft goes out of commission as an undersea vessel.

It is generally admitted that airplanes would be of little use when carried on submarines when the latter accompany the fleet, because aircraft from the carriers can be used. But submarines when cruising alone on patrol duty can use scout planes very effectively. Ordinarily the eye of the submarine is the periscope, but the periscope does not extend very far above the surface of the water, and the view is limited. By carrying an airplane for observational purposes a submarine would be able to spot service vessels many miles away and lay a course so as to intercept them. However, in case a submarine should be required to submerge while its scout plane is out looking for "prey", the airplane would have no base and this would be inconvenient for the pilot; especially if he were in mid ocean.

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88TH SQUADRON TO MANEUVER WITH ARTILLERY

The 88th Observation Squadron, Wilbur Wright Field, will leave for Kentucky about May 15th for annual maneuvers with the Artillery.

The Squadron will be gone for several weeks, operating from an advance base at Bowman Field, Louisville. The maneuvers will be carried on at Camp Knox with the 3rd Field Artillery from Ft. Benjamin Harrison, Indianapolis. The airplane will play a more important role this year than ever before, due to the perfecting of a new type of radio sending and receiving set whereby observers can direct gun fire by voice from the air.

Members of the Squadron will deliver mail to troops marching to and from Camp Knox during the maneuvers by dropping same from an airplane. Among the officers who will take part in the maneuvers from Wilbur Wright are Major H.J. Kneer, C.O. of the 88th, Captains Henry Pascale and John G. Colgan and Lieut. M.N. Stewart. About 25 enlisted men, including several enlisted pilots, will also participate.

The aviators will return each week end for supplies and work on their planes

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AIR SERVICE TECHNICAL SCHOOL TO PARTICIPATE IN BIG TOURNAMENT

The Air Service Technical School at Chanute Field, Rantoul, Ill., expects to take a prominent part in the Military Tournament which will be held at Chicago, Ill., by the 65th Cavalry Division, May 22nd to 24th next, in honor of Major-General Harry C. Hale, who retires during the ensuing month.

Captain Charles B.B. Bubb, A.S., Assistant Commandant of the Technical School, was placed in charge of the Air Service participation in the extensive program which has been arranged. Air Service exhibits will be supplied by the Technical School, the installation to be made by instructors and students thereof. The department of Photography, among other items, will have on display one cut-away instruction model, Type 3, Aerial Camera, including stand, suspension and storage batteries, so that it may be set in continuous operation; also a mosaic map of the Loop district, Chicago, oblique views of this metropolis and objects believed to be of general interest.

The Department of Communications will exhibit approximately twelve radio transmitting and receiving sets now in use by the Air Service. An unusual

feature of this Department's demonstration will be the establishment of a ground transmitting and receiving station at the Stadium. (The Stadium will be located opposite the Loop District, adjacent to the Lake of Michigan Boulevard). This receiving set will pick up messages from ground and airplane transmitters attuned to the same wave length and, immediate communication being established over the city wires of the Bell Telephone Company with Seers-Roebuck Radio Station (WLS) will be broadcasted to the public.

The department of Mechanics will offer various bombs, sectionalized, similar to the types used in the bombing of battleships in the recently conducted tests; parts of engines believed provocative of public attraction and, as the nucleus of this display, a sectionalized or cut-away Liberty engine, mounted, and run by a small motor, distinctly exposing the operation of each bit of its intricate mechanism. An engine similar to the one just described, the work of the Technical School, is now on exhibition in the Office of the Chief of Air Service, Munitions Building, Washington, D.C.

Air maneuvers to be executed each day of the tournament between 4:30 and 5:00 p.m. will consist in the order named of -

a. Formation of two Sperry Messengers and a Martin Bomber to acquaint the spectators with the enormous difference in size of planes now in use by the U.S. Army Air Service.

b. Formation of three DH4B planes equipped with both sending and receiving apparatus to interpret the feasibility of interplane and ground communication by performing evolutions desired by authorities on the ground.

c. A formation of nine planes demonstrating the various modes of flight under simulated hostile conditions as the Line, Column and "V" formations, followed by acrobatics with an MB3.

d. A special experimental photographic plane, furnished by the Engineering Division, McCook Field, and equipped with the latest type of photographic instruments and material, will circle the Stadium each afternoon, obtain photographs of prominent visitors or objects, develop and print same while in the air and drop same to earth by means of a small parachute.

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RADIO INSTRUCTION BY ARMY AIR SERVICE ✓

By Robert R. Aurand

The nation-wide popularity of radio, coupled with its incalculable practical advantages, opens to scientific research a new world as patent for development as the Sahara.

That numerous civilian institutions of learning have incorporated the study of this fascinating science in their curricula is more or less general knowledge, yet the layman, and even a majority of craftsman, are ignorant of a government established school where intensive instruction is given in radio subjects. The development of the airplane and its increasing application to military as well as civil use having created a need of specialists in aerial communication, the Air Service established its own school where, under modern methods of instruction, such training as is directly applicable to Air Service needs is given the students.

The Communications Department of the Air Service Technical School at Chanute Field, Rantoul, Ill., with its corps of skilled instructors, has graduated since January 1, 1923, 21 officers and 80 enlisted men of the Army Air Service, and 7 officers of the Air Service Reserve Corps. While there are separate courses for the officers and enlisted men, both require a high degree of intelligence, with mechanical inclinations. Previous experience or interest in radio work, while not a prerequisite, is a most desirable qualification.

The course for commissioned students extends over a period of 36 weeks, the first 24 of which are assigned to essential theoretical radio subjects and the balance to the practical installation, repair and operation of such equipment as is used by the Air Service.

There are two distinct subdivisions in the course for enlisted students, the divergent stage occurring on the conclusion of sixteen weeks fundamental instruction, each pupil, according to his aptitude, then being designated either a Radio Mechanic or Radio Operator.

The general program familiarizes the student with the International Code, radio laws and regulations, the basic principles of vacuum tube circuits, batteries, motors, generators, etc.; with sufficient mathematics to preclude the possibility of failure to grasp the underlying problems peculiarly pertinent to radio.

The specialized Radio Mechanics course includes instruction in the maintenance and installation of radio apparatus, together with the necessity of air work in connection with the testing and operation of same. The Radio Operators are, of course, concentrated on the transmission and reception of messages. In addition, they are taught to properly maintain and operate such sets as are designed for ground use. The duration of the enlisted course is 28 weeks and the graduates are practically competent to perform their assigned duties.

HOW IT FEELS TO FALL 1500 FEET

Probably the most unique experiments of the many that have been made by the Army Air Service were those recently conducted at Mitchel Field, Long Island, New York, when on several occasions two enlisted men jumped from an airplane flying at an altitude of about 3,000 feet and fell distances ranging from 800 to 1500 feet before they pulled the rip cord of the parachute.

It takes nerve and courage of a high order to jump from an airplane and pull the rip cord a second or so afterwards, but to fall for distances exceeding the height of the Woolworth Building before pulling that all important piece of silk rope controlling the functioning of the parachute and which is all that stands between the jumper's life and eternity, demonstrates absolute fearlessness and courage beyond words to express.

It was for this reason that the two enlisted men in question, Staff Sergeant Randle L. Bose, 14th Photo Section, and Private Arthur Bergo, 5th Observation Squadron, were the central figures in a ceremony on April 17th, when in the presence of the entire command assembled at Mitchel Field there was read to them the General Orders which had been issued by Major-General Charles P. Summerall, Commanding General of the 2nd Corps Area, commending their courageous action and modest bearing.

The above experiments were conducted for the purpose of demonstrating the safety of the parachute and incidentally to determine if a falling man retains consciousness. Bose and Bergo volunteered for this unusual duty, and now they can lay just claims to the fact that they are the only men in the world who ever fell over a thousand feet and live to tell the tale.

From the bomb-bay of a Curtiss Condor, piloted alternately by Captain W.H. Hale and Lieut. J.F. Whiteley, the first man to jump, Sergeant Bose, fell a sheer thousand feet before pulling the rip cord of his parachute. Half an hour later Bergo duplicated the feat. On their second attempt that day, March 22nd, both fell approximately 800 feet.

After careful consideration and with the hearty cooperation of the jumpers, who were anxious to continue the tests, the experiments were repeated on March 26th. The second tests were intended to show that if a man did not immediately pull the rip cord his fall would outspeed a disabled plane, also that by making a sheer drop he would avoid the possibility of becoming snarled in a falling plane or his parachute becoming ignited from one in flames. Another angle was that a pilot whose plane was shot away could avoid the machine-gun fire of a vindictive conqueror by falling out of range of his enemy.

On these tests Bergo made the first jump from a DeHaviland piloted by Lieut. M.L. Elliott, Parachute Officer, at the Field and who coached the jumpers, and fell twelve hundred feet. In landing he was a little shaken up when his parachute caught in a telegraph pole and therefore was not permitted to jump again. Bose then made three jumps in rapid succession and established what is believed a World record when he fell fifteen hundred feet on each of his first two jumps. The four jumps on this day were recorded in motion pictures. Two of the jumps photographed in slow motion and show in detail each step from the time the man left the plane until after his parachute had opened. The pictures are interesting, and it is hoped that they will be instructive.

The following is a quotation from Private Bergo as to his sensation in falling. "There was no particular sensation. The hardest part is just as you jump. You feel like the devil and want to grab hold of some part of the airplane as you leave, but you soon gain control of yourself and then it is rather comfortable. At first there is a sinking feeling such as you get when an elevator descends very suddenly with a quick, jerky movement.

"The first fifty or one hundred feet I fell without realizing what I was doing, but soon I was able to maneuver my body and control my limbs perfectly. I moved my body in such a way that I was able to be in a position to pull the rip cord of the parachute and descend feet forward. I saw the earth rise toward me but I had no fear. The first five hundred feet the velocity of the descent seems much greater. Then the speed seems to slacken. My senses did not leave me once and I was actually aware of every stage of my fall. I suppose I went down at the rate of about one hundred and thirty or fifty miles an hour. Aviators in flight go much faster and they are able to breathe in comfort. So was I. My power of perception seemed very keen. After I had traveled some five hundred feet I was able to get my body on a slant fall as a lath falls when it is thrown into the air. I maneuvered my feet so that they pointed toward the ground. I never lost confidence and I knew that I had my parachute at hand and could use it in a twinkling.

"On each jump the plane was at an altitude of three thousand feet and I endeavored to gage my fall so that I would pull the rip cord half way between the plane and the earth. The pulling of the cord and opening of the parachute, with the resultant whip-like movement of my body, seemed to be instantaneous. At this point there was a slight concussion. There is no reaction as proven by the fact that I jumped twice within an hour on the first tests. I had complete confidence in the parachute and in the instructions I had received and I am prepared to make similar or longer jumps as often as I am permitted."

Sergeant Bose's experience was similar with the following addition: "I had expected to review my entire life during the approximately twenty-three seconds I intended to fall, and which was the case on my fifteen hundred feet drop, instead I was merely wondering what the outfit would have for dinner."

Both of these men performed the duty assigned them in a quiet and efficient manner. If, through these experiments, the life of one pilot is saved Mitchell Field will be well repaid. Aviation is still a matter of pioneering and any feat which increases confidence in the parachute furthers the science of aeronautics. In the future it is hoped that the parachute will correspond to the marine life preserver; and be as much used.

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NEW AIRPLANES FOR THE ARMY AIR SERVICE

At least 325 new planes will be available for issue to Air Service organizations in the near future. Of these planes, 100 metal fuselage jobs are being completed by one manufacturer, 150 metal fuselage jobs by another manufacturer, and 75 Douglas Corps Observation planes complete the list.

The manufacture of the metal fuselage planes has been under way for over a year, and some are already in service, but the type with the latest improvements is just beginning to come through the factory of the Atlantic Aircraft Company. The first plane of the improved type is about ready for flight test at the factory. One plane will be sent to McCook Field for static test and, after that test is completed, the other planes should come through the plant very rapidly. Twenty-five of these planes will be constructed for photography, and 10 will be equipped with superchargers.

The Douglas planes, known as the O-2 airplane, are being manufactured by the Douglas Company, the designers and constructors of the famous round-the-world airplanes. This type was selected for corps observation after very severe tests at McCook Field of various types submitted by the manufacturers in the United States. It is a conventional observation type, carefully designed, and in speed and maneuverability far surpasses the war-built DH4. It has a speed of about 150 miles an hour. By minor changes in the nose, it can be equipped with either the Liberty or Packard 1A-1500, 500 h.p. engine. The fuselage is of steel tubing construction.

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AERIAL MAIL SERVICE BY PRIVATE CONTRACT

Commenting on the article in the last issue of the NEWS LETTER on the one-hour's mail flight from Seattle, Wash., to Victoria, B.C., Mr. C.F. Redden, President of the Aeromarine Airways Corporation, New York City, invites attention to the fact that in November, 1920, this Corporation procured a contract from the Post Office Department for the carrying of the mail from Key West to Havana by airplane. Operation under this contract was conducted for some time, but due to the fact that many handicaps were encountered in establishing the service between these two cities, it was finally decided to surrender the contract.

Again in the winter of 1922 and 1923 the Aeromarine Airways Corporation procured a contract from the Post Office Department for this service, but inasmuch as it was disappointed in securing the Cuban Mail contract and it was found unprofitable to operate on the mail contract, same was again surrendered to the Post Office Department.

Mr. Redden states that the contract with the Aeromarine Airways Corporation was the first in the history of our government where a flying corporation was engaged in carrying the United States mail to a foreign country.

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A HANGAR PARTY IN THE PHILIPPINES

Upon the completion of the Twenty-Eight Bombardment Squadron's new hangar, a dedication party was very much in order. With typical Air Service generosity, invitations were extended to the Flower of the Service throughout the Islands. And gratifying was the response thereto. With 35,000 feet of floor space available, there was plenty of room for self expression for all. The immense room was gaily decorated with flags of all nations, toy balloons, illuminated parachutes and each type of airplane in present use in the Islands. In order that all guests should start the party with an appropriate send-off, a slide was constructed by the Sixty-Sixth Service Squadron. The sole entrance was by means of this huge slide. "Hick" costumes of all varieties were worn. "After a thrilling glide down a polished slide" amid the reports of bamboo guns and the crowing of native cocks, the guests were caught and welcomed. Two renowned outfits, the 31st Infantry Band and Tom's Dixie Kitchen Orchestra, vied with each other to furnish the dancers with music impossible to beat. Revolving cylinders, swings, see-saws, cock fights, fake radio messages from California, pigs and goats roaming at large, made a noisy and happy evening. But for the inevitable Hick Cop mounted upon his dummy pony, order and discipline could never have been preserved. "Paul Joneses", Square dances and moonlight waltzes kept the large crowd on its toes. Hot dogs, cheese sandwiches, and pickles, assisted by a free use of with-in-the-law beer, contributed in no small manner. Lieut. Robert E. Self, our Post Exchange Officer and head of our committee, brought credit to the Post as well as to himself in the direction of our largest party.

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WAR DEPARTMENT ORDERS AFFECTING AIR SERVICE OFFICERS

Lieut.-Col. James Edmond Fchet to be Assistant Chief of Air Service with rank of Brigadier General for period of four years beginning April 27, 1925.

Lieut.-Col. John H. Howard, Majors Leslie MacDill and Lawrence W. McIntosh relieved as students at Command and General Staff School, Fort Leavenworth, Kansas, upon expiration of present course of instruction. Major Howard to proceed to Baltimore, Md., for duty as Air Officer, 3rd Corps Area; Major MacDill to McCook Field for duty; Major McIntosh to serve for period of 2 months and 15 days with Air Service Detachment at Ft. Leavenworth and then to proceed to Washington, D.C., for duty in Office, Chief of Air Service.

First Lt. Richard T. Bennison, A.S. (Field Art.) and 2nd Lt. Elbert Kelly, A.S. (Infantry) relieved from detail in Air Service, the former to proceed to Fort Bragg, N.C., and latter to Hawaiian Department, for duty with their respective branches of the service.

Capt. Orlo H. Quinn to proceed to Washington, D.C., for duty in Office, Chief of Air Service upon completion of course of instruction at Air Service Tactical School, Langley Field, Va.

Capt. Wm. E. Farthing, assigned to Langley Field, Va., instead of Mitchel Field, and to take course of instruction at Air Service Tactical School

Major Carlyle H. Wash to report to Commanding Officer, Kelly Field, for duty.

Leaves of absence granted following officers: 1st Lt. Robert Kauch, 24 days, effective May 1, before sailing for Philippines; 1st Lt. Edward E. Hildreth, one month upon arrival in United States; 1st Lt. Julian B. Haddon, one month and 14 days prior to sailing for Philippines June 17th; 2nd Lieut. Cecil E. Archer, one month, 20 days, effective May 5th, Major John D. Reardan, one month, 15 days, effective about July 1st; Lieuts. Leigh Wade and Leslie P. Arnold, 3 months effective about May 10th; Maj. J. H. Pirie, 2 mos. 20 days.

Following Reserve officers ordered to active duty for period of 15 days: 2nd Lt. James B. Davis Palmer, April 16th, at Langley Field, Va.; 2nd Lt. Anthony

Levin Merrell at Langley Field from May 4th; Major Maurice Robert Smith, to Scott Field, from April 28th; 2nd Lt. John Carter Holliday to Office, Chief of Air Service from June 15th.

Resignations of 1st Lieut. Charles Norton Monteith and 2nd Lieut. Oscar Carlton Stewart accepted.

Second Lieut. George Leroy Murray, Reserves, promoted to 1st Lieut. April 16th.

Leave of absence for one month and 15 days granted 2nd Lieut. Elbert Kelly prior to sailing for Honolulu about June 16th.

First Lt. John Y. York, Jr., relieved from Primary Flying School, Brooks Field, and assigned to Kelly Field for special course in observation.

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AIR SERVICE PERSONNEL IN WASHINGTON

The following officers proceeded on cross-country flights: Captain Ira C. Eaker and Lieut. G.E. Hodge to Middletown, Pa., and return on April 19th, and to New York City and return on April 25th; Captain Ralph H. Wooten to Chanute and Selfridge Fields on April 25th; Capt. Robert Oldys April 19th to Mitchel Field, N.Y. and Atlantic City, N.J.; Major H.A. Dargue and Lieut. E.S. Hoag proceeded by air April 29th to St. Joseph, Mo., in connection with the National Balloon Race. Upon their return trip they are scheduled to visit Fort Riley, Fort Leavenworth, Scott Field, Chanute Field, Fairfield, O., and Selfridge Field.

Major General Mason M. Patrick, Chief of Air Service, left April 27th, accompanied by Lieut. St. Clair Streett, on an extended trip by air and by rail. After attending the National Balloon Race at St. Joseph, they will return to Washington via Ft. Leavenworth, Kansas City, Scott Field, and Little Rock.

Major W.G. Kilner departed for temporary duty April 28th, during course of which he will visit Detroit, Dayton, St. Louis and San Antonio.

Officers from other stations visiting the Office of the Chief of Air Service during course of cross-country flights were: Major George E. Stratemeyer from Mitchel Field April 20th; Lieut. H.R. Wells from Boston (enroute to McCook Field) on April 18th; Lieut. G.C. McDonald from Langley Field, April 22nd; Major H.W. Harms from Langley, April 25th; Lieut. W.J. McKiernan, Jr., from Langley, April 27th and Lieut. V.E. Bertrandias from Langley, April 29th.

The following officers returned to duty from leaves of absence: Capt. Ralph P. Cousins, April 17th; Capt. R.E.O'Neill, April 19th; Capt. Wm. G. Hoyt, April 21st; Lieut. C.P. McDarment, April 25th.

Lieut. M.S. Lawton returned April 20th from temporary duty at Dayton, Ohio.

Capt. F.W. Wright proceeded April 19th to Dayton for temporary duty.

Capt. R.E.O'Neill proceeded April 21st to St. Joseph, Mo., for duty in connection with National Balloon Race.

Lieut.-Col. W.E. Gillmore, Chief of Supply Division, proceeded April 20th for temporary duty at Buffalo and Hammondsport, N.Y., returning April 24th.

Capt. R.L. Walsh left April 27th for McCook Field on temporary duty.

Lieut.-Col. John A. Paegelow, C.O., of Scott Field, stopped in Washington enroute to the Naval Air Station at Lakehurst, N.J., where he conferred with the Commanding Officer regarding Lighter-than-air activities.

Lieut. Donald G. Duke returned from San Antonio, Texas, April 23rd, having ferried a Vought to Fairfield Depot for overhaul and a D.H. to Fort Sam Houston, Texas. The return trip via Shreveport, Montgomery, Augusta and Fort Bragg was made in a TW3 being transferred to the National Guard squadron stationed at Logan Field, Baltimore, Md.

NOTES FROM AIR SERVICE FIELDS

Langley Field, Hampton, Va., April 2.

20th Bombardment Squadron

Seven ships of the Squadron left March 27th for Middletown, Pa., but were forced to land at Logan Field, Md., having run into a very severe storm. Lieut. Rodgers was slightly ahead of the formation and when he found that the rest of the ships had gone back and the storm had become so severe he landed at Hanover, Pa., where he was forced to remain for a number of days owing to the soft ground. Lieut. Whiteley returned to Langley Field the same day, while Capt. Hale, Lieuts. Sutter, Grisham and Welker returned the following day.

From March 22nd to 28th the Squadron rolled up to its credit 70 hours and 45 minutes flying time.

Second Lt. A.Y. Smith, who arrived from Kelly Field, was assigned as the Supply Officer in place of Lieut. Cole, who left for Kelly Field on March 30th.

50th Observation Squadron

The total flying time for the month of March was 364 hours and 50 minutes (aircraft hours) and 729 hours, 40 minutes (man hours).

The Squadron is on the way to the Basketball championship of the post, winning two games the past week, and making its record 100% with a total of three wins.

59th Service Squadron

Lieut. Bertrandias left March 25th, flying the Model Airways over the regular Airways route. Lt. Hayward is acting Engineering Officer during Lt. Bertrandias' absence.

Lieuts. Whiteley and Kauffman were on cross-country with the 20th Squadron to Middletown, Pa., the former returning on the 27th and the latter on the 29th.

The basketball team won its first game of the season, defeating the 58th Squadron 18 to 7. The new members of the squad are rounding into form under the personal training of Lt. Kauffman. Great results are looked for.

The Squadron landscape Gardeners have started to beautify the grounds around the barracks. Many new varieties of rare plants and strange flowers will be seen by the summer visitors.

96th Bombardment Squadron.

The Squadron flew a seven-ship cross-country formation flight to Bolling Field and returned on the 30th. All of the bombers returned to the airdrome in No. 1 condition. Capt. Edward C. Black led the successful flight.

Langley Field, Hampton, Va., April 9th.

2nd Photo Section

During the process of completing our new laboratory our personnel qualified in practically all of the forty-eight trades taught in the Air Service, especially bricklaying, painting and carpentry. All the men can drive nails, altho occasionally they strike their fingers. Of course, we have not had the opportunity to undertake such work as airplane rigging and Liberty motor overhauling; therefore, until such time as we are able to acquire sufficient knowledge in the two last mentioned subjects no diplomas will be issued.

Pvt. William E. Tydings after much deliberation, decided that ham and eggs cost too much on the outside and re-enlisted for three more years.

Pvt. Thomas A. Jones was discharged last week account of minority.

11TH BOMBARDMENT SQUADRON:

The Eleventh Bombardment Squadron left for Ft. Bragg, N.C., represented by seven Martin Bombers. The total distance to be covered is computed at seven hundred miles.

We are sorry we will lose our very well-liked First Sergeant. He has decided that the nearer he is to the hot places the better he likes it. We think that it is the famous beer of Panama^{the} is calling him. Maybe, but he is going anyway.

The call of the wild is certainly going strong. The next on the list is Master Sergeant Grumble. He wants to go to Panama, too.

19th Airship Company

A party of Reserve Officers made an inspection tour of Lighter-than-air on April 3rd. A free balloon was sent up for their inspection. The crew consisted of Majors Duty, Martin and Naiden, 1st Lieuts. Temple and Reed. Some members of the party were given a short flight around the field in the TC-4. It

was a new experience to some and created excitement as well as enthusiasm.

On the 8th a cross-country trip was made in the TC-4 to Washington and return, the crew consisting of Majors Mers and Lincoln, Capt. O'Neill and Lt. Kieburtz. The trip back to Langley consumed 2 hours and 45 minutes, bucking a slight nose wind. The crew on the return trip consisted of Major Reardan, Capt. O'Neill, Lieuts. Montgomery and Kieburtz. All officers excepting the last named were from the Chief's office.

20th Bombardment Squadron

Capt. Hale, our C.O., left for Washington on April 4th with Mrs. Hale.

Lieut. Rodgers, A.S., ORC, our Squadron Operations Officer, was promoted to the rank of Captain.

Lieut. Sutter, who flew to New York on the 4th and returned on the 6th, reported a very good trip.

Lieut. Kauffman, A.S., ORC, flew to Bolling Field on April 3rd, ferrying Lieuts. Cols. Bullis and Jenkins as passengers. Upon arriving there he was attacked with a severe case of tonsillitis and was taken to Walter Reed General Hospital to undergo an operation.

Several tow-target missions were flown during the past week, but the unerring marksmen of the anti-aircraft batteries at Fortress Monroe were unable to damage our targets to any noticeable extent.

50th Observation Squadron

News of another bombing expedition caused the armament men to lose some more leisure hours. The bombing was a success, all pilots made direct hits. Only one incident that caused excitement was a bomb swinging from the wing of Lt. Colliver's plane. After much tugging at the release the bomb fell just above the main bridge, to be devoured by the fish.

We have some more Reserve officers here for training, who are all pilots. We are wishing them the best of luck, for the Jennies are not too flush in the 50th at present.

There seems to be a continuous radio wave length between the Army and Navy with everything going fine, although one mission - we have to admit - was a failure, due to more work than one radio man could do, or less attention to his call for testing out the planes.

58th Service Squadron

Major Westover, accompanied by Col. Fisher, cross-countried to Washington on April 6th. Second Lt. Rundquist made this trip on the 4th. This officer was just assigned to the organization as Asst. Wing Operations Officer.

The Squadron is very glad to have the Airway ship again on its usual Model Airways trip, which was flown this week by Lt. W.F. Sutter.

We are all set for the baseball season, and if you wish to see a real bunch of men working together just witness a game played by the 58th.

We have one of our old time officers among the Reserves for 15 days' of instruction - Captain Cunningham - who was in command of the old A.S.T.S. during the year 1918-19. We welcome him back with a smile.

96th Bombardment Squadron

Last week a formation of our ships flew to Washington, returning the same day without mishap. Of course, this is nothing unusual, but it seems like one of our brother squadrons, the Twentieth by name, could not get to Middletown, Pa., also our other brother, the Eleventh, could not find Pope Field.

This Squadron leads the 2nd Bombardment Group in flying time for March with a total of 142½ hours, 44 hours and 50 minutes of which being consumed on cross-country flights.

Another good thing to report is that the 96th Bombardment Squadron is the only organization on the field whose pilots are ALL QUALIFIED NIGHT FLYERS AND NIGHT HAWKS.

Biggs Field, Fort Bliss, Texas, April 9th.

A number of interesting trips were made by details sent out from the 12th Squadron to the Donna Anna Target Range to search for unexploded bombs dropped during practice. A light G.M.C. truck loaded with a case of TNT, caps and a lunch for the men would leave at seven in the morning and return late in the afternoon after a long and invigorating tramp in search of the elusive missiles. The men all thoroughly enjoyed these trips in spite of the beans a la newspaper, which were eaten in such manner on account of having no forks or spoons.

A photographic cross-country flight to Denver, Col. was made for the purpose of obtaining photographs enroute. Photos of Pikes Peak and Denver, Colo., were also made. The trip was made in 15 hours.

The First Photo Section exposed 18 rolls of film on the fire control and reclamation service project on which they are now working. Although the project is not yet completed, 46 hours flying time, 1900 exposures and 4200 prints have been made to date.

Lieuts. Ashley, Whitson, Greenlaw and Hopkins were visitors here from Kelly Field during the past week.

Lieut. Douglas flew cross-country to Ft. Sam Houston, Texas, March 30th for temporary duty with the radio section of the 2nd Division at that station. He flew here on cross-country on April 3rd, but on his way to Fort Sam Houston on the 7th he was forced down at Marathon, Texas, due to engine trouble.

During the last several days the flying personnel was engaged in testing the parachutes used by the Squadron. To insure perfect safety, these parachutes are tested every three months and are required to stand a strain of approximately twice that required of them under conditions of actual use.

Lieut. Gale flew to Douglas, Ariz. April 8th to check supplies there.

The fast 12th Squadron baseball nine flew over to William Beaumont General Hospital on April 8th and knocked the "Pillrollers Aggregation" for a row of loops and tailspins. The Pilots had the Doctors completely at their mercy and after a seven inning pathetic struggle the Medics gave up the ghost with a score of 13 to 2. The Twelfth is stepping out. It has lost only one game this year, and its flashy form is causing consternation amongst the other teams of the post.

McCook Field, Dayton, Ohio, April 9th.

Lieut. Monteith, who was on temporary duty at McCook Field in connection with his book "Simple Aerodynamics and the Airplane", returned to Langley Field on March 30th. This book is to be used as a text book at the United States Military Academy at West Point.

Lieuts. Aldrin and Phillips cross-countried to Cleveland on April 1st to attend a meeting of the Advertising Club of that city, at which Lowell Thomas and Jack Harding were speakers.

Major Royce, C.O. of Brooks Field, and Lt. McCléllan concluded their temporary duty here in connection with airplane testing. Before returning to Brooks they made a trip to Washington.

Major E.A. Cryne, Specialist Reserve Corps, from Camden, N.J., reported here April 1st for 15 days' active duty, and was assigned to the Power Plant Section.

Lt. Ewart G. Plank received a promotion to 1st Lieut. on March 28th.

Lt. W.R. Fletcher left April 6th for 6 weeks' leave of absence. He is scheduled to sail from San Francisco May 14th for his new station in Hawaii.

Lieut. H.A. Sutton is a patient at Walter Reed General Hospital.

Lieut. D.L. Bruner left for Omaha, Neb., for 3 weeks' temporary duty with the Air Mail Service.

Lieut. Eugene Eubanks was assigned to McCook Field for duty, being scheduled to report on April 23th.

Luke Field, T.H., April 13th.

The new Department Commander, Major-General Lewis, made his first official visit to Luke Field on March 10th.

Mr. Henry Hind, Manager of the Hawi Mill and Plantation Co., at Hawi Island of Hawaii, visited the field March 20th and took a "hop" with Lieut. Hegenberger, his first since 1912. Mr. Hind donated a 10-acre landing field near his mill in the interests of military and civilian aerial traffic.

Post Schools concluded their courses April 3rd (two months earlier than usual on account of the Maneuvers) and showed some 52 graduates.

A much respected comrade, 1st Lieut. Clifford Elleman, met his death in an airplane accident due to motor failure near Schofield Barracks, on March 27th. His observer, Sgt. Meiserick, 65th Service Squadron, miraculously escaped uninjured. Lieut. Elleman's remains were escorted to the Transport "Grant" for shipment to the mainland on April 3rd with full military honors.

The new Luke Field Post Exchange opened its doors opposite Headquarters Administration Building on March 1st. It houses a considerable stock, conveniently shelved in a well lighted and accessible interior. The barber shop also moved into its new quarters in the Post Exchange Building. Much satisfaction is expressed by the members of this command regarding the convenience and attractiveness of the Exchange. Full credit for the planning, constructing and merchandising of this new asset to the Post goes to 1st Lieut. Bennett E. Meyers, Post Exchange Officer, his stewards and clerks.

Athletics have been very active with the opening of Spring, which in this climate is chiefly a matter of the calendar. Our first Soccer attempt came to a close in February, with fair success for the past season and real enthusiasm for the next year's series. Post basketball games with the other post teams ended last month after a long winter of hard-fought games. We stood third in the five-post league. Inter-squadron baseball came to life February 18th and has pounded through a series of hot games. The 19th Pursuit occupies first place with eight won and a tie.

A fine new baseball diamond, laid out like a billiard table, and dusted with white coral siftings, has just been put to use. It was engineered by Capt. Donald P. Muse, C.O. of the 65th Service Sqdn., who coaches the Post ball team.

Many games have been played with civilian organizations and with teams from visiting vessels. Luke Field has come off victor over many tough teams. They defeated Steve Cronin's "Gas House Gang", a team which remained undefeated for two years. The 23rd Bombardment and 65th Service Squadrons have been putting up good games with outside teams.

Polo continues to give the officers much pleasure on the flying field an afternoon or two each week. Those playing are Major Krogstad, Captain Kirkpatrick, Lieuts. Stephens, Kunkel, Hamilton, Gardner, Tyndall, Cummings, Langmead, McNeil and Captain Miller. The players group themselves into "Pursuit" versus "Bombardment" and stage exciting games on the Post.

First Lieuts. Robert S. Heald and George H. Brown, who arrived on the transport "Grant" March 30th, were assigned to the 5th Composite Group, Luke Field. Departing on this Transport for the States on April 3rd were Lieuts. William B. Clarke and Hiram Sheridan for duty at Kelly Field, Charles P. Prime to Mitchel Field, William N. Amis to McCook, and Frederick A. Johnson and Harold Brand to Brooks Field.

Officers scheduled to depart on Transport May 23rd are 1st Lieuts. Raymond Morrison and Edwin J. House, the former to Marshall Field, Ft. Riley, Kansas, and the latter to Langley Field.

First Lieuts. Paul C. Wilkins and Merrill D. Mann were granted sick leave, and 1st Lieut. Alfred L. Jewett ordered to Letterman General Hospital, San Francisco, for observation and treatment.

Wilbur Wright Field, Fairfield, Ohio, April 25.

Cross-country flights by personnel of this station were made as follows: Major Geo. H. Brett and Lt. Carl A. Cover, accompanied by Mr. LaVergne Cook and Mr. Clarence Shade, to Scott Field April 13th, returning the following day; Capt. Edward Laughlin and Lieut. Carl A. Cover to Bolling Field, thence to Langley Field to inspect aeronautical equipment there and making decision as to repair of same; Sgt. O'Neil as pilot and Lt. Carl F. Greene, observer, to Lafayette, Ind., April 13th; Lieut. G.V. McPike to Louisville April 18th, returning the following day; Capt. Henry Pascale left April 20th on an Airways trip; Lieut. C.E. Thomas, Jr., to Fort Riley, Kansas, April 20th; Lieut. H.H. Mills, accompanied by Warrant Officer Walter Brewer, to Selfridge Field in a Martin Bomber, April 10th, carrying a load of supplies.

Visitors at Wilbur Wright Field were: Lieut. B.S. Thompson from Phillips Field on April 14th; Captain I.H. Edwards from Middletown, Pa., and Lieut. M.S. Lawton from Office, Chief of Air Service; Lieut. Cyrus Bettis on April 13th in the course of an Airways trip; Lieuts. Ward F. Robinson and Robert D. Knapp from Maxwell Field April 10th, leaving the following day in a metal DeH for their home station.

Capt. Thomas H. Miller, Medical Corps, formerly stationed at Schofield Barracks, H.T., reported for duty here April 16th.

Majors A.W. Robins and Geo. H. Brett made a brief trip to Columbus, Ohio, on April 8th.

A farewell party was given to Lt. and Mrs. L.E. Sharon April 13th. They expect to leave for an extended European trip about May 1st.

The Wilbur Wright Welfare Association gave a dance at the Officers' Club on April 20th, at which there was a large attendance by personnel from this station.

Air Service, Tennessee National Guard, April 25.

The City Engineers of Nashville, Tenn., have made surveys of three sites and it is hoped a definite location for the new landing field will soon be decided upon. A selection was not made before this because efforts are being made

to eliminate every possible hazard so as to make the new airdrome ideal in every respect.

In the past six weeks there were visitors here from several fields throughout the country, viz: Lieut. Brown from Bowman Field, Louisville, Ky.; Lieuts. Knapp and Robinson from Maxwell Field; Capt. Duncan from Roberts Field; Captain Pascale from Fairfield; Lieuts. Williams and Weikert from Chanute and Lieut. Cover from Fairfield.

The Air Service Instructor, Lt. V.J. Meloy, flew cross-country to Birmingham to conduct the annual armory inspection of the Alabama Air Service units. He made another trip to Birmingham later on and with the Secretary of the Nashville Chamber of Commerce represented that city at the Air Mail Conference which met with Col. Paul Henderson, 3rd Asst. Postmaster General. The following day Lt. Meloy went to Shreveport to get Judge Landis and fly him to Little Rock, but through an error in the non-delivery of a telegram the time of his arrival was not known, and the Chief Mogul of baseball journeyed to Little Rock by rail.

Four applicants who reported at Maxwell Field for examinations as flying cadets successfully completed the physical and mental tests. These men - Sgt. Rowzee, Corp. Keim and Pvts. Barr and Sherill - will report with the class beginning next September. It is hoped to augment this number with several more who will be examined in July.

Rockwell Air Intermediate Depot, Coronado, Calif., April 18th.

This seems to have been reunion week among the old-timers in the Air Service at Rockwell Field. Master Sergeant C.W. Stoltz, who is now stationed at Griffith Park, Los Angeles, dropped in to renew his acquaintance with old timers in the Air Service and Signal Corps. Sgt. Stoltz made the trip from Middletown, Pa., to Los Angeles by air with Lieut. C.C. Moseley, but says if he ever has to go back by airplane he will start reducing before he makes the trip as fat men and airplanes don't seem to agree, if the trip is a long one. Lieut. Moseley also remarked that his DeHaviland seemed rather tail heavy the entire trip!

Master Sergeant Walter L. Costenborder, who at present is stationed at Crissy Field, called on us and spent the day looking over Rockwell Field and San Diego. Shorty retires in the near future and undoubtedly will make his home in or near San Diego.

Daddy Bodsworth, an old Signal Corps man, who was an early bird in the Air Service and now is in business at Glendale, Calif., dropped in to spend a day at Rockwell Field, and also to visit foreign lands not so far from San Diego.

Master Sergeant Arthur Teller, now stationed at Mather Field, was also a caller at Rockwell. Now Teller did not make any remarks, but from the look in his eye the writer had a hunch that he also would look over the ponies at the Winter Meet which closes Sunday.

Captain Lowell H. Smith spent a few days at the Field this week. He has been granted a three months' leave of absence, a good share of which will be spent with his parents in Los Angeles.

Several applicants arrived the early part of the week to take the examination for Flying Cadet.

Lieut. Clark and Sgt. Donnelly of Biggs Field, Texas, spent a few days here and at Clover Field the early part of the week, returning to their home station on the 15th.

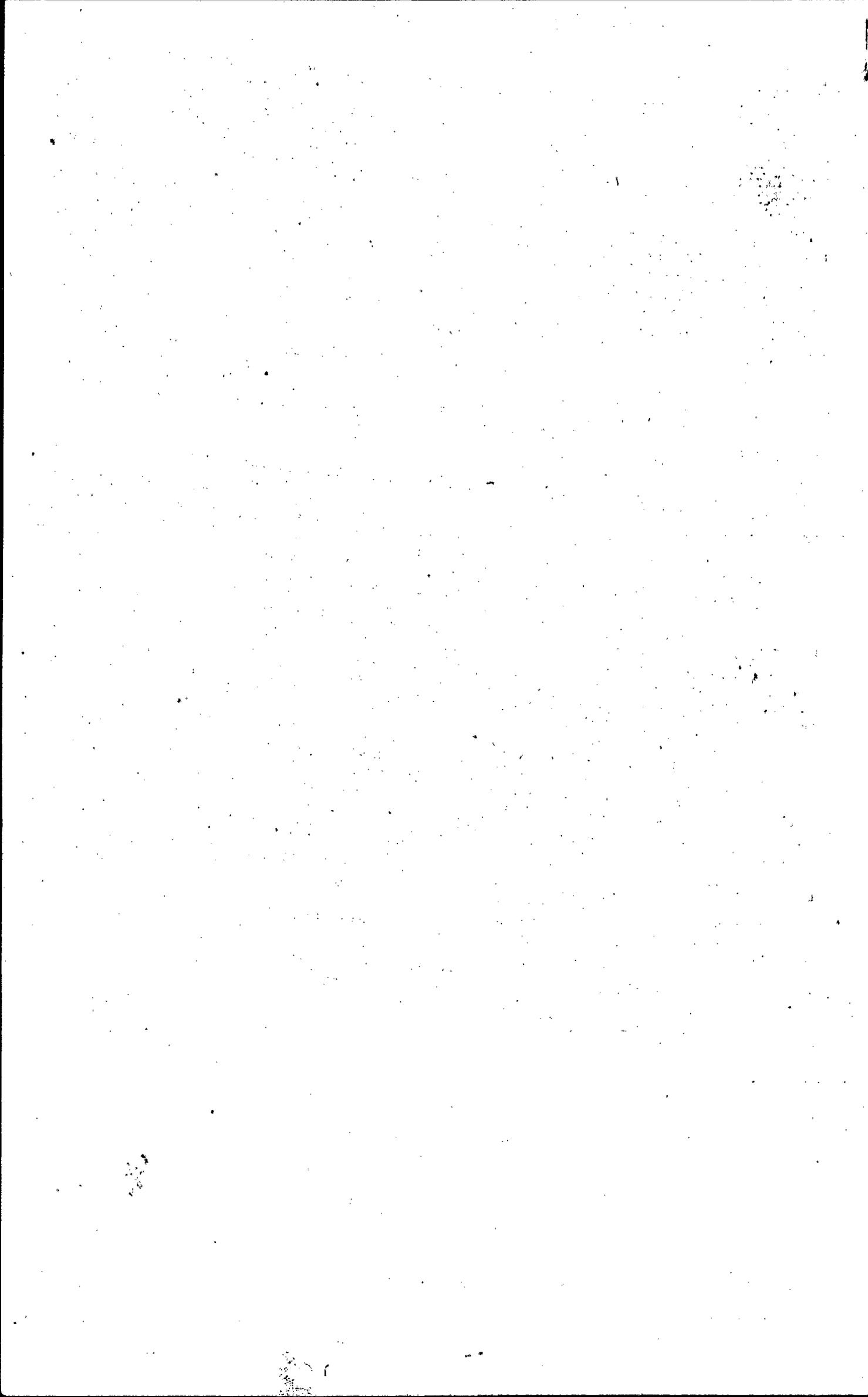




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The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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THE FRENCH AIR SERVICE AND THE RIFF CAMPAIGN

Much speculation has been going on recently over the reason why the French Government has not sent airplanes into Morocco to quell the uprising of native Riff tribesmen. It is a popular opinion that France has a wonderful Air Service and has been said over the ability of airplanes to maintain peace or keep down any kind of forces not so equipped. The officers in charge of the Air Service NEWS LETTER have undertaken to solve the mystery. By going into the history of the Moroccan trouble, studying the terrain, methods of fighting, and by conferences with the French and Spanish Military Attaches on duty in this country, the following appears to be the gist of the matter.

Newspaper reports concerning large French troop movements are exaggerated. The fact that so many French generals are mixed up in the affair is due somewhat to the overstocked condition of the French Army on general officers following the war, and the Moroccan activity affords exercise for some of the surplus generals. The Riffs are nomadic, having no regular strongholds or supply bases; and operating singly or in groups of three and four, from caves and sheltered rock ledges in the mountains, they make the use of aircraft of little value. If there were supply bases to be bombed or if the tribesmen gathered in any numbers, they could be wiped out by aerial bombs or aerial machine gun fire, but their sudden onslaughts upon isolated French detachments lasts but a short time and immediately thereafter they disperse in the mountains. Most of these attacks come at night when airplanes are distinctly at a disadvantage. It has been reported that at least one French airplane flying very low over the rock ledges where the Riffs hide out has been brought down by rifle fire, and the natives, having no regard for international law, are in the habit of disembowelling captured aviators. This makes low flying over the hostile country somewhat unpopular, and since little is to be gained, it is not done very much.

Gas bombs are also of little use, as the individual Riffmen scatter so widely. Another embarrassing phase is that the natives, after making an attack upon the French, would creep over into Spanish territory, and such towns of any size where they gather is in Spanish territory, and these cannot be bombed by the French without international complications. The Spanish can scarcely permit the bombing because a large portion of the Riffmen are loyal to that country.

It is well known that England has maintained peace among the native tribesmen in the Iraq district by means of her Air Force since 1919. But in the Iraq the conditions are different. Lieut. H.A. Halverson, of the Army Air Service, who acted as advance officer for the World Flight through the Iraq district, stated in his report that: "Iraq is the first country in history to be protected by Air Force alone. There is one regiment of Levees on duty with the Air Force, but they are used primarily for guard duty and not as combatant forces. Marauding tribes have given considerable trouble in various parts of Iraq, principally in the vicinity of Mosul. Airplanes and armored cars (also R.A.F. equipment) are used against these tribes, but the planes are sufficient in almost all cases, and to date have been used with great success. Troops are transported over considerable distances in a very short time by using Vickers twin-motored planes known as 'Vernons.'. Most of these planes are motored with Rolls Royce. They have one motored with two Napier Lion engines capable of carrying 30 men beside the pilot and assistant pilot. The Air Force is also used to enforce payment of taxes from the tribes when other means have failed. Usually the mere threat to use Air Force is sufficient."

Of course one reason for the success of the British in the Iraq may be due to the separate air force which Great Britain possesses. Control of the Iraq was turned over to the Royal Air Force for maintaining order, as the united air forces could offer protection at about one-half the cost of maintaining other kinds of military force. And with the whole matter in their hands, there has been very little embarrassment from commands by people who know nothing about an Air Force.

France, it must be remembered, has no separate Air Service, and some French aviators are of the opinion that if the Moroccan situation were turned over to the Air Service alone, that a system of protection and peace could be worked out with very little trouble.

If the French Air Force alone had the situation, night flying equipment would no doubt be installed, night patrols would be kept up, and every time a dozen or more tribesmen should gather with hostile intent, they could be promptly wiped out with bombs or gas.

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MORE AVIATORS FOR THE ARMY? ✓

After making a trip which took in all the principal army flying fields, Senator Hiram Bingham, Connecticut, told President Coolidge yesterday that to remedy air conditions, both military and commercial, he recommended a greatly increased air personnel in the Army, better equipment for the fliers and the establishment of a bureau of air navigation in the Department of Commerce under Secretary of Commerce Hoover.

"In the Army", said Senator Bingham, "the cavalry, which is usually of little value in warfare, has virtually the same number of men assigned to it as has the Air Service. The artillery has three times as large a personnel. I found the army fliers making great strides forward in combat tactics and in engineering. Compared with the results obtained from artillery fire, the combat planes made a fine showing. I found in many cases that a small group of planes were more damaging to artillery targets than artillery batteries."

- Washington POST, May 16, 1925.

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AIRCRAFT CARRIERS OF THE NAVY ✓

By a Naval Pilot

Ed. Note: This interesting exposition of Airplane Carriers is the first of two articles, written for the AIR SERVICE NEWS LETTER, by the same author.

An aircraft carrier is a vessel designed in such a way that it will enable heavier-than-air craft to be launched or to alight upon its decks. The Conference on the Limitation of Armaments defined this type of sea-going vessel as a ship of over 10,000 and under 27,000 tons displacement with its main battery limited to 8" rifles and designed to operate aircraft from its decks. No other limitations were placed upon the carrier. Naval constructors and engineers therefore are free to use all their ingenuity in designing vessels that will meet the above requirements, and at the same time, launch vessels of high speed that can operate a large number of airplanes effectively.

This same conference placed a limit on the total tonnage of aircraft carriers. This total was set at 135,000, excluding the Langley, a converted collier and experimental carrier. In the meantime the keels of the Lexington and Saratoga had already been laid as battle cruisers. But the United States desired to convert these into carriers, and as their tonnage ran up to 33,000 each, special dispensation had to be made in order to carry on the work of converting them. This means 66,000 tons have been used up, leaving 69,000 tons to be constructed. In all probability three 23,000 tonners will be built. At this point, I might say that there is absolutely no instruction on the number of carriers of 10,000 tons and under. It is highly interesting to know that a carrier of 10,000 tons can be built that will have a speed of 30 knots and can operate one bombing squadron (18 planes) and two fighting squadrons, (36). These vessels can perform every duty now assigned to cruisers and at the same time carry a striking force that would drive cruisers and battleships, unprotected by an air force, from the high seas.

The Lexington and Saratoga will be approximately 890 ft. long and 100 feet abeam with a speed of 33 knots. Their under-water protection will be the best known to modern naval science. They will carry relatively, no side armor and their main battery will consist of eight 8" guns mounted in 4 two gun turrets. Their secondary battery will consist of a number of 5" rapid fire rifles and anti-aircraft batteries.

Carriers are extremely vulnerable from either a big gun attack carried by battleships and from an air attack of bombers or fighting planes carrying 100 lbs. demolition or fragmentation bombs. In considering the first case the

carrier, because of its much superior speed, can lie out of range of the main battery on the battle wagon and laugh at them. The aviators can then proceed to bomb them at their leisure. In the second case the carrier will have to depend upon its protecting cordon of fighting planes and such anti-aircraft defense as we may possess.

I do not believe that carriers fear a submarine attack so much, because of their high speed and splendid under-water protection. In all probability a division of destroyers will always accompany them as an additional protection from this menace.

About 95% of the service does not realize the rapidity with which aircraft can take the air from the decks of a carrier. Recently 11 planes took off from the Langley in 75 seconds or less than 7 seconds per plane. It is safe to assume that a full squadron (13) of either fighters or bombers can be put in the air in 3 minutes time. This is of course when all hands are ready and raring to go. This time compares very favorably with a squadron taking off from a field.

There has been a great deal of doubt expressed (even in aviation magazines and by people who ought to know and who are in the depths of abysmal ignorance) as to the ability of aircraft landing on board in other than a moderate sea. The poor old Langley did not roll more than 5° to either side in any sort of sea and we ran into some pretty heavy ones, so we really don't know so much about that. But she certainly pitched and we had absolutely no trouble at all. As a matter of fact, the Langley pilots would much prefer to come aboard in an open sea than in a harbor. For in a harbor one usually finds variable and bumpy winds (ship always heads into wind for landings) with the probability of the ship lying cross-wind. The problem of getting aboard then is anything but pleasant due to extreme turbulence of the air immediately aft of the flight deck.

The retarding gear is safe, accurate and speedy. It is capable of arresting the speediest fighter or a heavily loaded bomber with ease. I believe that if pilots are trained to be in proper position a squadron of fighters can be landed aboard in 18 minutes, and a squadron of bombers in 36 minutes.

Operations at night can be carried on equally as effectively as those of day.

There is one big problem about operating from a carrier. That is, the question of navigating. One must remember that planes are required to go from 100 to 500 miles away from their ship and return. A ship is really a very small speck in the midst of a vast ocean, so one sees that it is quite a problem. This navigation will consist of both astronomical and running down a radio bearing (radio bearings at sea are much more accurate than over land).

The number of aircraft that can be sent aloft from only 5 carriers is surprising. This number amounts to no less than 180 twin-engined bombers and 220 fighters. If this force alone were directed against an enemy fleet, it would annihilate them. One direct hit of a big bomb will place a battleship out of commission, temporarily, at least. If we now add ten cruiser carriers (if the Navy Department would build carriers instead of light cruisers), we would add another 180 twin-engined bombers and 360 additional fighters. So figure it out for yourself what would happen.

P.S. Next war, I am going fishing down at Fernandina or be sitting up 30,000 ft. with an electric heater and thermos bottle so nothing can drop on me.

NON-STALLING AIRPLANE ✓

Mr. Anthony H.G. Fokker, the noted airplane inventor, recently gave a demonstration at the Croyden Airdrome, London, England, of flying an airplane at stalling speed without losing control. The Dutch airman piloted a Fokker FVII monoplane, a machine practically identical with those fitted with Rolls-Royce engines flying on the regular Amsterdam to London service. This particular plane, however, was fitted with a Napier Lion engine.

A correspondent of the British aeronautical publication "Flight", who was one of the nine passengers taken up by Mr. Fokker, made the following comments on this demonstration flight:

"Taxying across the aerodrome and turning around to face the wind, the large monoplane got 'unstuck' after a very short run, in spite of being loaded with ten occupants, and proceeded to climb at a steep angle. Arrived over Plough Lane, Fokker pulled the nose right up until the passengers were almost lying on their backs and, having steadied the machine, the pilot let go of the controls (not the rudder, of course, but of the wheel).

The machine rolled very slightly from side to side, and sank very slowly, the nose gradually dropping all the while until a normal attitude had been reached. This manoeuvre was carried out with the engine running, although not at full power. During the next twenty minutes Fokker demonstrated the machine's stability in this fashion time after time, including a short period of flying stalled with the engine off. A demonstration of lateral control was also given by Fokker giving full aileron to one side, leaving the machine to reach a steep bank, and then whirling the wheel over in the opposite direction, letting go when the ailerons were hard over and not taking control until the machine had righted itself. It was noticed that the machine was what would certainly be considered sluggish on the ailerons in a British machine, but although she answered slowly she undoubtedly answer at once. A little later Fokker did one or two stalls, just by way of showing that the machine could be stalled if desired. There can be no doubt, however, that he would have to be a very clumsy or careless pilot who could accidentally stall the machine while taking off (i.e. making a stalled climb) or while gliding around looking for an emergency ground for a forced landing, and to prove that and nothing more was, as we understand it, precisely the purpose of the demonstration. The Fokker monoplane had been described in the daily press as 'crash proof' and other equally futile claims had been made for it, but as Fokker made clear later, when, climbing on to a packing case in one of the hangars, he delivered himself of a little speech, no aeroplane could possibly be crash proof, and all he claimed was that his monoplanes were not easily stalled accidentally."

"Flight" makes the following further comments:

"The normal accommodation of this monoplane is for eight passengers in the saloon, the wicker chairs being ranged along each side. There is a door in the front wall of the saloon communicating with the pilot's cockpit, and aft of the saloon is a lavatory and a luggage compartment.

The fuselage is a welded steel tube structure braced with piano wire in the typical Fokker manner, while the monoplane wing is built entirely of wood, the wing covering being in the form of three-ply. The ailerons are of very small area, although the horn balance is a fairly large percentage, and the tail and rudder also are of quite normal proportions. The fuselage is relatively long, so that the tail is working on a long leverage and probably largely out of the downwash. The wing section appears to be similar to some of those tested at Gottingen, although its exact number cannot be stated. There is an apparently flat bottom camber, but with a raised leading edge, and in plan form as well as in thickness the wing tapers from center to tip.

The undercarriage is of novel type, and provides a very wide track, a necessary precaution in a high-wing monoplane. The telescopic legs of the undercarriage are largely built up from tubing by welding.

Concerning the reasons which cause the Fokker F. VII to stall so gently and to remain under control up to very large angles, the small ailerons and the general absence of any special devices suggests that in a large measure this must be due to the wing section employed. We have seen no figures relating to this particular section, but it appears evident from the behaviour of the machine that the lift curve, plotted on angle of incidence, must be very flat at the top, and drop off gently after passing the angle of maximum lift. The shape of the section, in so far as it can be judged by inspecting a complete wing, does not seem to promise such a shape of lift curve, but possibly the complete wing may have a different lift curve from that of the central section, for instance, the tapering of the wing towards the tips, and the consequent change in profiles possibly having the effect of causing the central portion to stall before the tips. The ailerons, as already mentioned, are of very small area, and their effect, although immediate, is not rapid.

The horn balances, it was noticed, are not symmetrical, but have a flat bottom camber, and they are presumably rigged at a slight negative angle of incidence, as it was noticed that in straight flight both horn balances could be seen projecting slightly below the wing tip ribs. It is of interest to note that the wing loading of the Fokker is 10.6 lbs./sq. ft., a fairly high figure even assuming that the wing section is of the type known as 'high lift'.

Whatever the aerodynamic reasons for the absence of tendency to stall violently and accidentally, there can, we think, be no gainsaying the fact that the Fokker F. VII is particularly 'docile' round about stalling speed, and as Fokker pointed out in his little speech, the lines operating with Fokker monoplanes have been singularly free from serious accidents, so that, again quoting Fokker, 'the proof of the pudding is in the eating.'

AT THE BOSTON AIRPORT, 1925
1st Lt. R.J. Brown, Jr.

Eleven little JN's standing end to end,
One tailspun to the ground and then there were ten.

Ten little JN's flying in a line,
One landed upside down and then there were nine.

Nine little JN's up in Bay state,
One rolled over on the ground and then there were eight.

Eight little JN's circling in the heaven,
One hit a telephone pole and then there were seven.

Seven little JN's never in a mix,
One tripped on a bulkhead and then there were six.

Six little JN's very much alive,
One plunged into the sea and then there were five.

Five little JN's outside the hangar door,
One landed on its back and then there were four.

With no new JN's yet in sight
As far as we can see
We hope and hope with all our might
They won't reduce to three

Forty Reserves and Regulars
Who wish new planes to come
Will certainly be out of luck
When someone crashes one.

If such a thing should come to pass
Before new ones come through
What will we do alas! alas!
If they're reduced to two.

With one lonesome Jenny
Sitting gamely on the line
What will all the fliers do
While they're marking time?

If our humble little ditty has your sympathy inspired,
Then for God's sake send more Jennys before they're all
expired.

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MITCHEL FIELD AND PULITZER RACES

By the News Letter Correspondent

Mitchel Field is anxiously awaiting the word to make preparations for the next Pulitzer Air Races. If the Field is to be so honored, a strenuous effort will be made to put the races over a little better than they have ever been put over before. Mitchel Field is particularly suited for the scene of this great aviation classic. Practically adjoining are three great flying fields. Mitchel Field, where the races would start and terminate and where the stands would be erected, could comfortably accommodate three hundred thousand spectators. Curtiss Field, across the road and one of the most important civilian flying fields in the country, could accommodate the visiting civilian planes and Roosevelt Field, just beyond, could take care of the overflow. Abutting Mitchel Field is the International Polo Field at Meadowbrook, with a seating capacity of forty thousand. With a pylon located on the top of the Engineering Hangar, these forty thousand seats would provide a grandstand de luxe. The cooperation of the Meadowbrook Club, which is consistently friendly to Mitchel Field, is assured.

With the three fields classified as to the type of plane which was to land at each, congestion would be avoided and the accident hazard eliminated. Exhibits could be arranged at each field and the event become a great aviation exposition. It might be possible to make Roosevelt Field the site of a lighter-than-air exhibition, a branch of the Army Air Service with which the citizens of New York are unfamiliar.

A siding of the Long Island Railroad, with suitable platforms, runs through Mitchel Field and is immediately accessible to Curtiss and Roosevelt Fields. The Motor Parkway runs between the three fields. Important highways also parallel the three fields. Excellent roads radiate in practically all directions. Held at Mitchel Field, the classic would be accessible to more persons than if held anywhere else in the United States. Visitors from all over the country would have the advantage of the wonderful transportation facilities to and from

New York. With New York's tremendous hotel facilities there would be no crowding and consequent increase of rates.

With the probability of foreign competition, planes could be loaded on trucks at the pier and carried direct to the field. The Curtiss plant, where the American racing planes are being built, adjoins Mitchel Field, and the trained personnel which designed and built the planes would be available for their maintenance.

Major W.G. Kilner, Executive, Office, Chief of Air Service, accompanied by other Air Service officers, recently flew over the 50-kilometer course recommended by Mitchel Field and which extends to Amityville, Cold Spring Harbor and return to the field. In view of their first hand study no comment is made on the course, but its recommendation to the Chief of Air Service is left to their good judgment.

Unlimited accommodations are available for visiting members of the Army and Navy. In addition to officers doubling up, enlisted men can be attached to the various organizations. In addition, two separate barracks would be made available and a ward with a separate entrance, with sleeping arrangements for fifty, would be designated at the Station Hospital for the use of visiting newspaper correspondents. Press headquarters would be located in a squadron operations office directly on the flying line. The Western Union will install as many telegraph instruments and operators as may be needed. The same cooperation can be secured from the Telephone Company.

If the races come here this year and expectations are fulfilled, Mitchel Field should become their permanent home, as no other Army Air Service station is as well situated or as well equipped to do them justice. All great classics have a permanent home - the Kentucky Derby at Churchill Downs; the International Automobile Races at the Indianapolis Speedway, and the greatest of events, the International Air Races, should make its home at Mitchel Field.

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A NIGHT PARACHUTE JUMP

Corporal Harlin R. Utterback of the Parachute Department at Kelly Field, Texas, recently made a night parachute jump. There have been previous instances of persons using parachutes at night of necessity, but this is believed to be the first case of a voluntary parachute jump in the dark. As Corporal Utterback is an experienced jumper, his remarks are thought to be of interest:

"I left the plane over the southeast corner of Duncan Field at an altitude of 3,000 feet. As I left the plane, my right foot slipped on the cowling of the cockpit which hung my right toe on same, leaving me falling head down. I pulled the rip cord when I was well clear of the ship, and the parachute opened immediately. After the chute opened I set myself in the harness and released all snaps, letting myself set freely in order to be able to get away from the parachute when landing.

The searchlight played above, to my right and to my left and never once hit me direct. My rate of descent was rather slow and I drifted across Duncan Field, landing approximately 800 yards from the Frio City Road and south of Hangar #3 on Kelly Field. Although there was a rather high wind, I made a perfect landing. I was out of the harness as soon as I landed and kept the parachute inflated so that I could be located by the ambulance, which had come out to pick me up.

Although the searchlight was unable to locate me and there was no light on the field where I landed, I experienced no difficulty in landing. In fact, I was pleased when the light failed to pick me up as it made a perfect night jump for me.

Upon returning to Wing Operations Office, Lieut. Griffith asked what had happened when I left the ship. I explained that my foot slipped and hung my toe on the cowling of the cockpit. This slip bothered me in no way and I cleared the ship perfectly."

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IDENTIFYING TOWNS FROM THE AIR

A campaign is at present being carried on urging the Chambers of Commerce of various towns in the country to paint the name of the town in white letters ten feet high on the roof of some large building near the railroad. As an encouragement it is suggested that Army pilots when noting the first appearance of these names on cross-country flights wire a letter to the Chamber of Commerce of the city where the sign is noted and thank them for the aid given them. This will encourage the Chamber of Commerce to keep the name freshly painted and will help them to see the value of the sign to air pilots.

GENERAL FECHET SPEAKS

When Brig. General Fechet arrived in Washington, D.C., he thought his duties were to be those of Assistant Chief of Air Service. But he soon found that the regularly detailed job of a General Officer in Washington is just a part of his duties. General Officers in the National Capitol are used as speech-makers, judges of beauty contests, dog shows, horse shows, baby shows, music and art experts.

General "Jim" had scarcely signed a paper as Assistant Chief before he had to begin making speeches. His own clan, the Air Service people, twisted a speech out of him at a luncheon in the Racquet Club a few days after his arrival; then the Chemical Warfare Service had a graduating exercise and General Fechet was called to deliver an appropriate oration for the officers, starting out upon a life of smoke and gas; and quickly following this he had to make a stump speech on a Maryland hillside at a sort of a fish fry gathering. It is expected that before long the General will have a choice assortment of speeches always on tap for every occasion, and he will have them trained like Daniel Webster's - so they will just naturally say themselves when turned loose.

As a sample of one of the General's speeches, the following delivered before the Chemical Warfare Service is quoted:

AERO-CHEMICAL NATIONAL DEFENSE ✓

An address by

Brig. General James E. Fechet, U.S.A.

Delivered before the Graduating Class of the Chemical Warfare Service.

The Air Service and Chemical Warfare Service have much in common. They are the babes in the woods to the older branches of the Army, and we members are supposed to be as innocent of anything outside our particular branch as new born babes. You are generally believed to be blind to everything in the world except smoke and gas, while I cannot even focus my eyes upon any object unless it has wings. Because of my affiliation with the Air Service, I am credited with not knowing which end of a horse is its head - and vice-versa, although I served twenty years with the Cavalry.

People get peculiar ideas of new things, especially inventions. All about us we hear of the most exaggerated feats that can be performed by the Chemical Warfare and Air Service, but by a slight turning of our ears, or turning to the next page of a newspaper we find that neither of us, severally, individually or collectively are worth a tinker's damn for anything but show. A short time ago, in the Industrial War College, a number of high ranking officers were working in a maze of figures trying to estimate how to save our industries in case of invasion by an enemy. One of these officers suddenly stopped in the middle of a large four column set of figures, looked up with disgust and said:

"Now what's the use in our going into all these complicated figures when we won't need them in the next war?"

"Why is that?" asked the high ranking student officer beside him.

"Well, from what I hear the next war will be won in this way:

Billy Mitchell is going to get into his airplane and Amos Fries will get in the back seat with a bucket of smoke and a squirt gun and after they make a pass over the enemy, the war will be ended."

But in all seriousness, our two branches of the Service have a most responsible task. With all that may be said about us, we have a definite place in national defense and we know it; we perhaps realize our powers far more than those unacquainted with our weapons and tactics.

The power of position has ever been a vital element in warfare. The airplane certainly is the instrument that gains this power of altitude. More battles have been fought over hill tops than anything else, because from a high altitude greater power can be thrust.

Great mobility with unparalleled opportunity for surprise is another attribute of the airplane. And Chemical Warfare enters both these principles. Heights where aircraft are safe from gun fire on the ground, gas bombs can be dropped upon an enemy with effect more pernicious to personnel than demolition bombs. You know about this matter as much as I do.

But there is another element that belongs solely to aviation and Chemical Warfare about which little has been said. This is the smoke screen. Behind a smoke screen ground troops can do almost anything. The best way to lay a screen is by airplane. In my opinion, the smoke screen and airplane are the two most significant weapons that have been developed in warfare since gunpowder.

Small armored airplanes of speeds greater than pursuit planes should be developed for the sole use of laying smoke screens. These planes need not have much maneuverability, just speed and armor around the pilot to turn rifle fire. Such planes could sweep along a battle front and lay a screen of smoke and poison gas and be almost immune from gun-fire. When a screen is once started, it is easy for other airplanes to keep it up, for they can take cover behind such as has already been laid and continue it indefinitely. The smoke screen has made high altitude bombing useless. There is no need to bomb at high altitudes where the percentage of hits is proportionately small; this was demonstrated at the sinking of the New Jersey and Virginia off Cape Hatteras in 1923, and is also demonstrated every time a smoke screen is laid. By having small high speed planes dart around a fleet of battleships laying a pattern of screens a few hundred feet high, lateral vision is obscured and bombing planes can appear suddenly over these little rooms without ceilings and drop their missiles at heights where bulls' eyes are almost impossible. It may be said that smoke screens have brought airplanes down where they are more effective for bombing.

And too, it may be said that whereas the airplane is the eye of an army or navy, it has the power to put out the eye of observers on the ground by smoke screens provided by the Chemical Warfare Service. With your smoke and our airplanes we can blind the other fellow just as long as we want to, while we ourselves from our seats among the clouds can see all beneath that we need to see. With our two services, it is a case of: "You make it and we'll take it."

There is one^{other} thing I wish to mention. You know as well as I that a sovereign state will stop at nothing when it is threatened with extinction. All regulations promulgated by tribunals, many of the principles of international law, and ordinary laws of humanity in general are apt to be thrown to the discard whenever one world state gets in a tight place. International conventions can prohibit or curtail the use of poisonous gas during peace, but no council can stop a chemist from developing formulas in a laboratory. Secret formulas held in abeyance for last resorts, act as a sort of an ace in the hole for modern countries. No nation is going to abandon experiments with gas since its power was seen during the last war. And especially since the airplane stands ready to carry this gas and deposit it at will.

I believe, in fact I know, that our branches of the service are underestimated. But we should keep right on working with what we have and what we can get, for sometime our work will show for something. There are many things that arise to lower the morale, but we should remember that we know what we can do, and this is our ace in the hole.

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BUFFALO BOUND AVIATORS

Aviators who expect to fly to Buffalo, N.Y., will be interested in a report which Lieut. Fritz Borum made recently when he was on duty in Washington in connection with the Industrial War Game.

Lieut. Borum is the Industrial War Plans representative in the Buffalo District, and he states that if aviators who contemplate stopping at Buffalo will get into communication with him before arrival or immediately after arrival, he can assist them in arranging transportation facilities and lodging. He further stated that the Washburn-Crosby Company of that city have offered to light up their five million candle power searchlight whenever aviators need it for night flights.

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THE BRITISH SLOTTED WING

At the same time that Mr. Anthony H.G. Fokker was demonstrating at the Croydon Airdrome, London, his non-stalling passenger monoplane, an account of which appears elsewhere in this issue, Flight Lieut. Bulman of the Royal Air Force, piloting an Avro 504K, fitted with slotted ailerons, demonstrated what can be done in the way of controlling an airplane laterally after it had reached the point at which it would normally stall, nose dive and spin.

Lieut. Bulman's take-off was spectacular in the extreme, according to British Aeronautical publications, the high wind enabling the Avro to leap off the ground after a run of a few yards only, and the climb being extraordinary. By the time the machine had approached Plough Lane it was a couple of hundred feet up and was practically sitting still, with, as somebody put it, "its tail between its legs." A slight roll from side to side was noticeable, but the machine was obviously well under control. Turning down wind to get over the

aerodrome again, Bulman circled and repeated the performance, this time letting the machine sink fairly rapidly, still with its tail well down.

On one occasion he turned down wind while on a stalled turn, a maneuver which would inevitably have produced a spin if carried out on the majority of "normal" machines. Also it was noticed that while he was hovering before turning he corrected the machine's inclination to fall over to one side or the other entirely with the ailerons and without using his rudder. On the turn, still with the tail down, one could see that the ailerons were giving all the lateral control that was necessary and that the rudder was being used in quite a normal way instead of being used for lateral control.

After turning, Lieut. Bulman took the machine down-wind, flying in quite a normal way, and having turned up-wind at the far side of the airdrome he came back at a somewhat greater height, with the engine throttled down considerably and proceeded to demonstrate exactly how efficient the aileron controls were.

Thereafter he did various impressive things, such as letting the machine sink with her tail down obviously below stalling speed and then picking her up by putting her onto a normal gliding angle. Also he made sundry turns down-wind which to those who were accustomed to the ordinary Avro looked as if they must inevitably develop into a spin. But always the aileron slots kept the machine under perfect control even when in apparently impossible positions. Lieut. Bulman afterwards remarked that the slot ailerons give such extraordinary efficient lateral control that having become accustomed to them he would have to be very careful the next time he flew an ordinary Avro without the slot controls.

The Avro wing arrangement incorporated a fair amount of extra gear in the form of an auxiliary leading edge of the Handley Page type. The arrangement is such that the auxiliary plane does not extend the whole length of the wings, i.e., the slot is not used as a means of lowering the stalling speed, but is of the same length as the aileron and is coupled thereto by a system of cranks and levers in such a manner that when the aileron is in the neutral position the slot is closed. When the aileron moves down the slot is opened, but when the opposite aileron moves up its slot remains closed. What happens is apparently that at large angles of incidence, such as during a stall, the function of the ailerons is taken over by the slots, the opening of the latter giving extra lift under conditions when the ailerons would probably be inoperative. In normal flight, when the ailerons are moved to a very small extent only, the difference in lift between slot open and slot closed conditions is relatively small, and so the presence of the slots does not interfere with the normal aileron control since, presumably, the slot does not have any great effect when only opened a very little. It is obvious that by suitable gearing of slot, or rather of auxiliary plane, to aileron the former can be kept closed until the latter has reached any desired position.

The combination of Handley Page leading edge slot with normal ailerons is not only capable of giving extra lift when plain ailerons would mostly fail, but at large angles of incidence the negative yawing moment is, apparently, reduced to a very small figure. Mr. Handley Page showed a series of curves obtained with this combination, in which yawing moment was plotted on a base of rolling moment. At very large angles of incidence the yawing moment for a large rolling moment was very small indeed, in fact, so small as to be easily taken care of by a rudder of normal proportions. To retain ample lateral control of machines fitted with the slot-aileron combination it is not, therefore, necessary to fit a specially large rudder.

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AIRMEN FLY LONG DISTANCE TO CONFERENCE

Six officers and six enlisted men from Langley Field recently spent a week at Kelly Field, Texas, after a cross-country trip in three Martin Bombers. The officers were Major John H. Pirie, Captains Hale and Duncan, and Lieuts. Grisham, Davies and Whiteley. The purpose of this flight was to bring about an interchange of ideas between the officers of the 2nd Bombardment Group and the Bombardment Department of the Advanced Flying School. During their stay at Kelly Field daily conferences were held and important matters of mutual interest pertaining to Bombardment Aviation were discussed. At the conclusion of their visit it was felt by all concerned that a great deal of benefit was derived from this conference. It is believed that similar discussions would be of great value throughout the Air Service.

LANDING FIELDS SPRING UP IN THE SOUTHWEST

Bob Hausler, a veteran airman of Winslow, Arizona, recently paid a visit of several days at Rockwell Field, San Diego, Calif. Mr. Hausler is preparing for an air mapping trip which will take him to Kansas City. He just completed the mapping of the tri-state airway, extending from San Diego to Albuquerque, N.M., which he started more than five years ago, and has forwarded the data to Washington for incorporation in the aeronautical maps. He has spent a considerable sum of money in air mapping operations, but declares he thoroughly enjoys the work and is accomplishing some real good for the development of American aviation.

Hausler said he had a number of interesting experiences. He frequently takes his plane into a town where there are no landing fields and he has "cracked up" a number of planes because he was unable to bring his ship to a stop before running into a ditch or post.

"People in these towns ask me why more airplanes do not stop in their particular locality", he says. "I point out to them that they have done nothing to warrant their town being placed on the aeronautical map and suggest they get busy and establish a flying field."

Just to show how much interest is manifested by the average community in aviation, nine flying fields have been established along the tri-state airway, and as many more will be in active commission before the summer. The present landing fields - and they are good ones - are at Victorville; Amboy, a town of 50 inhabitants on the edge of the Mojave Desert; Kingman, Seligman, Williams, Winslow, Holbrook, Gallup and Albuquerque. Another fine field will be available at Needles within the next few months.

Hausler said he had had several conferences with the New Mexico State authorities on the project of having landing fields established at 20-mile intervals along the State highways now under construction. The Governor of New Mexico was said to be heartily in favor of the proposal.

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GASOLINE FATAL IN CLEANING ENGINES

The following is from a Correspondent in the Philippines:

The death from burns of Corporal Gilliland at Kindley Field, Fort Mills, P.I., further serves to emphasize the great importance of exercising the utmost care in the use of gasoline near engines. A further and complete investigation of this regrettable accident which resulted in the loss of one of the most valuable men on the field has now shown exactly how the accident occurred. Only two men of the crew, other than Corporal Gilliland were present at the time. The plane had returned from a mission to Paranaque Beach rather late. The crew was servicing the plane, and Corporal Gilliland had the distributor heads off, cleaning them with a rubber eraser. He asked Private Pease to pass him a small amount of gasoline with which to saturate a piece of cheese-cloth to clean the heads. Private Pease states that he passed him a small can containing approximately a quart of gasoline. He states that Corporal Gilliland reached for same and a moment later he heard him exclaim "Ah" and flames immediately sprung up, enveloping him.

Inasmuch as the men work in the water at all times, they usually wear trunks only, which was true in this case. Being naked from the waist up accounts for Corporal Gilliland being so seriously burned.

Privates Pease and Gibson, the only men present at the time, state they do not know exactly what happened, but believe that Corporal Gilliland dropped the can, which probably fell on the storage battery mounted in rear of the engine which, if true, caused a spark thus igniting the gasoline and throwing flames over Corporal Gilliland. Inasmuch as the flames were confined to the vicinity of the battery this is probably what happened although no one can say exactly what did cause the accident. Both men state emphatically that at no time was gasoline used for washing the engine or for any other purpose except dampening a cloth for cleaning the distributor heads or spark plugs. The engine was cold, having been idle for over thirty minutes which should preclude that possibility. Inasmuch as all men are continually instructed and cautioned not to use gasoline for cleaning purposes and the dangers of handling same carelessly in addition to having complete instructions posted on the Bulletin Board in hangars in addition to copy of Technical Orders of the Chief of Air Service, it is not believed any man would be careless enough to pour gasoline on a motor. In addition, the Engineer Officer, Lieut. Burgess, who is very efficient, is a crank on the subject of fire hazards and seldom a day passes that he does

not lecture men regarding smoking near hangars and the extreme dangers of gasoline. Our first report may have led to the impression that gasoline was being used for cleaning purposes which has never been the case at this Field, and would be unfair to the deceased, who was a very intelligent soldier, well instructed, and known never to take a chance. While the accident is very regrettable, it is believed that a future occurrence of this kind will be avoided if immediate steps are taken to have the storage batteries covered similar to automobile practice. This will preclude any possibility of fire due to wrenches or other metals short-circuiting the battery, which at present is an unnecessary hazard to life and equipment. It is a well known fact that every thing must be fool-proof to eliminate accidents.

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PRODUCTION AT FAIRFIELD

The shops at the Fairfield Air Intermediate Depot are very busy these days. The following production was reported for the month of April:

Airplanes - 4 DH4M1, 2 DH4B4, 7 Curtiss JNSE, 1 Curtiss JNSA-2, 2 Curtiss JNSA, 2 Martin Bombers MB2 and 6 MB3A, total 24; Engines - 11 Liberty 12, 1 Wright A, 5 Wright A-2, 23 Wright E, 4 Wright I, 5 Wright H-3, total 49.

The repair shops, under the direction of Capt. Edward Laughlin, will soon begin rebuilding Curtiss airplanes for the use of reserve officers during the summer training period. It is expected that 53 "Jennies" will be overhauled and reconditioned before the end of June. They will all be of the JNSE type, equipped with Wright E engines.

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AERIAL PHOTOGRAPHY AT POPE FIELD

An important but little heard of aerial photographic activity is going on at Pope Field, Fort Bragg, N.C. The Field Artillery Board are trying to reduce the use of aerial photographs for computing firing data to such a practical basis that it may be incorporated in the Field Artillery Training Regulations.

The aerial photographic end of this investigation is being handled by Lieut. Edmund C. Lynch, A.S. and three enlisted men sent here from Langley Field. Major Faulkner Heard is the member of the Field Artillery Board who is handling the actual use of the photographs in firing problems.

The photographs are taken by Lieut. Lynch, prints made, and data as to the scale and orientation inked on the print before it is turned over to the Board. Major Heard computes the firing data and fires a problem to see what accuracy could be obtained. Several problems were fired in order to strike an average.

The investigation started with the use of a single photograph which showed two panels, one representing a reference point, visible from the observation post on the ground, the other representing a target, assumed invisible from the observation post. These panels had been accurately located by surveying methods so that the accuracy of the photographs could be checked. The scale was determined by taking photographs of a base line, assumed to be behind our front lines, before flying out over the range to photograph the panels. Orientation was a more difficult problem, as the panels were assumed to be in unknown territory. The most accurate means of orienting was by means of the "Baldwin Solar Chart", which gives the angle between the line of shadow and true north when the time, date, latitude and longitude are known. In firing the problem the gun was adjusted on the reference point by ground methods and then shifted to the target by means of the data obtained from the photograph. Only one gun was used, but the group of shots fell so close to the target that it would have been destroyed had an entire battery been used.

The second step in the investigation was the use of a mosaic strip and a mosaic. They were assembled very accurately. No attention was paid to matching the topography, the photographs being assembled using their centers and ground control. However, no ground control was used beyond a line assumed as the battle front. The presence of a large number of control points made it easy to tie the mosaic together. It also made a strong foundation for the grid which was placed on the mosaic and strip. The mosaic, since it was gridded, was used like a map in computing the firing data. That is, the range and deflection was not only scaled off, but they were also computed from the coordinates, as scaled from the mosaic.

At present the Tri-lens camera is being used to work out a series of

problems of a more complicated nature. There has only been one problem fired from these photographs as yet. The results so far have shown that the Field Artillery are no longer helpless when the target is invisible and no maps are available. The Air Service takes on a new relation with an arm that now uses aerial observation as a matter of course.

No means are available at present for accurately and speedily determining the elevation of the target, particularly when only one or two photographs are taken of the target area. Nevertheless, in time of war, using this means of computing the initial firing data, the first shots should be close enough to target to enable the aerial observer to locate the shots of his battery without trouble. It will go a ^{good} way to make Field Artillery firing faster and more accurate.

Aerial photographic activities, as far as the ground work was concerned, nearly came to an end several weeks ago. It so happened that the piling under the building had rotted away, leaving the building supported by the one-inch boards that enclose the bottom. When workmen began removing these boards, the building, amid much cracking and groaning, settled to the bosom of Mother Earth. Private Mazer, who happened to be in the building at the time, appeared at a dead run carrying the cameras, not sure whether the whole thing was coming down or not.

In general, this little mishap worked for the general good. The front doors, which had never closed properly, are now a perfect fit. Then, too, there is now a natural slope to the floor that helps very much in draining off the rain water that only comes in when it rains.

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BROOKS FIELD A DRY PLACE

According to the News Letter Correspondent, Brooks Field bids fair to rival the great Sahara Desert. He states that recently the Primary School lost two days of flying due to the extremely high wind which was blowing steadily for ten days. Wind velocities as high as 44 miles an hour were recorded - too much for students until "Jennies" are equipped with reversible tail skids.

In addition to the high wind a complete absence of rain for several months has left the flying field in a dying state. Grass is almost a thing of the past, and dust has been eaten by the peck. No funds were available for extra water, and but one small water cart has been spilling drops of water here and there. The results are the same as if you were irrigating the Sahara Desert with a garden hose.

Despite the gusty weather, the present primary flying class is progressing favorably. Seven cadets have been relieved from training.

Eight of the new primary training ships, the PT-1's, were received. Although the present class was already started on JN's, students of Lieut. McCormick were transferred to the new ship for the remainder of their course of instruction.

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ROCKWELL FIELD GETS "RECOGNITION"

The following article appearing in a recent issue of THE SAN DIEGO SUN, was written by Max Miller, who seems to have inside knowledge on the subject:

"EXTRA! - - - ARMY AIR BASE FOUND ON ISLAND,
BUT NAVY IS 'STEALING ITS STUFF'!"

What is Rockwell Field? Why, when and how much?

Rockwell Field is a body of land on North Island completely surrounded by Navy planes. Rockwell Field is to North Island what Gilda Gray's property men are to Gilda Gray. Rockwell Field sits way off there on the tip edge of nowhere and for diversion reads the daily news stories about its sparkling step-sister, the Naval Air Station. But there was a time when Rockwell, too, paraded before the footlights.

Rockwell Field was discovered quite by accident today. A wild rumor had it that the Naval Air Station was going to take it over. 'What the devil!' a Rockwell Field Officer exclaimed. 'Take over this place? What do you mean? The Army owns this island, and the only reason the Navy's here at all is because we let them use part of the land. Now I ask you--! And then the officer - he's a 'high-up' too - went into a eulogy on life in

general and the nerve of some Navy men in particular. It was really quite a pathetic story.

"STOLE HER STUFF"

There was an elderly lady, Maupassant would say, who lived in a great big, big house by the sea. In time she invited her step-sister to come and live in the house. Now the step-sister was young and knew her stuff, namely this: It pays to advertise. Wherewith the Naval Air Station did come, and did advertise, simply by keeping a string of planes constantly sparkling over San Diego. Likewise the Navy, once in, erected buildings so beautiful that the humble hangars of the Army were knocked for a row of junked Liberty motors.

Then came Senators and Congressmen and saw this beautiful Naval Air Station and the spectacular work being done there. 'Um', the Congressmen commented, glancing over North Island, 'and what's this bunch of shacks doing over at that far end? Aren't they sort of in the way?'

'Yes -- well, of course -- far be it from us to say anything -- but well, you see they belong to the Army. You see-how it is, don't you?' The Congressmen evidently did, because before another sun had set, Rockwell Field was startled to hear it was about to be shown 'the door' off its own island.

About this time this reporter, armed with an auto, an extra supply of gas and enough provisions for a day, went out in search of this so-called relic listed on the ways as Rockwell Field. And what the reporter found was not a relic at all, but a hard-working, though isolated, community whose only apparent sin was the inability to realize that it pays to advertise.

"ONLY FEW PLANES"

True, the Field's 30 large structures have that desolate appearance of a summer resort in winter time. And, true, the Field has only seven planes for local flying. And true, too, the Field has managed to rescue from the Navy, only 783 acres of the island's original 1,307 - or a little more than half of North Island. But here comes the catch. Most of the work at Rockwell Field is done under roofs instead of over them.

Rockwell Field, so to speak, is the repair garage for all the Army fields on the Pacific Coast as far inland as Arizona and Nevada. Not only that, but the 227 civilian employes there assemble most of the new planes that go to these Army stations; stations such as Sand Point, Seattle, Portland, Salt Lake, San Francisco, Santa Monica, the Philippines and Hawaii.

This requires some 20 hangars, 15 of which are of steel and 5 of stucco. Besides this, the field has a hospital, garage, warehouses, and shops, plus the new radio with its steel towers. For married officers there are nine sets of quarters, and one set for bachelor officers.

But what Rockwell Field does lack, and lacks seriously, is a press-agent.

"FOLLOWS HISTORY"

The history of the Field practically follows the history of aviation. It was started about 1908 by the Curtiss-Wright people, then turned over to the Army around 1912. In those days, the Field was the "jazz baby" of the coast for limelight. Nothing was too good for the country's pet, and one flying record after another was established there. Then with the approval of the Secretary of War, came the Navy, made itself right at home, and in time stole all the thunder.

Beginning with Lieut. Colonel Harry Graham, Commanding Officer, the Field has nine officer pilots. And just because their names seldom are in print, they are going to be in print now: Captain J.H.Houghton, Captain R.G.Ervin, Captain William C. Ocker, First Lieut. John G. Williams, First Lieut. Bernard T. Castor, First Lieut. A.B.Pitts, Second Lieut. Townsend Griffiss, and finally Captain Lowell H. Smith, who alone probably does not get a shock when he sees his name.

The other officers of the Field are: Captain Ezra Davis, quartermaster; Captain L.M.Field, Medical Corps, and two warrant officers, George Scott and Charles Payne. Enlisted men number 33.

This summer, however, Rockwell Field is going to have a chance to strut its stuff up in the clouds where all can see. Twelve additional planes are coming for local flying. And with them will be reserve officers for training. These new reserve organizations are now being formed, and Rockwell was selected by the Army for the point of training. Nor is that all, for the Third Attack Group from Texas, including 500 men and 20 officers, is scheduled to be transferred here this summer. In other words, the neglected step-sister is dragging out her powder-puff, lip-stick, rolling her stockings and looking at the world anew.

There are lots of conquests left in the old sister yet."

In addition to the foregoing article, it might be well to say that, besides the officers listed above, there are a great many officers and enlisted men of the Reserve Corps and National Guard of California among the civilians in the shops and other activities on the Field, and performing their duties in connection with overhauling airplanes.

The Reserve officers employed here are as follows:

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|---------------------------------|-------------------------------|
| Major John Fanning, Q.M.C. | Lieut. H.W.Grebkien, Inf. |
| Major L.F.Harrod, Q.M.C. | Lieut. Chas.W.Hammond, Q.M.C. |
| Capt. Peter F. Dezotell, Q.M.C. | Lieut. L.B. Gregg, A.S. |
| Capt. Nemo S. Jolls, Sig. Corps | Lieut. O.R. McNeel, A.S. |
| Capt. Charles Payne, A.S. | Lieut. C.W.Foy, A.S. |
| Capt. George Scott, A.S. | Lieut. E.G.Lupton, A.S. |
| Capt. Chas. Schrieber, Inf. | Lieut. P. A. Andert, A.S. |

The National Guardsmen are as follows: Captain Frederick B. Haines, 1st Sergeant Manvil S. Denton, Sergeant-Major James L. Gill, Sergeants H.H. Rickey, H.J. Squires, E.C. Pelletier, Corporals L.W. McGuirk, F.M. McCullough, L.H. Decker, F.J. Chejstovsky, C.W. Crane, Privates Fred Cheesewright, E.A. Deeter, E.A. Dumas and Pink M. Hatton.

All of the above listed men are members of the 251st Coast Artillery, Calif. National Guard.

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AIR MEET OF NEW YORK NATIONAL GUARD

The 27th Division Air Service of the New York National Guard will hold its second annual Air Meet Saturday, June 20th, at Miller Field, Staten Island, N.Y.

Invitations have been sent to all Air Stations in the East. Those in charge of the arrangements expect about 125 airplanes at the Meet. They state, however, that they can accommodate any number, and promise a good time to those attending.

For entry blanks write to Major George A. Vaughn, Jr., Commanding Officer, 27th Division Air Service, Miller Field, Staten Island, N.Y.

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POPE FIELD WORKS WITH ARTILLERY

The possibilities of anti-aircraft fire were recently tried out at Fort Bragg, N.C. Each battery of light artillery is equipped with two machine guns for defense against aircraft, and are mounted on the carriages for use on the march. The Field Artillery Board wished to test out these gun mounts, so the Air Service was called on to do the simulated attacking. The airmen were free to fire at a battery of horse-drawn artillery to their heart's content, only the artillerymen picked a road protected by trees and telephone lines. The artillerymen found that their present gun mount was unsuitable; also it was heard that some of the officers now agree with General Mitchell in some respects. However, the machine guns will be retained as part of their equipment, as the gunners think they can hit a plane and will stay with the battery instead of taking to the woods.

A new method of adjusting artillery fire on a target was tested out during the past two weeks with results far better than anyone had expected. The shifting of fire from a registration point to a target with no other data than that supplied by a single photograph containing the two points was the object of the tests. These tests were conducted with 75's, and 155 mm. howitzers. In the first test with the smaller guns the results were so good that it was thought perhaps some element of luck had entered into the result, but when the test was repeated at a longer range with the howitzers and the same excellent result was again obtained there could be little doubt as to the value of the method. It will be possible to use this method in connection with several others. One of these was tried in connection with the tests in which the airplane used the "Lay on me" method of locating a registration point, and then after a few adjusting shots on this point fire was shifted to the target.

Another important experiment which can be used in this connection was a time test as to how quickly a gridded photograph of a designated position could be delivered to a battery for use in regulating fire on a certain point. With no special apparatus with which to speed up the process, photographs were dropped at the battery in about one hour and forty minutes after the request had been received at the Field. This result was considered very satisfactory.

to the members of the Field Artillery Board conducting the tests, and it is figured that this time can easily be reduced to about one hour by the use of apparatus for developing the film while the plane is returning to the field. These tests were made with photographs taken at 12000 feet. Complete reports on the various tests which have been conducted will be made during the next month by the Field Artillery Board, and it is believed they will result in considerable advancement in the use of aerial photography for regulating artillery fire.

Recent visitors to Pope Field on cross-country flights were: Lt. Bryce, Marine Corps, Quantico to Charleston, S.C.; Lts. Rundquist and A.Y. Smith, and Major Brereton from Langley Field.

FLYING IN MARYLAND NATIONAL GUARD

The record of the 29th Division, Air Service, Maryland National Guard, from the date of Federal recognition, June 29, 1921, to April 1, 1925, is an excellent one. A total of 4700 aircraft hours (9,000 man hours) was flown during this period without a single fatality. Of this flying time, a total of 500 hours was flown on cross-country trips. There were a total of ten airplane crashes, eight resulting in total loss of aircraft. The remaining two were of a minor nature where the damage was repaired.

There were supplied the 29th Division as replacements during the above period 14 airplanes, complete with motors.

The personnel of this organization includes 16 pilots qualified to fly service planes, such as the DH, CO-5, Fokker D7, SE5, and the Thomas-Morse MB3.

During the past three years the organization participated in three summer encampments at Langley Field, Va., each of the two weeks' duration. Service type ships were flown at each encampment, including pursuit ships.

Drills are held during eight months of the year at Logan Field, Dundalk, Md., each Saturday, beginning at 2:30 p.m., a schedule being given over to-

(a) Flying - Formation flying; execution of observation air service missions; performance of artillery puff target shoots; and one cross-country mission locating a flying field in the State, and obtaining data thereon for file and for the information of the Airways Section, Office, Chief of Air Service.

(b) Instructions of enlisted personnel - infantry drills; motors, airplane; photography; radio; use of 45 cal. pistol and participation in firing the record course.

During the four winter months, formations are held Tuesday nights at the uptown armory in Baltimore, where instruction includes:

(a) Officers - Observation course; used at Air Service Tactical School; Field Service Regulations; buzzer practice; use of the 45 cal. pistol.

(b) Enlisted personnel - Infantry drill; class in motors, airplane; photography; radio; use of the 45 cal. pistol.

During the field training each week it has been customary to send one ship on a cross-country airways mission, the result of which has been that there were located in the State of Maryland thirteen landing fields at the principal towns. These fields were catalogued and aerial photographs of same were obtained. Each year these missions are repeated in order to check the condition of the fields and their availability and, if necessary, to locate new ones at the same cities.

In addition to the usual week-end cross-country flights of the above nature, the following squadron cross-country flights have been made which are worthy of note:

Cross-country flight of six planes to participate in a show held at Mitchel Field.

Flight of six planes to Miller Field, Staten Island, N.Y.

Two flights of three planes each to Langley Field.

Flight of 4 planes to Fairfield, Ohio, delivering 4 used planes, and a return flight of 8 planes which were to replace the 4 returned to Fairfield.

All of these cross-country flights were completed without injury to ships and without forced landings of a nature where it was not possible to make repairs and continue the flight.

THE AERO CLUB OF COLUMBUS, OHIO ✓

Picture a smooth, spacious aviation field with six hangars at one edge of it, a filling station, a spacious clubhouse in front, surrounded with beautiful lawns, and approached by fine automobile roads, and you have only a fair idea of the proposed Columbus Air Terminal on East Broad Street, six miles from the City of Columbus, Ohio, and adjoining the Columbus Country Club.

This terminal is the ambition of the Aero Club of Columbus, Ohio, an organization which was established by Air Service Reserve officers in 1919 and is still managed largely by them. At the present time this Club is strenuously endeavoring to complete the financing of their proposed clubhouse which, when completed, will be operated for the convenience of all flyers who land at the Columbus Airdrome. Among the many reasons why members of this organization are anxious to have their venture crowned with success is the thought that it might stimulate other aero clubs and cities to erect similar buildings and thereby bring about the development of airways and airports.

Four years ago Columbus, Ohio, was in no way identified with aviation, and there was no landing field where an airplane might come to earth in safety. Today, Columbus claims that, barring the government aviation field at Dayton, Norton Field is the finest aviation field in Ohio, a field which has all the advantages desirable for its purpose. This field was established without municipal aid and in the face of the stiffest competition from other Ohio cities that wanted to gain this field for themselves.

Through the establishment of Norton Field, Columbus was placed on the National Airways map, and thus the bulk of East and West air traffic is routed through this city.

Numerous and interesting events have been staged at Norton Field under the auspices of the Columbus Aero Club which have been witnessed by thousands of persons. During the summer months members of the Club who hold flying ratings take their weekly practice and training at Norton Field, and on Saturday afternoons and Sundays many people drive out to the Field to witness these maneuvers.

The Board of Directors of the Columbus Aero Club is now planning the establishment of a club headquarters at Norton Field. The Club controls an acre of land at the edge of the Field proper which is considered an ideal site for the structure. It owns a two-story frame building now on this property, which it is contemplated remodeling into a modest clubhouse where offices can be maintained and where members and their guests can gather to view the flying maneuvers. The cost of remodeling this structure is estimated at \$6,000, half of which sum can be taken care of by the collection of this year's dues from the members. The balance is proposed to be raised by subscriptions, by securing additional members and by holding one or two air carnivals at the Field during the coming summer.

THE MANEUVERS IN PANAMA ✓

By the News Letter Correspondent

Middle of April saw the windup of the annual maneuvers of the Panama Canal Department for 1924-1925. Although the maneuvers lasted but one short week, while they were on we all knew that we had a sure-enuf war on our hands. All arms of the service participated and gave their best efforts to making the demonstration a success. We of the Air Service put in some rare hours of work, beginning before dawn and keeping going until late at night.

A total of about 173 hours were flown by our pilots on all kinds of missions, which included all phases of our work. Bombardment, attack, pursuit, combat, observation, reconnaissance, photographic, artillery adjustment and liaison and a host of other missions were the order of the week. Five o'clock A.M. invariably saw a number of planes in the air winging their way to the various points in the Republic of Panama and the Canal Zone where "they did their stuff", and if all ships were back in the hangars by 7:00 P.M. it was considered a short day. All phases of these missions were highly successful, particularly the bombing and strafing of enemy ground troops, which latter phase especially is worthy of mention because of its remarkable effectiveness. The heavy jungle growth, which is characteristic of the greater portion of the areas covered during the maneuvers is usually impassable except along the trails which have ^{been} cut through it, hence were an enemy ground force to attack the Canal from points in the Republic they would be at the mercy of an efficient air force, as all trails leading towards the Canal and its approaches are well known. The effectiveness of an aerial attack on troops proceeding along these trails, which by the way are rarely wider

than two or at the most three feet, can readily be appreciated. The success of the contact, liaison, artillery adjustment and radio missions are also worthy of mention as indicating the efficiency of the Air Service in this department despite the numerous handicaps under which it operates. In fact, though we do not know at this writing just who did win the war, we are sure that the Air Service did its part and that without it the result, whatever it may have been, would have been somewhat different.

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A BOOST FOR THE 61ST SERVICE SQUADRON

Major-General Charles P. Summerall, the new Commanding General of the 2nd Corps Area, accompanied by his staff, recently made a minute inspection of the personnel and government property at Mitchel Field. It was the first time the General had visited the Field since assuming command of the 2nd Corps Area.

He expressed himself as thoroughly satisfied with the results of the inspection. General Summerall was particularly impressed with the 61st Service Squadron, commanded by Captain H.W. Flickinger, referring to it as "probably the finest organization he had ever inspected."

He greeted several of the officers and many of the enlisted men personally, having recalled that they served under him when he commanded the First U.S. Division during the World War. The General's visit was looked forward to with apprehension; it is recalled with keen pleasure.

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WAR DEPARTMENT ORDERS AFFECTING AIR SERVICE

Second Lt. Russell Pyles, A.R. Reserve, Langley Field, to proceed to Walter Reed General Hospital for observation and treatment.

Second Lt. Ira Milton Jones, A.R. Reserve, ordered to active duty for period of 15 days at McCook Field.

First Lt. Harry H. Mills, relieved from duty at Fairfield Air Intermediate Depot, to take effect at such time as will enable him to take transport sailing for Philippines on or about September 3, 1925.

First Lieut. Milo McCune relieved from duty in Philippines and assigned to duty at Fairfield Air Intermediate Depot.

Major Carl Spatz, upon completion of course at Air Service Tactical School at Langley Field, assigned to duty in Office, Chief of Air Service, Washington.

First Lieut. Clarence B. Lober assigned to duty at Brooks Field for flying training upon completion of course at Massachusetts Institute of Technology.

First Lieut. Ames S. Albro relieved from duty in Office, Chief of Air Service effective June 5th; then to proceed to Kelly Field, Texas, for 2 months' course in observation training and a refresher course in flying before proceeding for the Philippines on or about Nov. 20th.

First Lieut. Raphael Baez, Jr., assigned to Chanute Field upon completion of course at Air Service Engineering School at McCook Field, Dayton, Ohio.

First Lieut. A.H. Foster to proceed to Brooks Field for flying instruction upon completion of course at Air Service Engineering School at McCook Field.

First Lieut. George E. Hodge relieved from duty in Office, Chief of Air Service, effective August 20th, and to proceed to Langley Field to take course of instruction at Air Service Tactical School.

Major Harold S. Martin relieved from duty at Hqrs. 6th Corps Area and to proceed to McCook Field, Dayton, Ohio, for duty.

Lieut.-Col. Clarence C. Culver designated as Commandant of Air Service Advanced Flying School, Kelly Field, Texas.

Major Leonard H. Drennan relieved from duty in Office, Chief of Air Service and assigned to duty at Headquarters Sixth Corps Area at Chicago, Ill.

Capt. Wm. F. Volandt relieved from duty at Bolling Field, D.C., and to proceed not later than June 25th to McCook Field, Dayton, Ohio, for duty.

First Lieut. Oakley G. Kelly detailed, in addition to his other duties, as Commanding Officer, Pearson Field, Vancouver Barracks, Wash.

Captain Wolcott P. Hayes, upon completion of course at Sheffield Scientific School, Yale University, to proceed to Mitchel Field for duty.

Second Lieuts. Gordon T. Waite and Leslie F. Young relieved as students at Air Service Advanced Flying School at Kelly Field and to proceed to Scott Field for duty.

First Lieut. Earle H. Tonkin relieved from treatment at Fitzsimons General Hospital, Denver, Colo., and to return to his proper station at Kelly Field.

First Lieut. Leroy M. Wolfe relieved from duty at Bolling Field and upon completion of present course at Sheffield Scientific School, Yale University, to proceed to McCook Field for duty.

First Lieut. Samuel C. Skemp relieved from assignment at Chanute Field and upon completion of course at Sheffield Scientific School, Yale University, to proceed to Bolling Field, D.C., for duty.

Following officers designated to take next course at Air Service Engineering School, McCook Field, reporting there not later than August 15th: Major Thomas DeW. Milling, Captain Paul T. Bock, First Lieuts. Robert G. Breene, Clinton F. Woolsey, Carl F. Greene, Phillips Melville, John F. Whiteley, David G. Lingle, Ivan G. Moorman, Ennis C. Whitehead, 2nd Lieut. Glen T. Lampton.

Following officers relieved from duty at Bolling Field, D.C., and to report to McCook Field, Dayton, Ohio, for duty: Capt. John C. Platt, Jr. (Inf.) Lieuts. Lester J. Maitland and George H. Burgess.

Resignation of 2nd Lieut. Harry T. Rowland accepted, to take effect June 1.

Following officers designated to take course of instruction at Air Service Tactical School, Langley Field, Va., reporting not later than October 1, 1925: Majors Horace M. Hickam, Leo G. Heffernan, Hugh J. Knerr; Captains Lloyd L. Harvey, Earley E. W. Duncan and George C. Kenney.

First Lieut. Perry Wainer transferred from Mitchel to Chanute Field.

Second Lieut. Orrin E. Ross, Reserve Corps, ordered to active duty at Bolling Field, D. C., for period of 15 days.

NOTES FROM AIR SERVICE FIELDS

Second Obs. Sqdn., Kindley Field, Fort Mills, P.I., March 25.

The squadron suffered a severe loss in the death of Sergeant James T. Davidson which occurred in the electric car accident on Corregidor Island. While operating the car on the run from the Post to the docks and at a point opposite the Barrio, the brakes failed, allowing the car to run wildly down the incline until it jumped the tracks and was demolished. Sgt. Davidson was a popular and efficient soldier and is greatly missed.

This was also the accident in which Lt.-Col. Herring, Major Hunter, Warrant Officer Carter and Pvt. Fagan lost their lives. Several others are yet on the danger list. The entire Island has been in a state of mourning over this accident.

The past few months witnessed much activity on the Post. Salvaging the condemned H Boat equipment and the placing of new roofs on the hangars certainly provided much hard work. The re-roofing of the hangars has been much needed and will probably be completed before the rainy season begins. The morale and spirit of the men has been very commendable and, thru their efforts, adequate shelter will be provided for the new Douglas Cruisers with which this station is to be equipped.

Two Douglas airplanes of the latest world cruiser type, equipped with twin pontoons, were assembled and tested and are now being provided with latest equipment necessary for use among the Islands. One of the interesting problems in connection with the Douglas planes is the matter of launching. As this apparatus was not shipped with the planes, our resourceful Engineering Officer, Lieut. Burgess, and his men constructed a car with cradles to fit the pontoons. The track used was constructed of eighty-pound rails placed upon cement piling driven into the sand. It should easily withstand the heavy seas during the typhoon season. This apparatus was recently tested in practice and certainly answers its purpose admirably.

The first real service duty to which the Squadron will be assigned is that of observing and regulating Artillery fire during the famous Coast Defense target practice on the Island. So successfully was this work carried out last year that the Artillery is this year willing to rely exclusively upon the Air Service for all spotting and correction.

Sergeant George E. Mitchell and Private 1st Class Scheneler recently left for Brooks Field, San Antonio, Texas, where they will start training as flying cadets.

First Sergeant Hall, formerly of Bolling Field, Washington, D.C., is now on duty with the Squadron, having replaced 1st Sgt. Smythe, who returned several months ago.

28th Bombardment Squadron, Camp Nichols, P.I., March 25th.

Today the Martin Bomber planes may be easily rolled into and out of one of the most up-to-date bomber hangars in the service. This hangar is 8,000 miles from its nearest continental base and represents the result of actual work of American soldiers in the Orient. The last operation, that of cementing the floor, was a task of great magnitude for a squadron which at the same time maintained a score of DH4B's and 8 Martin Bombers ready for the air. Proceeding at the rate of a section a day, or pouring over 1200 cubic feet of cement a day, this working organization by their own brain and brawn completed the floor in ten days, pouring a total of approximately 14,000 cubic feet of cement. Such work, however, is really not at all surprising. When one reflects a bit over some of the previous tasks accomplished by this outfit, it will be remembered that the Squadron did all the structural steel work on this hangar, construction and foundation, and laying 250 feet of Macadam road. Two other buildings were constructed and much attention given to the grading of the flying field. The spirit and enthusiasm of the men has gone far toward producing results which means much to the Army in the Philippines. The Operations Officer, Parachute Department, Emergency crew quarters, technical library and reading room are now located along the East side of the Hangar, making a convenient arrangement of activities.

The Philippine Division wins the "war"!

In the elaborately staged maneuvers between Fort McKinley and Manila, the 28th Bombardment Squadron with its Martin Bombers and DH's certainly colored the campaign. Such outfits as the Anti-Aircraft and defenders of bridges across the

Basig River will long remember the activity and respect the ability of our units. In connection with this we should mention that our Radio truck, supervised by Staff Sergeant Depew, functioned perfectly throughout the period as did those radio sets installed in the airplanes. During the engagement, Captain R. Beam, our C.O., and Lieut. Harper fulfilled the duties of Group Operations and Liaison respectively.

Lt. H.P. Rush recently reported to the Squadron for duty. His previous assignment was with the 2nd Observation Sqdn. at Kindley Field. Immediately prior to his reporting here, Lt. and Mrs. Rush took a very interesting 25-day trip in Northern Luzon. From Manila they motored to Baguio, thence to Cagayan on the Cagayan River. From this point, the entire navigable portion of the river was traveled by boat, arriving at Aparri several days later. A trail from Aparri to Baguio was then followed using horses, ox-carts and caraboa as transportation. A "banka", or a small coastal boat, was then pressed into service, taking thru the rough seas around the most northwesterly point of Luzon. The "banka" was given up, after rounding the point, and an auto bus line taken which followed the beautiful scenic road along the western coast into Baguio. They report that Northern Luzon possesses scenery which people visiting the Islands can hardly afford to miss.

Langley Field, Va., April 16-30.

Headquarters 2nd Bombardment Group

In compliance with orders from the Chief of Air Service, three Martin Bombers left here on the 14th for Kelly Field, Texas, for the purpose of demonstrating bombing methods, etc., to the Advanced Flying School. The officers participating in this flight are Major Pirie, Captains Hale and Duncan and Lieut. Davis. Accompanying them are six of the best crew chiefs, namely, Tech. Sgts. Moorhead and Jewel and Staff Sgts. Glasscock, Avaritt, Weidekamp and Ritenour. The flyers arrived at Kelly Field on April 23rd, going by way of Bolling Field; Moundsville, W. Va.; Dayton, Ohio; Scott Field; Muskogee, Okla.; and Dallas, Texas. They will probably remain a week at Kelly Field before returning to their home station.

2nd Photo Section.

The surrounding grounds of the laboratory were greatly improved by bordering the walks and sanding them; also some fine cedar trees were set out at intervals of about 40 feet at the edge of the street.

Lieut. Williams, Comdg. Officer, and Actg. 1st Sgt. Jesse J. Barnhill flew a photo mission on April 14th and obtained some good obliques.

11th Bombardment Squadron.

The Squadron took a big lead for yearly flying time during the past month, the nearest competing squadron being some 30 to 40 hours behind, and with our two ships returning from Texas we will continue to pile up time.

19th Airship Company.

A free balloon flight was made by Capt. W.O. Butler on April 16th, carrying as passengers Majors Spatz and Tinker and Capt. Quinn. The balloon took off at 1:15 p.m. and reached an altitude of 1400 feet, going in a southwest direction. At 2:00 p.m., at an altitude of 300 feet it took a northwest direction. At 3:15 p.m., at 3,000 feet it took a southeast direction, and at 3:45 p.m., at 5,000 feet the direction was east. The balloon landed at 4:30 p.m., within two miles of the starting point. Lieut. R. Kieburtz had taken the Airship TC-4 to follow the balloon with the purpose of bringing its crew back to Langley Field in case they landed on the other side of the James River, but Capt. Butler found the wind aloft such as to enable him to bring the balloon back close to Langley Field.

The Captive Balloon R-25-21 was taken to Fort Eustis, where 2nd Lt. R. Kieburtz will observe for the artillerymen at their regular practice.

20th Bombardment Squadron.

The new NBS-4 Martin Bomber brought from Mitchel Field by Capt. Hale for test here is rolling up considerable flying time to the credit of the squadron, owing to the fact that it has been assigned to it and all the officers in the Group are required to fly it and make recommendations upon its performance.

Capt. Hale, en route to Texas, was forced down at Uniontown on account of motor trouble. Lieut. Welker flew another ship there to enable the Captain to continue his trip. Capt. Rodgers flew to Uniontown to ferry back the ship left there by Capt. Hale when the necessary repairs were made.

Lieut. Sutter flew to New York over the week end.

58th Service Squadron

Lieut. Sutter recently returned from the regular airway trip, flying 2200

miles in 27 hours. The trip was made in a standard DH4B and the usual complaint about the small gas tank was turned in. With the arrival from Fairfield of a new Airway ship there should be no more complaints on gas tanks.

Lieut. Drumm went to Fairfield by rail and ferried back an MB-3 to Langley.

Lieut. Rundquist cross-countryed to Washington over the week end, carrying Lt. Jerdone, CRC, as passenger.

Lieut. Kase made a cross-country flight to Mitchel Field and return over the week end.

59th Service Squadron

The entire personnel of this organization were recently fitted up with the new regulation caps, and every member is striving to show this organization as the "Best Dressed" Squadron at Langley. "Best in Service and Best in Appearance" is our motto.

Lieut. S.T. Kauffman, CRC, attached to the 59th, has been sick with tonsillitis at Walter Reed General Hospital since April 6th. His return is expected in the near future. First Sgt. Wm. A. Hixon is still under the care of the Surgeon at Ft. Oglethorpe, Ga., recovering from a gun shot wound.

96th Bombardment Squadron

Capt. Loughlin and Lt. Cover of the Fairfield Air Intermediate Depot Engineering Dept. made an inspection of the planes of this organization and found all in excellent condition. Staff Sgt. Young and his crew, who were in charge of the Visiting Ship Hangar, were highly commended by the above officers for the service rendered on their airplane.

Lieuts. Davies, Bowen and Cross are all on cross-country flights. The first named is at Kelly Field, Lt. Bowen on Model Airway and Lt. Cross is at New York.

50th Observation Squadron

Three of our cloud scrapers went on cross-country trips over the week end - Lt. Cross to Philadelphia, Lt. Walker to Aberdeen and Lt. Sutter to Mitchel Field. All reported a good trip.

We carried out two successful missions with the Coast Artillery at Camp Eustis and took five Reserve Officers to Washington, D.C., on a cross-country trip, returning by way of Richmond, Va..

The Reserve officers completed their 15-day course of training last week. They all remarked on how fine they were treated while here and wished they could stay longer.

Langley Field, Va., May 7th.

Air Service Tactical School

The ASTS flew a total of 80 hours and 25 minutes the past week, the greater part of which being by student officers who were conducting bombing and gunnery training as a part of the year's course at the School.

On May 5th the baseball team added another win, with the 58th Service Sqdn. as the victim. This was the last game of the first half of the post-baseball league, and it showed the Air Service Tactical School Detachment with nine games won and none lost.

2nd Photo Section

Lieut. C.L. Williams and Staff Sgt. J. Barnhill left May 2nd to commence work on the project of photographing the area in the Blue Ridge Mountains of Virginia to be used as the Shenandoah National Park. Lieut. S.T. Kauffman assumed Lt. Williams' duties as Group Inf. Officer and C.O., 2nd Photo Section.

19th Airship Company

During the past week little flying was done, which included the regular training and routine flights. Usual activities and routine were carried on at the Gas Plant and Company Area.

59th Service Squadron

Major J.H. Pirie has returned from flight to Kelly Field, as did Lt Whiteley. Lt. Bertrandias received orders relieving him from assignment and duty at this station. Lieut. Kauffman is absent sick at Fort Monroe, Va., having his tonsils removed. Lieut. Atkinson, under orders to Mitchel Field, is equipping a Martin Bomber for night flying, to work in conjunction with anti-aircraft. Sgt. Hixon who was absent sick at Ft. Oglethorpe, Ga., since Nov. 16th, is able to be about on crutches. Staff Sgt. Thomas White, with over 27 years' service to his credit, is making preparations to take on another enlistment of three years.

50th Observation Squadron

Range work was finished last week, with 36 out of 70 men qualifying.

Our C.O., Captain F.E. Galloway, ferried a Jenny back to Dayton. During the

past week the squadron carried out one radio mission with the Navy and 4 artillery shoots with Camp Eustis, all of which were very successful. Out of three forms of observation with the 51st Artillery, our mean error was 26 less than any other and our observation was at the battery before any other. Not a bad score considering it was our first shoot of the year.

11th Bombardment Squadron.

Lieut. John A. Collins, ASCRC, left for Fairfield, ferrying a Martin Bomber there for experiments.

On April 26th a retirement dinner was given in honor of 1st Sergeant Andrew J. Denton. The Actg. C.O., Lt. Alfred Lindeburg, presided over the festive board and after a few commendatory words presented to Sgt. Denton a beautiful watch as a token of esteem from his fellow comrades and his squadron's officers. Sgt. Denton in reply gave the men an invitation to come out to San Diego where he lives or, as he facetiously put it, where the corned beef and cabbage grow natural. Sgt. Denton in leaving us has concluded a brilliant and variegated career in the Army.

58th Service Squadron

The organization is on the target range and from all reports there seems to be some excellent shots scattered among the personnel. Prior to going on the range the regular routine duties were performed with the exception of a number of cross-country flights by the officers of the orgn. and those attached for flying. Lt. Rundquist, accompanied by Lt. Smith, made a cross-country flight to Pope Field, N.C., returning following day. Major Westover made two cross-country trips to Washington, his passenger on the last trip being Lt.-Col. Danforth, former C.O. of the field, who was a visitor here for several days.

20th Bombardment Squadron

Capt. Rodgers and Sgt. Litzenberger left for Mitchel Field May 3rd to ferry night flying equipment there. Lieut. James J. Welker and Staff Sgt. Martin left for Mitchel Field May 1st in an NBS-1 to participate in maneuvers there during the summer.

96th Bombardment Squadron

This organization flew a total of 158 hours and 15 minutes last month, of which 79 hours and 50 minutes were used on cross-country flying. We also had 5 hours and 50 minutes night flying to our credit last month.

Rockwell Field, California.

Capt. J.H. Houghton and Lieut. Bernard T. Castor left Rockwell Field to consult with Lt. C.C. Moseley, commander of the California National Guard Aero Squadron, recently organized at Los Angeles. Lt. Moseley is endeavoring to get a number of new planes for the pilots of his command before the squadron comes to Rockwell Field for the western military aeronautical encampment this summer.

Capt. Wm. C. Ocker and Major J.H. Erickson, ORC, left Rockwell Field to make a pictorial map of emergency landing fields between Santa Barbara and Santa Maria. The trip is made to complete the Rockwell Field files of regular and emergency landing fields between San Diego and San Francisco.

Lieut. Townsend Griffiss, with S. Hudson, mechanic, cross-countryed to San Francisco and return.

Lieut. H.S. Kenyon, Jr., with Captain P.D. Moulton, M.C., as passenger, flew down from Clover Field to spend a few hours.

Crissy Field, Presidio of San Francisco, Calif., May 1.

Flying missions during April included the following: Expediting the movement of personnel and material, tests, reconnaissance, cross-country, artillery spotting, photographic, anti-aircraft sighting practice, anti-aircraft firing at sleeve targets, inspection of landing fields, ferrying airplanes, parachute drop tests, night flying, formation, bracket and precision adjustment on the smoke bomb range, tactical and radio missions with the Navy, artillery observation, bombing and camera obscura.

The following subjects were taken up in the class room, classes being attended by all officers and noncommissioned officer pilots: Bombing, Field Service Regulations; Training Manuals Nos. 1, 2, 4 and 5; Supply and Maintenance; Navigation and Meteorology; Infantry observation; Messages and reports; Engineering - Motors and airplanes; rigging of; Camera Obscura; Aerial sketching; Cooperation with other arms. Noncommissioned officers received instruction in supply methods and specialized training in their respective departments.

All enlisted men of the command received instruction in the following: Lectures on citizenship, close order drill, department training and repair and maintenance of flying equipment.

Kelly Field, San Antonio, Texas, May 1.

Kelly Field has been particularly interested in the recent three-cornered change of personnel in the War Department. We have lost our friend, Colonel Fechet, who succeeds General Mitchell as Assistant Chief of Air Service. The latter comes to Fort Sam Houston as Air Officer of the 8th Corps Area to take the place of Lieut. Colonel C.C. Culver, who was transferred to Kelly Field to the office vacated by General Fechet. The publicity officer at Kelly Field has given this matter considerable thought and decided to refrain from any remarks.

Major Carlyle H. Wash, who recently returned from France where he was Assistant Military Attache, reported to Kelly Field for duty, after spending nine days in Washington. He was assigned as Executive Officer of the 10th School Group.

Lieut. J.Y. York, recently assigned here, was detailed as Adjutant of the 10th School Group.

Captain Ross Cole, until recently at Langley Field, is now on duty with the 3rd Attack Group.

Captain Albert M. Guidera, 10th School Group, was ordered to temporary duty at College Station, Texas, as instructor in Aeronautics at Texas A. & M. Lieut. B.M. Giles succeeded Capt. Guidera in command of the 43rd School Squadron.

Staff Sgt. Irvin Mackey, of the 3rd Attack Group, and Staff Sgt. Theodore E. Womack, of the 22nd Photo Section, were killed in a fatal crash in a Martin Bomber just southwest of Kelly Field. Sgt. Mackey had been piloting an NBS-1 airplane with Sgt. Womack taking motion pictures of Attack Group firing. The actual work of photographing had been completed and Sgt. Mackey was circling the mesquite about two miles southwest of the airdrome when it was noticed that the plane slipped off when not over 800 feet altitude, and before Sgt. Mackey could bring it out of the spin into which it had started, it struck the ground at an angle of 45 degrees. Apparently, neither of the occupants of the plane had time to use his parachute. Sgt. Mackey was killed instantly and Sgt. Womack died on the way to the hospital. Sgt. Mackey had completed his training at the Advanced Flying School the week before the accident and was considered to have exceptional ability as a pilot. Sgt. Womack was one of the photographic experts of the Army, and it is deeply regretted by the whole field that these two men have been lost.

Tests were recently made on the AT-1 airplane sent to this field for trial. This plane, which is made by the Huff-Daland Company, is designed for use as an advanced training or step-up plane. It is also intended to use it for aerial gunnery training in the Advanced Flying School. The work of the Board in testing this plane has been completed, but their findings have not yet been made public.

Kindley Field, Fort Mills, P.I.

This field has been exceptionally busy. A state of "war" exists and a hostile fleet was attempting to run by or capture Corregidor. Kindley Field pilots have been furnishing continuous observation. The fleet was located immediately and its whereabouts reported by radio telephone. Immediately a bombing formation protected by pursuit planes was notified to take off and bomb the fleet. This mission was accomplished successfully. The next phase was to locate hostile submarines that were to attempt to slip through the channel. These subs were picked up by the planes and the fact reported at once by radio telephone. Bombers were again requested and the subs were theoretically bombed.

With only two Douglas Cruisers available, it means continuous flying from 6:00 a.m. to 6:00 p.m. Nevertheless, they are functioning perfectly, and these cruisers are all that anyone could ask for in performance.

A photo mission will be flown by the 2nd Obs. Sqdn. in the near future in order to map a section of Northwestern Luzon. This work will be accomplished by the personnel of the Photo Section, Camp Nichols, P.I., under direction of Lt. Ramey. The pilots from the 2nd Squadron will be Lieuts. Burgess and Umstead.

Wilbur Wright Field, Fairfield, Ohio, May 7.

Lieut. C.A. Cover left April 30th for Buffalo, N.Y. to attend a conference called for the purpose of considering changes and improvements in the new training



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The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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THE PASSING OF THE DeHAVILLANDS ✓

The days of the DH4B are numbered. The old reliable plane, the standby of the Army Air Service since the war, is about to step aside to make room for its successor, the Douglas O-2, as the standard observation type. The selection of this ship, built by the manufacturers of the famous World Cruisers, was made after comparative tests of 11 types of airplanes by a board of seven Air Service officers having pertinent knowledge of the requirements of the type.

The problem involved the selection of a general utility airplane of a design affording ease of production and maintenance that would be particularly suitable for cross-country service in all kinds of weather as well as for observation and attack training. This implied the necessity of selecting a type which would have a performance equal to or greater than the present DH4B, and which would combine the best possible flying qualities with serviceable construction. Specifically, this meant an airplane possessing the following characteristics to the best possible degree: ability to operate safely from small fields with inexperienced pilots; safety features and ease of control in flight; good vision and large fuel capacity for long cross-country flights in inclement weather; provision for carrying variable loads in airways service without change of balance in flight; a rear cockpit incorporating the most desirable features for the purposes involved; structural ruggedness and accessibility of parts; adaptability for skis and pontoons - in fact all things required in a reliable general purpose plane.

Eleven different types of airplanes participated in this competition. Each airplane was subjected to regular standard performance test by the Engineering Division at McCook Field (provided the performance was not already known) and then flown as many times as possible by each member of the competition board acting first as pilot and then as observer to properly ascertain its behavior and suitability in all maneuvers and conditions of flight. Further to compare the relative merits of the various competing types, comparison flights were made for speed, climb and maneuverability whenever possible. All flights were made with full military load of 1615 pounds as taken from the latest prescribed list for observation airplanes. This load included the armament installation, equipment, camera, radio, crew and 91 gallons of fuel. The flight test data were supplemented by detailed reports on the structural details and design of the airplane, the general arrangement and installation of armament, equipment and power plant, and the facility of maintenance and production.

From the results obtained, it was very evident that the Douglas airplane proved without doubt the logical successor to the DH4B. In addition to simplicity of design, rugged construction and excellent accessibility, it possessed exceptional safety features, perfect balance with or without load, ample baggage space, very good performance and flying qualities especially desirable for observation and attack training and cross-country service.

In its final decision, the Board unanimously recommended the adoption of the Douglas O-2 design with Liberty engine as the new standard observation type to supersede the DH4B.

Simplicity predominates throughout the Douglas sample design which follows a standard type of construction, unusually well built and very accessible - commendable features from standpoints of production and maintenance. The design involves a single bay wire-braced biplane construction with conventional wood and fabric wings of Clark "Y" section, conventional welded tube fuselage of chrome-molybdenum steel and wide-tread axleless chassis. The easily rigged cellule utilizing upper and lower wings of equal span and chord consists of four symmetrical panels externally braced by single streamline wires and two interplane struts at their extremities. Four short cabane struts connect the upper panels with the fuselage. There is no stagger or center section. The upper panels are joined to each other at the center whereas the lower ones are hinged to short projecting stubs of steel

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tube construction welded integral with the fuselage structure. All four panels carry unbalanced ailerons inserted in the outer trailing edges.

The fuselage is a wire trussed tubular steel structure of rectangular shape, measuring 2 ft. 9 inches wide by 4 feet 6 inches deep at its maximum cross section. It is well arranged and incorporates several structural features such as the detachable all-metal engine mount which permits interchangeability of power plants, the asbestos-faced aluminum firewall at which the detachment is made, and the well located cockpits which provide maximum visibility for both pilot and observer. Aluminum cowling in conveniently removable sections supported by channel-section duralumin superstructure gives ready access to all parts of the power plant. The tail portion supports a set of conventional control surfaces of the unbalanced type having a detachable fin and a wire-braced stabilizer adjustable in flight thru a device incorporated in the tail post. A tubular tail skid of the swivel type is used.

Extending under the lower wing well out from the fuselage are two 3 2" by 6" pneumatic tired straight-side wheels carried on a wide tread axleless landing gear of steel construction. The landing gear is composed of two tripod chasses hinged at the center of the fuselage and lower wing butts, the outer or shock-absorbing members which extend from the wing being detachable to facilitate rewinding of the cord.

Disposition of fuel is especially good in that it assures extraordinary safety to personnel in event of crash by carrying the main supply well away from the fuselage in two droppable 60-gallon tanks placed in the lower wing panels near their points of attachment. The main supply is augmented by a 10-gallon gravity tank placed in upper right wing panel and a 40-gallon auxiliary tank in the fuselage, making a total of 170 gallons capacity which is sufficient for a cruising range of approximately 950 miles.

The power plant with Liberty installation comprises a standard engine equipped with Zenith carburetors, gear type fuel pump, 12-volt Delco ignition and a 10-foot detachable blade aluminum alloy propeller. Fuel is supplied to the carburetors by means of a C-5 pump driven directly from the engine and provided with a B-1 pressure relief valve. A hand pump is provided for emergency. Oil is carried in a 13.5-gallon tank suspended by straps at rear of engine. For cooling a closed type water system is provided, utilizing a 9-inch core radiator mounted inside the cowling under the engine. Temperature is regulated by means of radial shutters of rather complicated design controlled from the cockpit.

The airplane as equipped for observation purposes provides for the installation of one .30 cal. or one .50 cal. synchronized gun forward and two flexibly mounted Lewis guns on rear ring mount. The cockpits are fitted with dual controls and adjustable seats with provision for camera, radio and other observation equipment.

In the standard performance tests conducted at the Engineering Division, the Douglas XO-2 with Liberty engine attained a high speed of 137.2 m.p.h. at ground and a service ceiling of 16,900 feet. An outstanding characteristic of this airplane is the perfectly-at-home feeling experienced by different pilots who have flown it. The fine flying qualities coupled with excellent visibility and ample baggage capacity render it particularly adaptable for both observation and airways service.

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LIEUT. STEVENS RETURNS FROM BRAZIL.

Lieut. A. W. Stevens, Army Air Service, who went into the interior of Brazil about six months ago with the Dr. Hamilton Rice Scientific Expedition, has returned to Washington and will go back to his home station at McCook Field immediately.

Lieut. Stevens accompanied the expedition while on leave and acted as official photographer for the party. Lieut. Hinton, U.S. Navy, of Trans-Atlantic flight fame, also went on the expedition as pilot of a seaplane. Lieut. Stevens was, of course, his passenger while mapping large areas of the Upper Amazon. Hinton and Stevens flew over 12,000 miles within three degrees of the equator, and 174 hours were spent over dense tropical forests. Lieut. Stevens no doubt has some interesting stories to relate of his experiences deep in the South American jungles where no white man had ever been before.



THE AIR SERVICE PROCUREMENT PROBLEM

The biggest procurement problem of the Air Service is securing aircraft to meet war requirements, declared Major-General Mason M. Patrick, Chief of Air Service, in an address to the Industrial War College on May 20th. At the time we entered the World War, the General said, practically nothing had been done in the way of training personnel on procuring aircraft. No one knew what we wanted in the way of aircraft, and had they known there was no knowledge of how it could be secured. We sent commissions abroad, but their recommendations were conflicting and perplexing. Unfortunately also, there was too much of the "frantic boast and foolish word" prediction as to the number of airplanes we would soon have over the enemy lines. The expectations of our people were unduly aroused.

There were very few officers in the War Department who knew anything about aircraft or its procurement. There was no organization which could be used and no experience to guide. The creation of the Bureau of Aircraft Production tried to bring order out of chaos and did much useful work but, being composed of civilians, it was disbanded when the war ended, and such experience as its individual members gained was taken back with them in civil life.

As to the oft-repeated criticism that the United States did not build a single fighting plane during the war, these critics mean the single-seater pursuit planes, as we call them, and it is a fact that none of them were produced here. This was due to the recommendations made by the Commission which had been sent abroad to determine what types should be built in the United States, and in the light of the knowledge we now have this recommendation was a wise one.

All of the countries then engaged in the war united in recommending strongly that the United States should concentrate on the building of engines and on types of planes which had become somewhat standardized. Changes in aircraft were very many while the war progressed and this was particularly true of the single-seater pursuit plane. It was felt that should production start here on that type it would be obsolete long before it could reach the fighting forces. Our own representatives accepted this view.

It was arranged that certain raw materials should be supplied by the United States for use abroad in the fabrication of these particular airplanes.

The Liberty engine, it has been stated, was the greatest single contribution of the United States in the way of materiel to our own effort, but it must be remembered that it was not until the last quarter of the calendar year 1918 that these motors began to come through in quantities. Exactly the same thing is true of the observation airplanes which we undertook to build here for use at the front. In other words, it was some 18 months after we entered the war before we were beginning to supply aircraft and aircraft accessories in the quantities which we needed.

One of the problems before the Air Service now is to plan sufficiently in advance so that should we again go to war such a long time will not elapse before being able to equip our Air Forces with materiel they will need. The difficulties in the way of formulating a proper plan are still many and grave. Placed in their order of importance, the lack of standardization of aircraft is probably the one which stands first. The training, pursuit and observation planes we would have to put in production should war come two, three or four years hence would be substantially the same as those we are now building. This is a degree of standardization which we have attained, but for bombing and attack planes the selection of the proper types is still a matter for future experiment and decision.

Our materiel problem is greatly complicated because we do not know definitely what we want and cannot state with certainty the necessities in the way of either finished products or of raw materiel. We have been working intensively upon a plan for such procurement, but have had to deal with things as they are, with the thorough consciousness that such work will have to be done all over again and revised as new developments arise.

Until very recently airplanes have been built of wood, wire and fabric. Spruce was the wood which was absolutely necessary, and the need of it resulted in the development of an intense effort to procure a sufficient quantity of it while the war was in progress. Ever since then we have been largely dependent upon this materiel for the component parts of all our airplanes.

Although not strictly pertinent to the subject, it may be interesting to state that ever since the war we have been endeavoring to liquidate these spruce production matters. Crediting ourselves with the value of the spruce we actually used, adding the sum which the Allies agreed to pay and the proceeds of the sales of

staff, merely enough to familiarize the staff there with the quality of work which we must have done for us and with the materials which have to be employed. The idea has been to have at this Engineering Division a staff competent to pass upon the designs of others, ready, willing and capable of testing any aircraft which might be produced, while at the same time studying the military requirements and being able to specify at any particular time just what we wanted.

Recently an effort has been made to crystallize this procurement policy and there have been a number of conferences with aircraft manufacturers in order to reduce it to a workable formula. While this policy has not been officially promulgated, briefly it covers:

(1) The agreement on behalf of the War Department to refrain from competition with established manufacturers, either in designing or in producing aircraft;

(2) It recognizes the design rights of those who are able to create aircraft such as we need, and the propriety of placing orders with them for aircraft of their own design;

(3) If new establishments offer their services as builders of aircraft the United States will require them to show their good faith and their ability by actually constructing and offering for test such machines as they can manufacture before placing orders with them. Furthermore, such orders will not be placed unless these new machines surpass in performance those already in production by other agencies.

The Air Service has endeavored to induce manufacturers to specialize on types of machines - training, pursuit, observation, bombardment and attack. It appears that the Government orders which can be placed within the next year or so will not be sufficient in volume to keep in being more than about ten or a dozen aircraft manufacturers, giving each of them a reasonable amount of business. If, therefore, we could have about two plants devoted to the production of each of our five types of airplanes, we could keep them alive and at the same time there would be a certain measure of competition which would enable us to check prices and we would have in time of emergency at least a nucleus which might be expanded to meet our war time need. Should this ideal state of affairs be brought about, we would require the manufacturers to make their own plans for expansion; these to be formulated in sufficient detail, subject to our approval or, at least, to our advice, and thereby avoid the immense confusion which existed when we entered the World War.

Just as an illustration, I know of one firm which went to the trouble of making just such plans for expansion. It showed in detail how much floor space would be needed, how many employees, how much raw material and gave an estimate of the numbers of its product which could be produced at successive intervals. It is pertinent to add that this particular product was obsolete within six months after these plans were made. This is another illustration of the rapid changes which take place in all of this materiel, and a further excuse for our failure to have perfected at this date a workable plan which we could present to the War Department and one which we could follow if we did go to war.

In the endeavor to perfect such a plan, the Industrial War Plans Division has done yeoman work. The Chief of this Division and the officers associated with him have made a survey of the industry, endeavored to establish our requirements and to devise ways in which they could be met. The amount of work they have performed is really remarkable. Within the limitations imposed by existing conditions, this work could not have been better done. At the very outset it was necessary to assume that the Air Service, under the maximum effort of the War Department, would need certain numbers of aircraft. It was likewise essential to select the types which would fill this need - those which would have had to be put in production the day when this industrial war planning work started. Long before the huge task was even approximately completed, modern developments made it apparent that types other than those considered must be built.

When consideration is given to the immense amount of data which must be available to produce planes of any type, the volume of the work required when the type is changed is quite evident. It is a matter of fact that, in order to build, say a Martin Bomber, a type, by the way, which is practically obsolescent although still in service, we must have not less than 6,000 drawings. Some idea can thus be obtained of the difficulty of estimating the amount of material and preparing for its incorporation in the finished product.

The recent Procurement War Game was of great interest to the Air Service. We went into it trying to learn all that we possibly could, and from the very outset it became evident that it was necessary to draw into it the Supply Division, the

Engineering Division, and the Personnel Division, all of which were directly or indirectly concerned with the matter of procurement.

This war game certainly brought out the necessity for the existence of a program, should war be declared, and for a definite plan to carry out that program. Any plan or even any part of a plan is better than none. The time, the thought and the hard work which have been given in an effort to prepare such a plan will not be wasted. All of this will no doubt mean a saving of time, which in turn will save men and save money. We shall continue to try to perfect such a detailed method of procedure for use in time of an emergency, but again and again attention must be called to the obstacles in the path, which we must be prepared to meet and overcome.

There seems to be a desire in some quarters to bring about decentralized procurement, but it is impossible to agree at present that this will be feasible for the Air Service. Our procurement is now highly centralized. It cannot be otherwise. It would be a grave error if we attempt at the outbreak of war to shift from the present procedure and endeavor to decentralize all of our procurement. Our District procurement organizations exist on paper only and there is little foundation upon which to build at the outbreak of war.

It seems that there is need for the enunciation of a clear-cut policy which will outline the procedure in the matter of procurement, the degree of supervision to be exercised by the Assistant Secretary of War, and fix definitely the responsibility of the Chief of the Supply Branch and his essential authority. Furthermore, we should plan so that the existing peace-time agency might readily and simply expand in time of war without any radical change in its organization or in the methods followed.

In conclusion, General Patrick stated:

"The Industrial War College is in a way beginning to fill the place in relation to procurement that Fort Leavenworth and the War College fill with relation to the combat units. I appreciate very highly the value of the training given by this college and believe its graduates should be used as far as possible upon procurement work so that they can apply the knowledge they have gained. So far as I can, I mean to assign the graduates to work of this sort and it is my sincere hope that with their aid we may, before an emergency does confront us, have a definite plan, a real program, one which we can put in force with the assurance that it will aid in carrying out ^{our} war-time mission."

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IN "DEAR" OLD PANAMA ✓
By Lieut. F.P. (Pat) Booker, A.S.

"Pleasant" is exactly the word that answers the question "What do I think of service in Panama?" The commanding officer believes flying is the primary purpose of the Air Service. Flying begins at 7:00 a.m. Each pilot is required to perform a flying mission before attending to his other duties. In addition to routine missions of bombing, gunnery, maneuvers with other branches, etc., two days each week are set aside for cross-country. With the exception of a recently opened field in the San Blas country, the only landing fields in Panama are along the Pacific coast west of the Canal. Some fields you can barely squeeze a DH into; at others it is possible to land a flock of battleships. While acquiring experience in cross-country flying, one generally finds a few minutes to barter with the natives for turkeys at one to two dollars each, chickens at fifty cents apiece, eggs thirty cents a dozen, a hundred oranges for half a dollar. From the air, native villages are very picturesque. The village church and plaza surrounded by native huts of light clay with thatch roofs, sat down on the bank of a stream or plastered against the side of a hill with the jungle as a background. But from the ground not so good. The streets are either muddy or dusty, depending upon whether it is the wet or dry season. The huts are a sickly yellow and fowls roost on the roofs and lay eggs in the thatch. The dogs are noisy and hairless, the natives dirty and scrawney; all very picturesque but uninteresting.

But there are places in Panama that are both attractive and interesting. Porto Bello, a former stronghold of Sir Henry Morgan and his pirates, with its fortifications, cannon and balls tumbled about, Morgan's own private burial park and prison, Fort San Lorenzo, at the mouth of the Chagres River, and old Panama City, destroyed and ransacked by him, are still points of interest being pointed out to, and photographed by, thousands of tourists each year.

Work ceases at 12:00 noon. Afternoons are devoted to athletics. Exercise is compulsory, but the form is a matter of choice. Golf, tennis, swimming and boat.

"dusting" apple orchards at this season of the year instead of utilizing liquid spray was inaugurated two years ago by Mr. W. B. Johnson, Manager of the Oregon Apple Company orchards at Monroe, this process being declared by him to be not only far more satisfactory than the old spraying method but accomplished with less difficulty and more speed.

The test for the pilot of the plane was exceptionally severe, since to obtain the best results the plane had to be driven at terrific speed barely over the tree tops in the long rows. The service of an additional man in the plane was necessary to operate the hopper containing the "dusting" mixture. This mixture is composed of 15 percent arsenate of lead and 85 percent sulphur, and when released from the 100-pound capacity hopper attached to the side of the Curtiss airplane, floated out in a cloud over the trees. Using the entire contents of this hopper over the length of the orchard, nearly two miles, the plane traveled at the rate of 140 miles an hour. Lieut. Kelly made approximately 15 flights across the fruit orchard, with his plane at no one point more than 10 feet above the tops of the trees. He accomplished in one hour what it would require days for several crews of men to do, and the speed and thoroughness of the dusting convinced the fruit men of the commercial possibilities of the plan.

--THE "MYSTERY" OF AVIATION--

By Wm. A. Mara.

So far there has been entirely too much mystery about flying. Rapid enthusiasts tell us it is the safest way to travel. Insurance companies, viewing flying with the stony, doubting eye of the true Missourian, take the view that flying presents an unnecessary hazard and outlaw it in their policies. The enthusiasts quote the records of successful achievements; the insurance companies refer you to the records of crashes. And this condition doesn't help the average man to understand flying any better.

I am going to analyze the situation, state the facts as they exist and attempt to point the remedy, but first I had better lay all my cards on the table. In the first place I am sold on aviation and believe that it is safe when properly conducted--which it often is not. In the second place I have been refused further life insurance because I fly, which may tend to indicate that I am prejudiced when I say that these same insurance companies are in part responsible for delaying the development of aviation. It would seem natural under these circumstances to damn the insurance companies, but that would be foolish because they have grounds for their belief that flying has not yet passed out of the additional hazard stage, and because they hold the whip hand. Yet they have a duty to perform as I will try to indicate later.

Man has always cherished the ambition to fly. Icarus and Darius Green are the symbols and standard bearers of this ambition--and both came to grief. The Wright brothers and those who followed after them proved that it was possible for man to fly but he hesitated, and still hesitates because he is afraid. Fear chains him to the ground; fear of accident and fear that his dependents will not be provided for in event of accident. This fear is inherent and natural, for man was not blessed with wings. And this natural fear can be overcome only by aircraft performance figures which are entirely convincing. Is it possible, then, to attain these convincing records and if so why haven't we had them before? Let's have the worst side of the picture first.

The war helped the airplane off on the wrong foot. It was a military weapon before it was a commercial necessity. It was linked up with stories of death and disaster. The ace was born and went aloft to challenge an enemy single-handed. He loomed large in the public eye, and rightly so, for he was obliged to do all sorts of acrobatics in planes which weren't the best in the world and at the same time he was compelled to engage his enemy and shoot it out in the misty heavens. Planes were sent crashing to earth in flames; aviators leaped from their stricken mounts, as did Lufberry, and plunged headlong to terrible death because they had no parachutes. Men had been killed in airplane accidents before the war. That was handicap enough for a struggling method of transportation, but during the war the airplane became an even more fearsome thing--a vehicle that only heroes might ride--and this was literally true for it took men with stout hearts and cast iron nerves to challenge in the skies.

But war isn't peace and the air fighter is no more comparable to the present-day commercial airplane than is the armored, machine-gun equipped army tank, comparable to the sturdy peaceful tractor. The military airplane is built for speed and the ability to maneuver and the man who flies it takes chances and knows it. The commercial airplane of today is built first of all for safety--and the ability to perform economically. Its pilot expects to live long enough to find gray hairs in his comb.

Granted that aircraft in war time present extraordinary hazards, what of the crashes that feature the front pages of the newspapers today? There are plenty of them unfortunately, and many good men have been killed, yet from a fairly intimate knowledge of the underlying reasons for each crash I can safely say that 90 percent of these accidents could have been prevented. And it isn't necessary to take my word for it. Experts will testify to the correctness of the statement. Most of these crashes have occurred either in the military services, in planes operated by "gypsy" flyers, or among the wing-walking fraternity. To judge commercial aviation from the standpoint of the military is unfair, for the comparison simply doesn't exist. The military flyer must do an unusual amount of stunt flying. It is a definite part of his training, and stunts often put unfair strains on airplanes. On the other hand, stunts are not a part of the commercial flyer's daily program. He simply takes off, flies somewhere and comes down. That leaves the gypsy and the wing-walker to be reckoned with. The gypsy is the flyer who performs at State Fairs and carnivals and generally he plays a lone hand. He is at one and the same time the strength and weakness of aviation. The strength because he carries the art into the out of the way places and thereby spreads the gospel; the weakness because, unfortunately, he often fails to maintain his plane in first-class flying condition, and sometimes because he is not a particularly experienced pilot. That puts us up to the wing-walker. The public must learn to understand that the wing-walker is the gentleman who changes from plane to plane in mid air, hangs by his teeth from the undercarriage and does all manner of foolish things. He is generally killed. He is the dare-devil of the profession and when he passes out of the picture he has no one but himself to blame.

How then can we prevent aviation accidents? How can we eliminate 90% of the risk mentioned above? The answer is simple. By proper laws to regulate aircraft and the airways over which they operate. There are no laws in the air at present. Any inexperienced dub of a pilot who cares to take a rattletrap airplane off the ground and who can persuade a passenger to fly with him for a consideration, is free to do so. Crashes result. These are played up in bold headlines on the front pages and aviation draws a black eye. I could tell a hundred stories of crashes that I know of. Of planes that took the air, bound together in places with haywire, of a plane that actually used a lath instead of a solid strut to support its wings, of a pilot with only two hours' experience who managed to take a plane into the air but couldn't get it back on the ground again right side up.

All of these stories prove one thing. We must have laws to stop the foolhardy who would venture aloft, just as we have laws to curb the reckless who drive automobiles on our streets. Such a law has been drafted and the Detroit Board of Commerce has led every other commercial organization in the country in backing it and urging its passage. It is known as the Winslow Bill, and there is every indication that it will be put into effect by the next Congress. It will provide, among other things, that aircraft must be inspected at regular intervals for air worthiness and that pilots must pass rigid examinations in order to prove their fitness to fly.

So far I have presented the worst side of the picture. The side that would indicate that insurance companies and the public were correct in withholding their definite approval of aviation. But there is another and better side.

Henry Ford recently started his own air line between Detroit and Chicago. Mr. Ford is not a fool. His efforts have been directed along practical transportation lines and in his latest venture aviation men see the real beginning of commercial aviation in America. Henry Ford is using a Detroit-made all-metal airplane. He is using metal because it is safer and stronger than the old wood and fabric type plane and he is entering aviation from a strictly commercial standpoint. He is carrying freight by air because it can be carried fastest that way.

In Europe commercial air lines link every city of importance. At Le Bourget, the Parisian air port, an airplane either lands or takes off every 15 minutes. In the five years from 1919 to 1923 European air lines have covered 13,015,800 miles, equivalent to 520 complete circuits of the world - and have transported 115,225 passengers, 1,400,000 pounds of mail and 7,600,000 pounds of goods. It is estimated from official figures that during 1924 an additional 4,800,000 miles will have been flown on regular air schedules and over 50,000 passengers transported. Passengers may be booked by air through any of the regular travel agencies, from London via Paris and Vienna to Constantinople, or via Berlin to Moscow or Helsingfors, Finland; from Paris to Copenhagen; from Toulouse, France, to Casa Blanca, Morocco, in Northern Africa; and on a score of other routes.

The volume of passenger traffic is increasing every year, more than 1,000 per

week leave London by air for the Continent. The majority of these passengers out of London are American tourists, and it is estimated that over 35,000 Americans visiting in Europe have thus avoided crossing the channel by boat.

In Germany, travel by air is not considered to be any more hazardous than by rail, and the ordinary life insurance policies apply without distinction to both forms of transportation.

The records of European commercial air services indicate that financial matter, merchandise and freight of all kinds, may be transported by air with greater safety from loss or damage than by the usual channels of boat or rail. The insurance rates, for example, for all risks including theft, on articles such as dresses, furs, jewelry, fragile goods, light machinery, etc., between London and Paris or Amsterdam are several times less by air than by boat and rail. Much gold bar and silver are shipped across the channel by air, one plane alone having carried \$2,000,000 worth.

And now a word about safety. Official figures of European airways over a period of five years show that there is one fatality for each 2,663,330 passenger miles flown. Records of the New York Central Railroad during the past year show that there was one fatality for each 4,440,000 passenger miles traveled. The New York Central had 80 years operating experience behind its record. Aircraft had only five years' experience and their remarkable record was made with war-time equipment now obsolete. With modern equipment, of all-metal construction, such as Henry Ford is using, air travel will be as reliable as railroad travel.

The United States boasts the longest continuous air line in the world in the Trans-Continental Air Mail which flies each day between New York and San Francisco. In speed it is more than twice as rapid as the railroad. In security it has in three years lost only 5/1000 of one percent of mail matter, while of registered packages alone the railroads lost 7/1000. In regularity of service 85.8 percent of its deliveries are on time, against 81 percent on the railroads of New York State. From the standpoint of safety the United States Air Mail traveled nearly 3,000,000 miles before a fatality occurred.

These figures indicate what may be done, even without laws, by commercial companies operating equipment which is properly maintained and which is flown by men who know their business.

The insurance companies will do well to study these figures. The directors of the Detroit Board of Commerce are now making an intensive study of the situation with a view toward conducting a campaign urging the insurance companies to recognize and provide for aviation in their policies.

Insurance companies have always been slow to accept new things - and no doubt it is well that this is so - for it protects the policy holder. At one time insurance companies refused to provide for the "bicycle hazard." In fact every new method of transportation has been scoffed at and accepted only with reluctance. Men said it was foolish to even suggest that an iron steamship would float, but today steel vessels are the only kind that we place dependence on. We have even gone so far as to construct concrete boats which have performed satisfactorily. Imagine trying to sell the ancients on the fact that a rock would float.

When the railroads came in it was necessary for the officials of French railroad companies to hire passengers to ride in the trains in order that the public might see them and be convinced that the railroad was safe. Twenty years ago the automobile was considered a breakneck device, but today it is more than an accepted method of transportation.

The airplane is going through the same struggle. Within the next two years you will see commercial airplane companies, regulated by law, operating in the United States. At first they will carry mail, freight and express and after they have demonstrated their ability to fly these commodities in safety, passenger traffic will follow. In the meantime, how is the man who wishes to fly going to know a good plane from a bad one? So far as Detroit is concerned the answer is simple. Call the Detroit Board of Commerce and you will be given the names of many experienced pilots who operate planes which are able to travel the airways in safety.

- from THE DETROITER.

FLYING MEET AT TWIN CITIES, MINNESOTA ✓
By Marvin A. Northrup, Minneapolis, Minn.

Twin Cities on June 6th to 8th will be the mecca of Norwegians of American and foreign birth who will gather in convention to commemorate the

The factor of safety in connection with aerial travel is of prime importance to all Air Service supporters, as well as to the general public, particularly at this stage of development when the subject of commercial air lanes is a nationally mooted question. With this point in view, Major Wm. C. McChord, Commanding Officer of the Air Service Technical School, decided to place before the public certain facts or data which could be only proved through actual demonstration. Accordingly, arrangements were effected to provide a program of parachute jumping on May 12th, with the results above noted. Incidentally, Major McChord was one of the seventeen jumpers. To forestall any criticism that might be advanced citing the fact that only those experienced in handling parachutes could safely use them, five men who had, as before stated, received but the minimum amount of instruction in parachute jumping, volunteered and were selected to refute this theory. Since there are but three training parachute packs in the School, the staunchness of their construction under varying conditions could be amply shown, as well as the degree of assimilation of the instruction imparted the students, for each graduate is required to fold the pack used in his jump. Naturally, the novitiates in these trials were incapable of folding the chutes they used, so there is again brought to mind the importance of the practical application of a graduate student's knowledge.

Rather than affect conditions contrary to actualities, it was determined to have each jump executed from the cockpit instead of from the wing. In a wing jump or pull off the subject is either standing or reclining on a wing of the airplane. As the signal is given the ship is banked slightly in order to incline the wing and thus obviate the possibility of entanglement of the parachute in the tail group. The jumper jerks the rip cord and the parachute in opening pulls him off the plane. It is easily seen that this method, while it requires no nerve, is not conducive of real value to the participant. Such a demonstration of the parachute as a factor of safety is of little or no value, for what imagination can conceive a passenger or pilot, under conditions where a moment may mean the difference between life and death, climbing out of the cockpit and crawling out on the wing before attempting a jump. Rather he is going to hurl himself from his dangerous position in the shortest possible time - leaping from the cockpit of the fuselage - and in this manner jumped all the participants on May 12th.

The men made their jumps after they were given their physical examinations. Data was compiled on each jump, and upon perusal of same it is noted that 15 of the 17 jumps were made from an altitude of 2,000 feet and that the time of descent to the ground after the opening of the chute varied from a minute and 8 seconds to a minute and 47 seconds. One man who jumped from 7,500 feet glided down in 4 minutes and 27 seconds, while another who left the plane from 5,000 feet reached terra firma in 2 minutes and 40 seconds.

The estimated drop of each jumper before the opening of the parachute varied from 150 feet to 1,000 feet. Four men dropped 150 feet before the chute arrested their swift descent, six men dropped 200 feet, one man 250 feet, three 300 feet, two 500 feet and one midway between plane and ground - 1,000 feet.

The weather conditions were clear, there being an 8-mile wind to 2,000 feet. The jumps were accomplished prior to noon, the program being resumed at two o'clock and continued until completed.

The jumps were made under the direct supervision of Technical Sergeant Harry Wilson, Chief Instructor, and Private 1st Cl. Jack Harris, Assistant Instructor, Parachute Riggers Course, Air Service Technical School, who deserve commendation for the splendid manner in which they handled their program.

The program demonstrated beyond all reason of doubt the efficiency and practicability of the present type parachute used by the U.S. Army Air Service.

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PRIMARY TRAINING CLASS DWINDLES

The present class at the Air Service Primary Flying School at Brooks Field, San Antonio, Texas, started their flying training on March 30th last with 21 officers, 135 flying cadets and 5 noncommissioned officers training in grade. The class has been thinned in ranks by the Faculty Board route to 20 officers, 109 flying cadets and 4 noncommissioned officers. Ninety percent of the number eliminated to date has been for failure to make suitable progress in flying, and the remaining ten percent for failure in academic work, physical disability and at students' own requests.

THE JINX OF LAKE TAAL

From the 28th Bombardment Squadron, Philippine Islands.

The famous jinx of old Volcano Taal, who has been A.W.O.L. from an extended period, returned to duty not long ago and vented his wrath upon one perfectly good DH airplane and its crew. It has been well known that this old man Jinx seriously objected to aviators flying in the vicinity of the Lake and Volcano, en route to San Jose, Mindoro.

Recently Master Sergeant Kolinski, pilot, and Staff Sergeant Depew, observer, were the victims selected as examples to future trespassers in the sacred neighborhood. These two fliers were forced to land two miles from Taal with a broken oil pump. They made a good landing in a short cane field and awaited rescue. In time searching planes came out and after cautiously approaching the Lake Taal country, discovered the distressed plane and crew. The airmen in the searching planes circled and came down within a few hundred feet, but the ground was too rough to hazard a safe landing. But a landing was not necessary, for written in the sand with six-foot letters was the brief but significant phrase "oil pump shaft." The searching planes returned to their base, and the next morning started out with a new oil pump shaft to drop in a message bag. But this time there appeared written in the sand these words: "Twenty pesos." Thus was transferred the information that during the night there had been twenty pesos, or ten dollars' worth of damage done or supplies lost from natives or whatnot. The ten dollars was promptly dropped from the sky to the stranded aviators.

It was impossible, however, even after repair, to fly the plane home and it had to be returned by truck. This was because the field was too short and the soil too rough and sandy.

Sergeants Kolinski and Depew, however, reported that their brief stay among the natives was interesting, and that an American could get along fairly well in one of the native villages with plenty of "outside help."

"SEALED ORDERS" FLIGHT

During the last week in May, the Maryland National Guard put on a "sealed orders" flight under the sponsorship of the BALTIMORE AMERICAN. The pilots opened their orders after getting in the air then went to the various towns on the cross country directed in the orders. It was exciting because the pilots did not know where they were going until they were already on their way. It was a big success. Just before the flight started both General Patrick and General Fechet made public statements of what they thought of the affair.

General Patrick's statement was as follows:

"While this flight is in the form of a popular contest, it is sure to be of the greatest value from the standpoint of training in cross-country flying. The National Guard forms a very important part of the country's national defense, and the air units especially should be given all the encouragement and assistance possible in keeping themselves in condition to carry out just such missions as the one proposed.

"It is quite appropriate that the contest should take the form outlined in the 'sealed orders' flight. Missions in time of hostilities are always more or less of a surprise and are flown over country not as well known to the pilots as that which they ordinarily encounter in training. If then by means of blind maps and last minute instructions, something approximating a war time reconnaissance can be realized, the training will be all the more valuable.

"I shall watch the results of this flight with great interest, as I feel sure that it will be an example and inspiration to the air units of all National Guard organizations."

General Fechet stated:

"The spirit of contest, especially when there is an air of mystery or uncertainty connected with it, such as in the 'sealed orders' flight, is one of the greatest factors of progress. The vast commercial enterprises have been built up largely through contests or competition; the development of airplanes in this country through competition by the different commercial factories, has gone forward much faster than had no competition been offered.

"In my opinion, the 'sealed orders' flight will be a most valuable and interesting feature for the Maryland National Guard and Baltimore."

The topic has now arisen as to whether or not other National Guard or Reserve units will follow the style set by Maryland and the BALTIMORE AMERICAN.

AIR SERVICE NEWS LETTER would like to hear the particulars of any other such movements.

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NEW TRAINING PLANES FLOWN TO BROOKS FIELD

Four of the new PT-1 airplanes were recently flown from McCook Field, Dayton, O., to Brooks Field, San Antonio, Texas, by Major Ralph Royce, Commanding Officer of the latter field, and Lieuts. K.B. Wolfe, W.B. McCoy and E.D. Perrin, the last two named officers being ordered to McCook Field to ferry two planes to Brooks Field. Major Royce and Lieut. Wolfe flew the new training plane on an inspection trip, during which time they inspected the Irving Parachute factory, the Elias Aircraft factory, the Huff-Daland Aircraft Corporation and the Glenn Martin Aircraft Corporation. They reported a very successful trip.

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MORE ABOUT UNKNOWN INDIANS IN PANAMA

Since the time of the first Spaniards there have been rumors from time to time that the crater of Mount Chiriqui, one of Panama's highest peaks, is inhabited, presumably by Indians which are supposed to be a branch of the ancient Mayas. Captain Charles E. Rust, Air Service, Commanding Officer of the 7th Observation Squadron at France Field, recently left for Boquette, Republic of Panama, where he will lead a party in exploring this crater. Professor Max Bilgray, the prominent German anthropologist, who is a member of the expedition, is sure they will see a new chapter added to the history of the Mayas, whose origin, etc., puzzled scientists for twenty years. The headquarters of the expedition will be at Wright's Hotel, Boquette, which is located within a few miles of Mount Chiriqui.

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WORLD FLYERS MAKE GOOD LECTURERS

Several members of the around-the-world flight expedition, who have traveled by this time more than the distance around the world delivering lectures on their interesting adventure, have beyond a doubt accomplished a great deal in interesting the people of this country in aviation.

Mr. Lowell Thomas, who wrote the absorbingly interesting story of the World Flight which was syndicated to various newspapers throughout this country, has for some time been traveling around the country with Lieut. John Harding, A.S. on a lecture tour. He states in a recent communication that this officer has gotten to the point where he is really a splendid speaker and now can easily carry on alone. He is booked for all next year for lectures at different places.

Mr. Thomas states that the main thought people seem to carry away after hearing the lecture is that straight flying is no longer an excessively dangerous means of transportation and that after hearing Lieut. Harding civic organizations are going out and getting busy on their landing fields, commercial organizations are taking heart and the public at large is saying: "Well, if these fellows can fly around the world without getting hurt I guess we ought to be able to fly from Indianapolis to Chicago."

Lieut. Harding and Mr. Thomas are booked to appear in Cleveland on June 17th to lecture at the Auditorium before the International Rotary Club Convention, which is expected to be attended by some 14,000 people.

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AVIATION'S APPEAL TO YOUNG AMERICA

In the course of a day the Chief of Air Service receives many letters. They come from people, big, little, old and young. The following is a typical letter from an enthusiastic youngster, and if his enthusiasm is indicative of the general attitude of the youngsters of this country towards aviation, its future seems to be assured:

"Dear Friend:

I got your letter and news letter. Do you subscribe for it. If so how much. I would like to take it. It is so very interesting. I've read it about 6 times also the other book. Well at last I got a roll of films, so I

can send you a picture of me you know. Last sat. I was out to fort Snelling and just as the parade was over 3 airplanes came in formation. Boy, it sure put the touches on the parade. Well you can let me know how the news letter is run. Please ans. my letter ^{and} any time you run across extra aviation stuff just send it on. I will only be to glad to receive it.

Thanking you for all your services

Commander, Junior Flying League
Company I.

Private

Don't forget to write."

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"ED" DISCUSSES THE FUTURE OF THE AIR SERVICE

Fairfield air intermediate depot,
May 23, 1925

The editor,
a.s. News Letter,
Washington, D.C.

Dear Ed:

When maj Dargue from your city give a talk to all the boys out here last wk abt the rosey future of the air service, he said that Anybody that had any Good Ideas along the lines of improvements in organization, equipment & the etc should ought to write in abt it & if his idea was novle enough the writer would get what was Coming to him.

Now in order to save the chief of air service the Bother of answering a lot of Foolish Questions like for inst why do aviators carry a sabre when o.d. instead of a liberty tool kit and should anti-aircraft targets be discarded after 4 years use or fired at until they get a Hole in them or meet with some other Accident - and hard ones like whats the Best Way for a young fello to get by when he is addressing the Rotary club of Paris Ky & the goblin or Min ball bearing or whoever it is that works the Bell up & asks him right Out Loud to tell the brother Rotarians here assembled just what & the H--l is comeing off in aeronautical circles anyways & remember my boy we are all friends here together so Shoot the wks. I arsk you. Well Ed it looked to yr correspondent like if everybody was to be Turned Loose with their Typewriter it would be open season for wild ideas & so I have made a canvass of the better element of the post & wrote down their suggestions. Excepting for minor changes like substituting "Is not" for "aint" and "----" for certain expressions relative to the single promotion list the ideas are the same as expressed to yr correspondent without the jestures and Comickle Expressions of course.

In the 1st place I seen it would be necessary to get all the ideas along one Gen Line so I asked the same question in all cases to the viz - "Will you state for publication in a publication your personal theorys abt improving the air service & if so what"?

Well Ed the 1st 1 I met was capt Colgan & after I had approached him on the subject he says laffingly what are you trying to do kid me & drove off in his motor. So I seen I had begun too high up in rank & I botter start at the bottom & work up so I located Lt Mills who is very low ranking around here but rich. He was busy cutting the spring coupons off of his Pulitzer bonds & after I had made my mission plain to the Lt & he had sowed the bonds back in his shirt again he stated that what the air service needed the most was abt 1 thousand (1000) 2nd lieutenants who would tend to 1 thing in another around the place so that a fello could fly around the country & vice a versa & not have everybody wircing him col-lect what shall we do abt this in that Harry & when are you coming back anyway.

The next questionnaire I called on was maj Brett who runs his private office on the principle of the oponshop. What I mean theres a sign hanging on the door & on that says -

THE CHIEF OF SECTION
IS IN
CONFERENCE.

& if you dont believe it theres a glass window in the door that you can look through & see the confarence for yourself. This saves time & makes it unnecessar

to put a lot of directions on the sign like dont do this & dont do that. When you see the conference actually coming off on the inside it is up to everybody to govern themselves accordingly & not go busting in on roller skates or playing on a saxophone or starting up a conversation in Swedish or any of the 1000 & 1 ways to interrupt a conference. Well just as I got thore the door flies off its hinges & Geo Mack Pike charges out talking to himself & gave I & mr Cooper & all the beautiful gals in the outside office a dirty look & I says to myself this is a good time to interview the maj. on acct he evidently has win this mornings conference hands down & so I entered the office with a surance & the following conference took place.

Q. Major Brett will you state for publication in a publication your views on how the air service is to grab off some recognition as a major weapon of defence?

A. Certainly - I would start right in by -

Q. I moment major this recognition must be gained by polite refined methods & no rough stuff.

A. Do you mean to say that it is conceivable to anyone of intelligence & perception that any satisfactory and adequate readjustment in scope & recognition can be effected among the agencies charged with the defence of this great nation without unfortunately but necessarily transgressing upon the Prerogatives of those who hitherto have been under the impression that they were the real Peruvian Doughnuts?

Q. Hah?

A. You may put me down as being at a loss for words.
& so I took my departuro.

Yours truly,

Ed.

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WAR DEPARTMENT ORDERS AFFECTING AIR SERVICE OFFICERS

Changes of Station.

Orders directing Lieut. Arthur K. Ladd to proceed to Brooks Field for duty amended assigning him to duty in Office Chief of Air Service, Washington.

First Lieut. Reuben C. Moffat from Office Chief of Air Service to McCook Fld.

Major Wm. B. Duty from A.S. Tactical School, Langley Field, to Ft. Leavenworth, Kansas, to take course at Command and General Staff School.

Orders assigning Major Lewis H. Brereton to Command and General Staff School at Fort Leavenworth, Kansas, revoked.

Major Barton K. Yount relieved from Air Service Engineering School, McCook Field, to proceed for temporary duty in Office Chief of Air Service; thence to Paris, France, for duty as Assistant Military Attache, American Embassy.

Capt. Francis M. Brady relieved as Assistant Military Attache, Paris, France, and ordered to Langley Field, Va., for duty.

Captain Alfred F. King, Jr., from Kelly to Brooks Field, Texas.

Major George E.A. Reinburg from Philippine Department to Chanute Field.

Capt. Laurence F. Stone from McCook Field to Fairfield Intermediate Depot.

Major Albert L. Sneed upon completion of course at Command and General Staff School, Fort Leavenworth, to Kelly Field, Texas.

Major H.H.C. Richards from Langley Field to Maxwell Field, Montgomery, Ala., to assume command.

Second Lieut. Richard G. Herbine from Kelly Field to Brooks Field to take a refresher course in flying.

First Lieut. Ployer P. Hill from Chanute Field to Mitchel Field.

Lieut. Leslie P. Arnold from Bolling Field to Rockwell Air Intermediate Depot.

Second Lieut. Richard B. Williams from Chanute to Mitchel Field.

First Lieut. Joseph A. Wilson from Boston Air Port to Mitchel Field.

Captain Henry C. White from Rockwell Air Int. Depot to Chanute Field.

Following officers to proceed to McCook Field not later than June 25 th to take course at Air Service Engineering School at McCook Field; Major Thomas DeW. Milling and 1st Lieut. John F. Whiteley from Langley Field; Captain Paul T. Bock from Marshall Field, Kansas; 1st Lieuts. Robert G. Breene and Clinton F. Woolsey from Brooks Field; 1st Lieuts. Carl F. Greene and George V. McPike from Fairfield Air Intermediate Depot; 1st Lieuts. Phillips Melville and David G. Lingle from Office Chief of Air Service; 1st Lieut. Ennis C. Whitehead from Selfridge Field; 1st Lieut. Glen T. Lampton from Pope Field, N.C.; 1st Lieut. Ivan G. Moorman from Kelly Field; Capt. J.H. Houghton from Rockwell Field.

Transfers to other branches of service.

2nd Lieut. Dean S. Ellerthorpe, to Coast Artillery, May 19th, with station at Eustis, Va.

Second Lieuts. George Edward Lightcap, Jr., Rupert D. Graves and Harold E. Smyser to Infantry and station at Fort Sam Houston, Texas.

Leaves of Absence.

Capt. Carl W. Connell, 22 days, about June 14th, prior to sailing for Canal Zone; Lieut. Harold R. Wells, one month, June 20th; Capt. Vernon L. Burge, 10 days upon arrival in U.S. from Philippines; Capt. Thomas J. Hanley, 2 months and 16 days, July 15th, and Major Joseph T. McNarney, one month, 15 days, both with permission to leave continental limits of U.S.; Major Jacob E. Fickel, 20 days, August 10th; 1st Lieut. Harry H. Mills, one month, 28 days, about July 5th; Major Clarence L. Tinker, 2 months, July 2nd, with permission to leave continental limits of U.S.

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THE INTERNATIONAL AIR CONGRESS ✓

General Patrick, Chief of Air Service, has been invited to attend the International Air Congress which meets in Brussels next October, but under letter dated June 1st he informed the Secretary of the Congress that other pressing matters would prevent his attendance at that time. Aviators going to Europe around that date should try to attend this Congress.

More details will be published in a forthcoming issue of the AIR SERVICE NEWS LETTER.

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PARACHUTES GO ABROAD ✓

The work of the Army Air Service in developing the present service type parachute used by the Navy, Marine Corps, Air Mail and others has borne universal fruit. Foreign countries are making orders upon American manufacturers for the Army type parachutes for their service flyers. The development of the parachute by the Army Air Service is one of the most outstanding features in the universal efforts to make aviation safer.

All personnel who have aided in parachute development may well be proud of their share in this achievement.

NOTES FROM AIR SERVICE FIELDS

Brooks Field, San Antonio, Texas, May 19.

Senator Hiram Bingham, of Connecticut, formerly a Colonel of the Air Service during the World War, accompanied by Colonel G. C. Culver, Commanding Officer of Kelly Field, and Major W. G. Kilner, Executive, Office of the Chief of Air Service, made a visit and inspection trip to Brooks Field.

Major Ralph Royce and 1st Lt. K.B. Wolfe returned on May 16th from Buffalo, N.Y., where they have been for the past two weeks on an inspection of the Consolidated Aircraft Corporation and to test the second installment of PT-1's constructed for the Air Service Primary Flying School by the Consolidated Aircraft Corporation, and to recommend such changes as the Board of Officers, of which Major Royce is President, deemed necessary.

Lieut. Pardoe Martin returned from an airways trip to Scott Field, Ill., on the 14th, ahead of schedule.

The following pilots and passengers made cross-country trips from Brooks Field the past week end: Lieut. Charles Y. Banfill with Corporal G.A. Campbell to Baton Rouge, La.; Lieut. N.F. Twining with a mechanic to Dallas, Texas; Lieut. H. T. McCormick with Private Creech to Fort Ringgold, Texas; Lieut. Virgil Hine with Lieut. Frederick I. Patrick to Muskogee, Okla.; Lieut. Clinton F. Woolsey with Lieut. Dudley Watkins to Brownsville, Texas; Tech. Sgt. George C. McGinley with Master Sgt. Milo Beecher to Tallulah, La.; and Staff Sgt. R.M. DeWald and Private Stinchcomb to Houston, Texas. All ships returned on time except the one piloted by Lieut. Hine, which broke a vertical shaft and necessitated a forced landing about 30 miles south of Muskogee.

Lieuts. Paul Wolf and Hugh W. Downing returned from a cross-country trip to Dayton, Ohio; Washington, D.C.; and Mitchel Field, L.I., where they had been ordered for conference and training and instruction.

The total airplane flying hours for the week ending May 16th for Brooks Field was 578 hours and 25 minutes, man flying hours 917 hours and 25 minutes.

Langley Field, Hampton, Va., May 14 -27

Air Service Tactical School

The student officers of the school have been doing extensive flying in formation in Martin Bombers. They are now lined up in seven teams of two, performing bombing missions. Keen rivalry exists between the teams as to which one is the best. From present indications the battleship silhouette on the east end of the flying field will be demolished in short order when live bombs are dropped.

19th Airship Company

Major Rush B. Lincoln, Army War College, Washington, came to Langley and made three routine training flights on May 18th, piloting the Airship TC-4.

On the following day a cross-country trip in the TC-4 to Bolling Field and return was made by Lieuts. J.P. Temple and R. Kieburtz as pilots. The ship left Langley at 6:05 a.m. and arrived at Bolling at 10:30 a.m., where Major R.B. Lincoln and Capt. R.E. O'Niell as pilots made a short demonstration flight, carrying nine officers from the War College as passengers. The return trip to Langley was made in 3 hours and 20 minutes, the crew on this trip consisting of Major J.D. Reardan, Capt. R.E. O'Niell, 1st Lt. Temple and 2nd Lieut. Kieburtz.

While on temporary duty at Fort Eustis, Lt. Kieburtz made 11 flights, piloting a captive balloon and observing the artillerymen at their regular artillery practice.

On May 11th a free balloon flight was made at Fort Eustis, the crew consisting of Major H. Geiger, 2nd Lts. R. Kieburtz and R.T. Rundquist and Sgt. Vischovichy. The balloon landed at Gloucester, Va.

Major J.A. Mars, Chief of Industrial War Plans Division, Office Chief of Air Service, made 11 routine training flights piloting the TC-4.

On May 12th a flight was made in the TC-4 to give instructions in primary flying to reserve officers.

20th Bombardment Squadron

Capt. Hale and Lieut. Whiteley, accompanied by Sgts. Jewell and Wiedekamp, returned from Kelly Field May 6th, covering a distance of 3176 miles in a total of over 50 hours flying time.

On May 18th Capt. Hale, accompanied by Lieut. Whiteley, flew to Washington to demonstrate bombing and tactical maneuvers to the Army War College.

Lieut. A.Y. Smith left for Fairfield to ferry back a Curtiss from that station.

The NBS4 which has been in the squadron for the past two months undergoing tests was flown to Aberdeen on May 17th by Lieut. George for the purpose of undergoing tests at that station.

50th Observation Squadron

Capt. Galloway and Lt. McKiernan returned from a successful trip of ferrying back some Jennies from Dayton. They reported having a fine trip and of making record-breaking speed with the Jennies.

The squadron is busy keeping ships in commission for Lieut. Wilson, instructor of Reserve Officers.

Five spotting missions with the Coast Artillery were performed, also four liaison missions for the Coast Artillery and one infantry contact mission for the Infantry.

Five spotting missions and four liaison missions were performed for the Coast Artillery and one infantry contact mission for the Infantry.

The C.O., Capt. Galloway, took off the other morning at 7:00 a.m. for Washington, but ran into a fog and was forced down, washing out a DH.

96th Bombardment Squadron

Inclement weather interfered with flying operations, the flying time of the organization for the past two weeks totalling 51 hours and 30 minutes. One airplane was on detached service at Mitchel Field, Lieut. Lindenburg, the pilot, utilizing this plane for the purpose of demonstrating bombing at that field.

Capt. Black, the C.O., left for Dayton to ferry a "Jenny" to this station.

11th Bombardment Squadron

Despite inclement weather, the squadron made 40 flights during the week ending May 13th, and added to its credit total flying time of 21½ hours.

58th Service Squadron

The squadron has been quite busy making preparations for the arrival of the General Inspector. All cross-country flights were cancelled until his departure and we have been as busy as bees. Lt. Walker, one of the fellows to hold a lucky card, made a cross-country to Washington over the Week end, carrying as passenger 2d Lt. W.J. Bradford, ORC. The weekly airway flight was made by Capt. Rogers.

France Field, Panama Canal Zone, May 2nd.

The past week has been devoted to recovering from the recent maneuvers, everyone standing by to get the post and equipment back into shape again after the hectic rushing about incident to said maneuvers. We are now again ready to take the field against all comers and would welcome a little something to break the monotony of post life.

The recruits who were recently assigned to the post are receiving their training under the able direction of Lieutenant Robert W.C. Wimsatt, A.S., who states that they are by far the most promising batch of recruits he has seen in a long time. The progress they have made to date seems to bear out Lieutenant Wimsatt's statement, so much so that we expect to see them turned to duty with their organizations within a very short time.

Despite the fact that we are in a land where one season is as much like the next as two peas, we know that Spring is with us again, because the other day we noticed a number of our crack pistol shots oiling up their shooting irons. Oh, yes, we have a number of crack pistol shots who take great pride in sporting their little gold medals engraved "Distinguished Pistol Shot". These lads have, during the past two years, earned for

France Field an enviable place among the Service pistol teams, having journeyed to Camp Perry for the National Pistol Meets in 1923 and 1924, and on both occasions bringing home the bacon. Not so bad for a little station like France Field, wot?. In the past, some skeptics have cast reflections on the high scores turned in by our men both at home and abroad. We hope to quiet these gentlemen and any other of their ilk who may share their views, during the coming target season when, to all appearances, the incentive of qualification pay will be missing. More on this subject anon.

Seventh Observation Squadron

Staff Sgt. Horton returned to the Tropics after having enjoyed a brief five days of his recently approved 90-days furlough in New York City's howling wilderness. Sgt. Horton states that he is badly disappointed with New York City and the eastern United States in general, chiefly because of the abominable weather which has been the portion of that section of the country for the past few weeks. He made it quite clear that he preferred the sticks, jungles of what-have-you to the Big Town. The Colon Branch of the Over the River Burying Society met Sgt. Horton at the Cristobal docks and escorted him to his apartments on Broadway where elaborate preparations had been made by the Auxiliary of the Society for his reception.

Wilbur Wright Field, Fairfield, Ohio, May 20th.

Four pilots, Capt. F.E. Galloway, Lieuts. W.J. McKiernan, Bowen and Smith, ferried JNSE planes to Langley Field. The Curtiss planes had been given a thorough overhauling in the Repair Shops under the direction of Capt. Edward Laughlin, Engineer Officer.

Capt. Edward C. Black, 1st Lt. C.F. Horton and 2nd Lt. Carl B. Eilson, the last named a Reserve officer, came from Langley Field to ferry three Curtiss planes back to their home station.

Lieut. Barney M. Giles will be transferred here from Kelly Field on or about July 2nd. Lieut. Milo McCune, now in the Philippines, will also be transferred here upon completion of his tour of foreign service.

Lieut. H.H. Mills will be transferred to the Philippines about Sept. 1st. He was the winner of the 1924 Pulitzer Race and is known wherever flying is done as an able and daring airman. He has a great many honors to his credit and is the holder of numerous records in aviation. One of the most popular officers on the field, he is well liked by all his brother officers as well as by the civilians and enlisted personnel of the field. Lieut. Mills expects to take a short leave to visit relatives before departing for the islands.

Major A.W. Robins, Capts. Edward Laughlin, Henry Pascale, Lieuts. G.V. McPike, H.H. Mills and Sgt. McKenna journeyed to Louisville, Ky., to see the Derby at Churchill Downs.

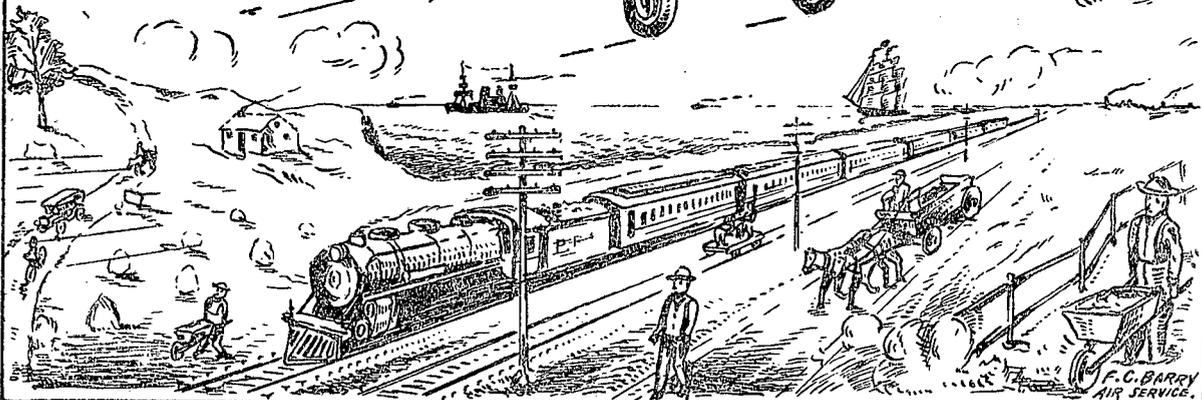
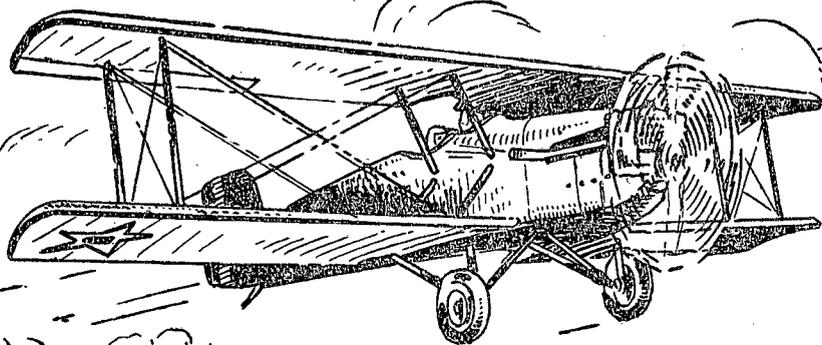
Lieut. H.A. Bartron flew a CO-4, overhauled in the shops, to Langley Field. On the same day Lieut. Robert E. Nowland returned via air to Bolling Field with a load of supplies.

The dance at the Officer's Club on May 9th was well attended. Officers and their wives from McCook Field were the guests.

Lieut. Ira R. Koenig is visiting relatives in St. Louis. In his absence Lieut. W.S. Hamlin is acting as Post Adjutant.

U. S. Army

Air Service News Letter



F. C. BARRY AIR SERVICE

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Information Division
Air Service

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The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation

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SOLVING THE MYSTERY OF CRASH FIRES

By A.M. Jacobs, McCook Field Correspondent

For several years the Engineering Division has been conducting research work to determine the exact cause of fire upon the crashing of an airplane. The first steps in the working out of this project consisted in throwing gasoline over a hot engine running full open. But fire did not result unless the gasoline was introduced inside the exhaust manifolds. This led to a belief that with the exception of electrical ignition short circuiting, hot exhaust stacks were probably the cause of all crash fires, a belief which, before it could be adopted as theory, had to be further substantiated in tests more accurately simulating the actual condition of crashing.

Ways and means of conducting such tests were considered, and a plan of running airplanes, pilotless, over a cliff was practically decided upon. But difficulty was encountered in locating a suitable cliff, one that, besides being of proper height and slope and fairly accessible, must be such that trained observers could study the crash at its foot and photographers take pictures of same. Another consideration was that the expense involved in getting to this cliff must be moderate.

A decision was finally reached to build a concrete wall, and Wilbur Wright Field, Fairfield, Ohio, was the site chosen for it. Here a runway 560 feet long was constructed at a general slope of 25 feet in 500. The first 500 feet had a grade of about 4.85%, running into a vertical curve, levelling off near the ground. A difference in height of 20 feet marked the upper and lower end. Guide rails for the airplane wheels were built on the runway, these being spaced for the DH4B with large tires. The axles of other airplanes were lengthened or shortened as necessary to provide the proper tread. In the center of the runway was placed a grooved track for the tail skid to ride in. Sixty feet from the edge of the runway, a wall was erected for the airplane to crash into. This was of reinforced concrete, 10 feet wide, 3 feet thick, 14 feet high, and extending 6 feet into the ground. Fifty feet from this wall plank shields were placed with eye holes for camera lenses, photographers and observers.

A number of worn out or obsolescent airplanes, which had been condemned for service, were assigned for use in these tests. Except for the removal of the wings and rudder, they went down the runway fully equipped as if for service flights. In the first series of crashes it was decided to obviate all chance of fire from the battery ignition system by cutting it out completely. This was done by removing the generator and mounting the battery on the landing gear axle in such a position that the battery would be knocked off and destroyed 25 feet before the airplane reached the wall. In this way the airplane struck while hot, but all electric circuits were out of action. No attempt was made to cut out magneto ignition systems in planes so equipped.

On July 30, 1924, the first airplane, a DH4 with Wright engine, complete with fuel and oil tanks and magneto ignition was crashed. The tail was held in flying position by means of a high tail skid, made of steel tubing bent to a U form, with the lower part of the U riding in the groove. This type skid was used in all these tests. The elevator was wired in maximum climbing position to hold the tail down. Forty-five gallons of gasoline were put in the main tank and eight gallons in the gravity tank. The engine was warmed up at the top of the runway until the thermometer registered 70 deg. C., the throttle was opened full, the mechanic stepped out of the cockpit, and the airplane was released.

The plane started down the grade and when it had gained a speed of about 75 miles per hour, it suddenly leaped from the runway, head-on against the stone abutment.

V-5438, A.S.

There was a haze of vapor and dust, a shower of falling parts. Plane and engine were complete wrecks. The main and gravity tanks were split full length. The gasoline sputtered high into the air and the ground in the vicinity was soaked with it to a depth of a quarter of an inch.

From behind the photographers' shield motion, slow-motion and Graflex still pictures were taken of the crash. But very little light was thrown on the problem as to what causes an airplane to take fire when crashing, because not a sign of flame was seen in all the wreckage.

Three planes were crashed before the observers were rewarded with fire. It started in the end of the exhaust manifold and spread quickly. The motion pictures taken depicted the start and spread of the flame quite graphically. Occupants, even though not seriously injured by the crash would have had slight chance of escape.

The fifth plane, a Thomas Morse MB-6, was timed with a stop watch, which showed the lapse of time from release to crash to be 6 seconds.

About this time, it was decided that the flat head-on collisions did not sufficiently simulate the actual tail-up, nose-in-the-ground position of actual crashes, and an attempt was made, by blocking the runway, to throw the plane over on its nose, so that the fuel tanks would spill their contents over the top part of the engine. The blocking, however, failed to accomplish the desired results and the MB-3 with which it was tried made the usual head-on crash.

A ramp was then built of 30-foot rails, set on an incline of one in ten, between the end of the runway and the wall, 50 feet from the wall. A 4-inch tube used as an outrigger on the tail, was attached to the airplane by tubular guides with shock absorbers. It was believed that when this outrigger encountered the ramp the tail would necessarily be raised at the moment of impact. It was also decided to start the airplane about 150 feet from the head of the runway, reducing the run about 400 feet, to curtail the speed somewhat at the time of the crash. This was done to reduce the force of the impact which heretofore had been too great.

On March 12th, a DH4B with Liberty engine was released over this modified runway. The new device raised the tail about 7 feet at the time of crash and the tail continued to rise until ten feet from the ground, then collapsed. Gasoline entered the exhaust stacks through the upturned ends and the plane was soon a mass of flames.

A further modification of the ramp was planned to keep the tail in an upright position after the crash, and on March 27th, at 5:20 P.M., another DH4B with Liberty engine and individual short exhaust stacks - about 12 inches long - for each cylinder was sent down the runway at high speed. The fuselage broke in two at the pilot's cockpit and was thrown entirely over the back wall. The engine was drenched with gasoline, that in the cup ends of the pistons still boiling two minutes after the crash. The late hour for the test had been chosen in an attempt to get clearer fire pictures than those possible in the full glare of the sun, but there was no fire to photograph that day.

At this stage it was decided that, instead of waiting and working for ideal weather and light conditions to make these tests, a series would be run on stated days, crashing three planes a day until desired conclusions were reached or the allotted number of planes were used up. In this way representatives of firms manufacturing various fire extinguishing devices could be definitely on hand to see their products tested out and other experts could be notified. Since it had been definitely established that the standard exhaust stack was the seat of trouble, it was planned to use short and long exhaust stacks and observe the effects of each. Between crashes on the days, when more than one test was run the ground was cooled with water, so that the heat from the previous fire would present no abnormal fire-stimulating conditions.

Several tests proved that long exhaust stacks were greater fire hazards than short ones, but that short stacks would not prevent fires under certain conditions. Fourteen planes had now been crashed and it was planned to leave exhaust stacks off the remainder entirely.

In the crashing of the next 12 planes, there was but one fire, which occurred in the exhaust port of an exceedingly hot engine. A total of twenty-six planes, had been sent down the runway, six of which had caught fire, proving certain theories, facts, and adding greatly to the small store of information which had previously existed on crash fires. Data on rubber-covered tanks, which it was found reduced the fire hazard by 50 per cent, had been obtained and many fire extinguishers and fire extinguishing devices had incidentally been tested.

At this point a pause was called in the tests for the purpose of devising some means of correcting the tendency of the exhaust manifolds to cause fire. This it is believed will be accomplished either by means of radiation cooling system that will keep the manifolds at a temperature below the ignition point of gasoline, or by the introduction into the manifold of a fire prevention apparatus which will cool the manifold quickly or prevent the entrance of gasoline therein.

Elements of the picturesque and dangerous entered into these crashes that usually form no part of cut and dried routine testing. Each crash was a drama in itself, each plane taking its destruction in a little different manner. In one instance, the instrument board was preserved intact, no dial broken, although bits of the engine buried themselves in the earth all about and pieces of the propeller were found a quarter of a mile away.

It was early found that the plank walls were entirely inadequate protection for the photographers and observers, who on several occasions were drenched by sprays of hot gasoline and narrowly escaped being struck by falling parts, and regular bomb proof shelters were substituted. One airplane running the full length of the runway and striking the ramp, jumped clear over the 14-foot wall. Another lost its tail-skid and outrigger, demolished the ramp on its journey and for an instant it seemed might demolish everything and everybody in the vicinity. An old English DH9 was so rattly that it was feared that it might go to pieces on the rack and everyone was prepared to run at a moments notice.

For this reason every effort was made to keep spectators away but the very nature of the tests aroused great curiosity and it was not the easiest thing to accomplish.

The following list will show the variety of planes experimented with. The time covered by the tests may give some idea of the care taken in preparation and the checking of results. When exhaust manifold fire problems have been solved, it is hoped to thrash out those of ignition fires, or electric short circuiting.

| <u>Plane</u> | <u>Engine</u> | <u>Date</u> |
|------------------------------|--------------------|------------------|
| DH4 (No fire) | 300Wright | July 30, 1924 |
| Orenco Pursuit (No fire) | Wright | October 13, 1924 |
| USD9A (caught fire) | Liberty | October 27, 1924 |
| Loening PW-2(No fire) | Hispano 300 | Jan. 13, 1925. |
| MB-6, Thomas Morse (No fire) | Wright 300 | Jan. 14, 1925 |
| JN-6H (No fire) | Wright 150 | Jan. 14, 1925 |
| MB-3, Thomas Morse (No fire) | Wright 300 | Jan. 14, 1925 |
| USD9A (No fire) | Liberty | Feb. 26, 1925. |
| DH4B (Caught fire) | Liberty | Mar. 12, 1925. |
| DH4B (No fire) | Liberty | Mar. 27, 1925 |
| DH4B (Caught fire.) | Liberty | Apr. 3, 1925 |
| XB-1A (Caught fire) | | Apr. 3, 1925 |
| Fokker D-VII (No fire) | Wright-Hispano 150 | Apr. 3, 1925 |
| DH4B (Caught fire) | Liberty | Apr. 9, 1925 |
| XB1-A (No fire) | | Apr. 9, 1925 |
| Fokker D-VII (No fire) | | Apr. 9, 1925 |
| DH4B (No fire) | Liberty | Apr. 10, 1925 |
| USD9A (No fire) | Liberty | Apr. 10, 1925 |
| DH4B (No fire) | | Apr. 10, 1925 |
| Fokker DVII (No fire) | Wright A | Apr. 17, 1925 |
| XB-1A (No fire) | Wright H | Apr. 17, 1925 |
| XB-1A (No fire) | Wright H | Apr. 17, 1925 |
| DH4B (No fire) | Liberty | Apr. 22, 1925 |
| DH4B (No fire) | Liberty | Apr. 24, 1925 |
| DH-9English (No fire) | Liberty | Apr. 24, 1925 |
| Fokker D-VIII (Caught fire) | Wright A | Apr. 24, 1925 |

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BELGIUM WINS INTERNATIONAL BALLOON RACE

According to dispatches, Belgium has again won the International Balloon Race, which started from Brussels on June 7th.

V-5438, A.S.

Although decision as to the winner has not yet been made officially, it appears likely that the Belgium aeronaut Veenstra, who piloted the balloon "Prince Leopold", will be declared the winner of the first contest for the second Gordon-Bennett Trophy, put up by the Aero Club of Belgium, and that the Belgium aeronaut, deMuyter, who by his successive victories during the past three years won permanent possession of the original Gordon Bennett Trophy for his country, will be declared the runner-up.

Eighteen contestants started in the classic, there being two entries from the United States (Wade T. Van Orman, piloting the Goodyear III, and Lieut. Wm. J. Flood, Army Air Service, the S-14), three each from Belgium, France, Italy, England and Spain and one from Switzerland. Toward the conclusion of the contest, the likely winner simmered down to three men - Van Orman, Veenstra and deMuyter. Unofficial figures credit deMuyter with having covered 422 miles away from his starting point, he having landed at Quimper, Brittany. Van Orman, after covering 441.18 miles, dropped into the Atlantic and was rescued by the crew of the passenger liner "Waterland". This fact will likely result in the American aeronaut being disqualified, under the rules of the race. Veenstra, after flying 800 miles, landed at Cape Torinana, Spain, and having covered the greatest distance will likely be declared the winner.

Lieut. Wm. J. Flood, pilot, with Lieut. Haynie McCormick, aide, the Army team which took second place in the National Elimination Balloon Race held at St. Joseph, Mo., on May 1st, landed near Dieppe, France, after covering a distance unofficially declared to be 155.25 miles. Captain Wm. O. Butler, Air Service, sailed to Europe with the team as Operations Officer and alternate pilot.

Press dispatches state that the Belgium Aero Club, despite the four consecutive triumphs of that country in the International Balloon Race, are desirous of shifting the place for holding this contest to some other country, because of the burdensome expense involved in staging this contest. From this it would appear that there is a drawback to winning too often. It is further stated that should the United States put in a bid for the 1926 race, it would likely be accepted. This may prove to the best interests of this annual aeronautical classic, for it would no doubt stimulate greater interest in ballooning in this country.

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GENERAL HINES ON HAWAIIAN MANEUVERS

Major General John L. Hines, Chief of Staff, and one of the Chief Umpires at the Hawaiian Grand Joint Exercise, authorized the following statement on the maneuvers.

The Grand Joint Exercise just concluded in Hawaii was the biggest and most interesting one ever held by our Army and Navy. It had two principal objects:

1. To test the project and plans for the defense of Oahu; and
2. To train Army and Navy in joint operations.

The problem for the exercise was drawn up by the Joint Board and was extremely simple in form, although its solution was difficult for both sides. The following facts were assumed:

1. That a state of war existed between Blue (the United States), and Black;
2. That the Hawaiian Islands were a Black possession and were defended by the existing armament, the present naval district forces and a garrison of approximately 14,000 men; and
3. That Blue was desirous of capturing Oahu with the object of making use of it as a Naval Base.

The Blue Fleet, accompanied by an expeditionary force of two divisions of troops, was concentrated in San Francisco and put to sea April 15. Under the terms of the problem, the transports accompanying the Fleet were not to be farther than 1,700 miles from San Francisco at 5:00 A.M., April 25, 1925, the hour and date when the problem actually opened. The Black or Hawaiian side was restricted to the use of forces and means actually available, whereas the Blue Fleet had two constructive divisions of troops, represented by some 1,500 Marines.

Black knew of the impending attack in ample time and estimated that Blue would seize a base on Lanai, one of the islands of the group, preparatory to launching an attack against Oahu itself. Black was in a difficult situation. No reinforcements could be expected and neither air forces, sub-surface nor fast surface vessels were available in sufficient strength to permit Black to deny any of the outlying islands to Blue. The arrangements made for defense were in general, admirable and were efficiently carried out, the conduct of practically all forces engaged being exemplary. Everyone was on the qui vive. Possible landing places were held by a thin beach cordon, plentifully supplied with field guns, machine guns, etc., and backed by strong points and small mobile reserves. The Black air forces, both Army and Navy, were concentrated on Oahu, seven DH4B's being, however, despatched to the island of Lanai. The surfaces and sub-surface vessels and aircraft of the Naval District formed an observation cordon around Oahu at a sufficient distance to give timely warning of the enemy's approach.

Blue's task was also difficult in that it involved an attack against a strongly fortified island some two thousand miles from Blue's nearest home base. In the very nature of the case, such an attack was a major operation and therefore required extensive and careful preparations. Since a direct attack against Oahu was too hazardous. Blue planned to seize one of the outlying islands, Molokai, and to establish an air base there and to follow this with a naval demonstration against a bay on the south coast of Oahu for the purpose of diverting Black's attention. Blue then proposed to direct his main landing attack against the North coast of Oahu, while simultaneously therewith making a secondary landing on the West coast of Oahu.

Blue made his dispositions accordingly. Blue was successful not only in seizing Molokai, but Lanai as well and in occupying the landing fields on both islands early on the 25th. This success may be ascribed in large measure to the fact that instead of moving the airplane carrier Langley close inshore and exposing her to attack by Black submarines, Blue kept her well offshore and had her fly her planes off to the landing fields on Molokai and Lanai as soon as these had been seized by the Advance Force. The seven Black airplane despatched to Lanai gave a good account of themselves, sinking a Blue tender and inflicting serious damage on the Blue landing forces. They were far too weak to prevent the seizure of the two islands.

Black anticipated that the main hostile attack would be launched against the West coast. With the forces at his disposal, it was physically impossible for the Black commander to have adequate local reserves on both West and North coasts, and to hold out general reserves.

Confronting two attacks, one on the West coast and one on the North, he felt compelled to estimate one as the main attack and the other as secondary. The immediate consequence of a successful attack on the West coast were more serious than on the North. Therefore, Black placed the bulk of his forces so as to meet this attack. With adequate general reserves to meet any action of Blue this risk would not have had to be taken. As it turned out, the bulk of the Blue forces were too far from the North Coast of Oahu to repulse the major debarkation promptly.

Blue had been successful in seizing a base in dangerous proximity to Oahu. With local command of the sea and with a superior air force in his hands, Blue was reasonably sure of ultimate victory. But Black aircraft and submarines did all in their power to make winning as hard and costly as possible to Blue.

Blue's first move against Oahu consisted of a naval demonstration on the evening of April 26th. This was designed as a feint but did not have any practical result for it did not deceive Black for a moment and merely served to bring Blue ships under the fire of heavy Black batteries. Blue then launched this main attack against the North (or open) coast of Oahu at daylight on the 27th, landing troops under cover of and supported by heavy fire from his ships. The weather was ideal and there was practically no surf. The landing was vigorously opposed but the defense force finally had to retire. Simultaneously with this main attack, Blue made a secondary landing on the West coast under cover of and supported by, heavy fire from his ships. Here considerable surf was encountered and the landing failed in face of the vigorous defense. It is to be noted that both landings were planned to begin at 1:30 A.M., April 27, but orders were issued that they were actually to begin four hours later so as to obviate the inevitable hazards of life and material involved in making landings at night.

for inspection by the public at the field. The other five ships will be ferried to Richards Field in the near future. These planes are for the establishment of an air line between Kansas City, Mo. and Tulsa, Okla., and will carry passengers and freight. Mr. Cochran, late of the Lincoln-Standard Aircraft Manufacturing Co., has been appointed Chief Pilot of this organization.

Another company well known to citizens of Kansas City is the Kansas City Aero-Photo Company, headed by Mr. J.M. Coburn. Quite a number of aerial views, appearing in the Sunday pictorial section of the Journal-Post, were made possible through the courtesy of Mr. Coburn. This company operates one Waco, 7-passenger cabin ship, one Laird Swallow and one L-S-5. These ships are also available for passenger service. R. Montgomery is Chief Pilot.

Then there is the Aircraft Sales Company, which carries on good work at present with two new Wacos, piloted by John K. (Tex) LaGrone and J.D. Brock. Tex is known all over the country and is one of the oldest pilots (in experience) now handling the "stick". He is an excellent instructor, practical as well as theoretical, and has a number of students under his "wing". Mr. Brock is also a very able pilot.

Another "old timer" is Mr. Blaine M. Tuxhorn, now flying an OX Standard, since his other plane (L-S-5) was destroyed by the fire which completely demoralized the American Automobile Show at the American Royal Pavilion last December. He is also a pilot of wide experience and a very able instructor.

And there is Ben Gregory. "Fly with Ben" reads the inscription on the fuselage of his ship, and the public is sure doing it.

The first aviatrix in Kansas City, Miss Freda A. Treadway, is flirting with Newcomer's Sons new Air Ambulance in an OX Standard, her private owned plane. Miss Treadway is a very enthusiastic flyer and just can't be kept off the field.

Many others may be enumerated thusly - "Shorty" Long has a new Waco; the Higley Motor Company purchased an XX Standard, as did Charley Quinn; Walter Miller, JN4D; E.F. Spencer, XX Standard; P. Eerking, Earl Collins, and Russel Dick, OX Standards; Mr. Mitchell, Canuk; E.E. Porterfield and C.H. Hodges, Laird Swallow; F.A. Morton, JN4D and Jim Fero a Roger Day.

Approximately 2500 flights were made in the above-named planes during the past month, and the passengers carried would number around 1500. About 30 commercial transient planes refuelled at Richards Field from States of the Central West - Kansas, Nebraska, Iowa, Oklahoma, Colorado, Texas and Illinois. The best months are yet to come, June to September, and a very busy summer is anticipated.

Richards Field has been designated an Airways Station on the route Kelly Field to St. Louis. Planes arrive on schedule from Muskogee on Tuesdays, leaving for St. Louis on the same date, returning to Muskogee enroute to Kelly Field on the following day. Ships landing here between May 1st and 25th numbered 38 DH's, 3 Martin Bombers, 9 Jennies, 2 TP-1's and 1TW-3, a total of 53. During preceding months as many as 75 to 80 landed here. Transient ships which were refueled here were from Marshall Field, Ft. Riley, Kansas; Post Field, Scott Field, Chanute, Anglum Field (St. Louis), Bolling, Langley, McCook, Brooks and Kelly.

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FORD AIRPORT TO HAVE WORLD'S LARGEST MOORING MAST

The largest airship mooring mast in the world is nearing completion at the Fort Airport. The steel work for the great 210 foot tower has already been erected. When completed in July the mast will be equipped with high speed elevators and the most modern type of mooring device. The mast was designed by the Aircraft Development Corporation of Detroit.

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THE AIR WAR IN MOROCCO

The French offensive against the Riffs who invaded the French zone in Morocco started on May 13. The French forces are under the command of General de Chambrun and include an air section. The main attacking force, under General Colombat, was supported by aeroplanes which harassed the retreating Riffs, as they were driven down the valleys. According to the Madrid correspondent of "The Morning Post" (London) the Riffs have captured several French aeroplanes which were forced to land within the enemy zone. This seems to be an answer to the

French rumor that the Riffs were using an aeroplane captured from the Spaniards.

Incidentally there is interest in noting that the Riffs are not Moors, Arabs, or Africans of any sort, but are mostly brown or fair-headed, with blue or light eyes, and are of distinctly Nordic type. They are apparently the remains of the Vandal conquerors of Africa, who traversed Gaul and Spain from the North, being in fact the advanced tribes of the Goths of whom the Visigoths became the aristocracy of Spain. The point is of interest because of the effect of race-organ on military morale and of the effect of the Nordic intellect on strategic tactics.

The battle for the possession of the Bibane Hills was materially aided by the aeroplanes operating with the French Army. Colonel Armengaud is in command of the air forces.

The convoys of the Riffs gathered in the Bibane valleys were completely broken up by bombing and machine gun fire from French aircraft. In addition to direct action the besieged garrison of Aoulay was supplied with grenades, detonators and provisions. Aeroplane ambulances conveyed wounded men from the front line. One of the three Riffian guns was destroyed by bombs from the air.

In the British House of Commons on May 18th Capt. F. Guest asked the Prime Minister whether he had any official information showing that the military equipment of the Riffian Army had been provided from British sources and that British pilots were flying the Riffian aeroplanes. The Prime Minister said that he had no information on the subject.

In Spain the opinion is that the equipment and ammunition of the Riffs is being supplied from France. And in France the opinion is that it is being supplied from Spain. In Africa the opinion is that it comes from America and in America they think it comes from Bolshevik Russia via Japan, who in turn think Imperially - of the British Empire. In any case things must start somewhere.

- The Aeroplane (London)

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AERO LEAGUE FORMED AT SANTA BARBARA

Aviation enthusiasts in Southern California, in their endeavor to promote aviation, gathered recently at Santa Barbara and formed a society, to be known as the Western Aero League. The founders aim to get the public interested in aviation through educating the layman as to the value of aviation and its place in transportation circles.

Dr. T. C. Young, Chairman of the Glendale, Calif., Chamber of Commerce, was elected President of the League; Earl Ovington, the well-known pioneer aviator and Commodore of the Santa Barbara Aero Club, Vice President; A. L. Olinger, Secretary of the Santa Ana Chamber of Commerce, Treasurer; and Howard I. Wood, Secretary of the Glendale Chamber of Commerce, Secretary.

It is hoped that this organization, when perfected to the degree its sponsors have outlined, will be the means of promoting aviation in all branches other than military throughout the Southwest. It is hoped to include in the league not only California, but to have chapters in Arizona, New Mexico, Utah, Washington and Oregon.

The dues for individual membership will be \$5.00 yearly, and \$25.00 yearly for Chamber of Commerce, Flying Clubs, Manufacturers, etc., the latter membership carrying a voting power of five.

The Aeronautical publication "The Ace" will be the official organ of the League, and the publication office will be at Glendale.

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NEW AIRPLANES FOR NATIONAL GUARD

Pilots of National Guard organizations will no doubt welcome the news that they are to receive a new type of airplane. Transfer orders have just been received by the San Antonio Air Intermediate Depot directing the shipment of 18 TW3 airplanes to various National Guard units throughout the States, as follows: Texas, Alabama, Colorado, Missouri, California, Washington, Minnesota, New York, Maryland, Massachusetts and Connecticut. These airplanes are being completely reconditioned with Wright-E type engines before being distributed to the above National Guard units. This work is being carried on at the San Antonio Depot in addition to the regular work of servicing the Army Air Service organizations in this area.

CHIEF OF STAFF INSPECTS BROOKS FIELD

Major General J.L. Hines, Chief of Staff, inspected Brooks Field, San Antonio, Texas, on May 20th and made the presentation of Distinguished Service Medals awarded by Congress to 2nd Lieut. Henry Ogden, Air Service, and Technical Sergeant Alva L. Harvey, two participants in the "Around the World Flight". Lieut. Ogden and Sergeant Harvey are taking flying training at Brooks Field.

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A SWIMMING ADVENTURE IN THE PHILIPPINES ✓

By a Philippine Correspondent

An important event in the lives of some of the members of the Headquarters Detachment, 4th Composite Group, Camp Nichols, Rizal, P.I., occurred not long ago. A group of swimming fanatics, who would rather swim in oily waters than eat, decided to make a trip toward the briny deep outside the harbor at Paranaque. After haggling with a native for over an hour they finally possessed themselves of a sea-going "banco". One thing, however, which they over-looked was their ability to navigate. These husky mariners assured each other that sailing a "banco" was something they knew "nothing else but."

After finally launching the craft and starting on their adventure many assorted pieces of advice and counsel were given by all as to the why and wherefore of putting up the sail. After four or five different methods (unknown to any mariner of the seven seas) were tried they finally decided that none of them knew a thing about the sail and cries of "throw it overboard" "tie a rock to it" etc., were heard from the crew. The captain (Private Yurick) was struggling with the rudder and shouting for someone to paddle the darn thing to shore while the coxswain (Sergeant Cottrell) gave timely advice as to how to point the box so that they could get some place and if the captain didn't know how to, get some one at the rudder who did.

In the midst of all this confusion the boat suddenly decided to turn over and they found themselves struggling in the grip of a tropical sea. Immediately the brave captain and radio operator (Private Yurick) started to leave for parts unknown while the crew set up a howl for their shoes which had been in the bottom of the boat. Cries of "sharks," "whales," etc., were heard from the noble captain who sat astraddle the bottom of the boat.

After a period of time it was decided to attempt to right the banco but much to their disgust they found that the banco had different ideas on the subject. Then they attempted to paddle it in under the direction of the cool-headed coxswain who counted strokes. However this was no go.

In viewing their surroundings and taking bearings from the sun they found themselves to be in latitude 32° d, 16", 21', and longitude 170° d, 44" 2'.

This alarming fact was imparted by the captain, while the crew bewailed their fate as they were approximately three miles from shore but fate was not deaf to their pitiful cries. Within an hour they were rescued, by five brave sailors from a cattle boat. They landed the "Headquarters' Mariners" safe and sound on the beach with what was left of the banco. Not in the least daunted by this horrible experience in the shark infested waters of Manila Bay they proceeded to reward the noble heroes who had risked their good for nothing lives to save them from a horrible death. But much to their surprise monetary compensation was refused (Thank Heavens) and so they forthwith paid the kind fisherman who had been dumb enough to trust them with his boat.

When these adventurers returned to camp they were acclaimed everything from heroes to dumb-bells by their friends. So ended a perfect day for the sea-going landmen of Headquarters Detachment and outside of losing their shoes and missing good Army chow they were none the worse for the experience.

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THE PROGRESS OF RADIO AND THE AIRPLANE ✓

Robert R. Aurand

On the afternoon of May 20th, a man in Chicago talked to a man in an airplane, three thousand feet above the Air Service Technical School, Chanute Field, Rantoul, Illinois, 115 miles away, and the man in the airplane replied.

Each heard the other distinctly. It is believed this performance set another record for a two-way conversation as available data indicates the farthest previous communication of this nature covered a distance of 70 miles.

The above exhibition was preliminary to a Radio Demonstration given by the Communications Department of the Air Service Technical School at a military tournament in Chicago, Illinois, May 22nd to 24th. This demonstration amazed and convinced numbers of skeptics, military as well as civilian spectators and listeners, for it was pointedly illustrative of the practical application of wireless telephony from airplanes to the ground and viceversa.

Just as "Aviation" in its issue of September 8, 1924, in commenting on the first airplane broadcasting, August 14th of that year, forecasts the airplane as an important link in the art of radio broadcasting, so the writer believes this present accomplishment presages drastic changes in that essence of modern strategy and tactics - Communication. Not only a positive but a vividly intimate word picture of actual battle conditions is assured, unhampered by the limitations of time and distance. Future generals, thousands of feet above the ground, directing their commands in conflict below, is probable. All Governmental air activities, the Air Mail in particular, will be more than ever a thorough and reliable element of public economy or national defense with the adoption of telephonic equipment.

First Lieutenant Lawrence P. Hickey, Air Service Director of the Department of Communications, Air Service Technical School, assisted by First Lieutenants Arthur L. Johnson, Charles H. Howard, Second Lieutenant John G. Salsman, and Master Sergeant Hugh Inman, all of the Communications Department, collaborating with Sears-Robuck Broadcasting Station, WLS, were instrumental in the success of the demonstration.

"Prior to actual operation", Lieutenant Hickey states, "several test missions to Chicago were made by members of the Department. The outlook at this time was rather gloomy since considerable difficulty, due to faulty shielding and interference from other Chicago broadcasting stations was encountered. Three or four days before the tournament, however, a successful test was made.

"Mr. Peck, Chief Engineer of WLS, whose cooperation and enthusiasm was much appreciated, then started work on connecting the receiver to both the public address system at the Grant Park Stadium and to the radio studio at the Hotel Sherman. A switching arrangement was completed allowing one sitting in the Stadium to either talk to the planes or listen in over the public address system.

"On Tuesday, May 19th, a plane from the Air Service Technical School flew over Chicago and carried on two-way communication with the Stadium. On this night WLS featured our program. During these flights considerable advertising for the meet was given.

"The day following, the suggestion was advanced to try a long distance test. The plane departed with the intention of returning when either was unable to hear the other. Much to the surprise of both pilot and observer, upon reaching Chanute Field, the location of the Air Service Technical School, a distance of 115 miles, conversation was quite distinct in the plane, and at the ground station in Grant Park. Mr. Peck, who was at the receiving station, stated that everything was heard clearly on a loud speaker. Station WLS was re-broadcasting the airplane transmission during this period. A longer distance record could easily have been made but since a night test was due, the plane returned to Chicago.

"The night's work was merely a repetition of the previous evening. It was, however, extremely difficult because of interference from numerous other stations. To overcome this obstacle, it was decided to use a forty foot antenna for reception purposes when operating in the vicinity of Chicago. At first this was attached to the wing but was later placed in the rear cockpit of the plane. Thursday was a repetition of May 19th's program.

"Friday the meet started. A three ship formation was to be ground controlled. From all reports the mission was a success. However, the transmission and reception of messages was deemed too slow; each sentence was repeated twice. Saturday, real, honest-to-goodness communication was established. Orders to the planes were given with great rapidity and were executed without delay. From the viewpoint of one in the Stadium this was a decided hit. There was no program Sunday afternoon, the tournament suspending activities because of inclement weather, but that night the three

ship formation took off for Grant Park and successfully repeated their previous achievement.

Two DHML planes were used with ignition shielding, equipped with the SCR 134 transmitter and the superheterodyne receiver furnished with this set. The transmission was done at 600 KC, taken up by the ground receiving station at the Stadium over the Bell telephone wires to WLS and from there broadcasted to the public. The set is easily operated, and the same one, in its entirety, was used from start to finish of the tournament. All flying was done from 1000 to 3000 feet.

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DOUGLAS CRUISERS USED IN COAST ARTILLERY OBSERVATION

The 2nd Observation Squadron at Kindley Field, Fort Mills, P.I., has been engaged in observing artillery fire for the Coast Artillery. The success of this practice compared most favorably with that of past years. Two Douglas Cruisers were received and, although sufficient time was not available in which to thoroughly test them, they have been functioning perfectly and no mechanical troubles have thus far developed. The artillery practice was actually under way before the second plane was assembled. It speaks highly for this type of plane when it is taken into consideration that it was necessary to fly as many as four hours on a single mission with no trouble of any kind developing. The planes are equipped with the new SCR 134 combination telegraph and telephone sets.

The Kindley Field Correspondent expresses the belief that this is the first time that the telephone was used exclusively to report sensings from planes to battery. In spite of interferences and the fact that no time was available to test or familiarize pilots with the sets, they functioned perfectly. Due to interference, telegraph was used from ground to plane.

As in years past, this practice bids fair to be a 100 percent performance both from a mechanical and radio standpoint. If the few remaining practices are completed successfully, Kindley Field will have a record to be proud of.

Contrary to the custom of past years, this year's practice is being carried on by personnel of the 2nd Observation exclusively instead of importing the best observers from the whole Group. With three 100% performances it is little wonder the Artillery is willing to take airplane sensings exclusively.

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WHAT PHILLIPS FIELD IS DOING By the News Letter Correspondent

Some of the pilots of Aberdeen Proving Grounds, Md., when visiting other Air Service Stations, have heard upon different occasions queries by Air Service officers as to just what Phillips Field did to justify its existence. In order that those officers may realize that this station is one where the officers and men are putting out hundred percent, it is thought well to give here an idea of some of the work performed over the last two calendar year period, from January 1, 1923, to December 31, 1924. During that period 2,461 bombs, varying in weight from 17 to 2,000 pounds, were dropped from airplanes. These bombs totaled 357,345 pounds in weight. In order to better appreciate just what this actually means, it might interest one to know that the above tonnage is greater than the total weight of all bombs dropped during the maneuvers which put the German vessels on the bottom of the sea in 1921, the maneuver which sunk the Alabama, and the operations off Cape Hatteras in 1923 which added the "Virginia" and the "New Jersey" as bed companions for the German battleships.

As a matter of fact, the weight of the bombs dropped at Phillips Field during the two years in question is very nearly double the weight of all the bombs dropped during the three above mentioned maneuvers, as well as the practice preceding those maneuvers. And, please be informed, the dropping of the above bombs did not begin to constitute the work which we have been doing during that two-year period. A large number of flights were made testing parachute flares, pyrotechnics and other signalling devices. All the development work connected with the smoke screen and smoke curtain planes

was handled by the Air Service at Phillips Field. All the smoke screen demonstrations given in the eastern part of the United States have also been conducted with Phillips Field planes by Phillips Field pilots. So, in the future, whenever one considers the question of the compilation of a list of Air Service activities which truly earn their bread and butter, kindly place Phillips Field, Aberdeen Proving Grounds, Maryland, at the very top of the register.

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AN AERIAL MAPPING PROJECT IN UP NEW YORK STATE

The latest maps of the U. S. Geological Survey of several quadrangles in the vicinity of Albany, N.Y., was dated some 35 years ago, which was naturally considered antiquated, for this country has grown considerably and then some since 1890. New cities have sprung up, automobile highways have been built, railroads re-routed and aviation fields established. To have performed the work of mapping this area in the customary way would have entailed considerable time, trouble and expense.

That the airplane has served to speed up life's daily routine in some quarters is beyond question. The U. S. Geological Survey had a big job before it, involving the mapping of about 1900 square miles of territory. Just how long it would have required to complete this project by ordinary surveying methods is hard to calculate, nor is it an easy matter to estimate the expense which it would have entailed.

But the Army Air Service had cooperated on a number of previous occasions with the U. S. Geological Survey in connection with mapping projects, and, being once more called upon, completed this task in less than three weeks, the last of the five flights necessary to cover the ground being made on May 4th. But for cloudy weather, this mission would have been accomplished much sooner.

Lieuts. E.G. Plank and E.P. Gaines, Air Service, left McCook Field, Dayton, Ohio, in the Photographic plane DH4BP-1, bound for Albany, on April 16th. The plane was equipped with a T-1 tri-lens camera. All photographs were made from an approximate altitude of 10,400 feet over this 1900 square mile area. One quadrangle, known as the Troy, was desired to be done by the U. S. Geological Survey on an unusually large scale for experimental purpose.

During the trip Lieut. Plank addressed the Kiwanis Club and Officers Reserve Club of Albany.

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STUDENT ENGINEER OFFICERS MAKE LONG CROSS-COUNTRY TRIP

Members of the Air Service Engineering School at McCook Field, Dayton, Ohio, made an instructive cross-country flying trip in April. The first stop was made at Philadelphia, where the students were taken through the Naval Aircraft Factory. Here interest centered about the catapult apparatus. The second stop was made at the Air Mail Field at Bellefonte, Pa. The third and last stop was made at Buffalo, where the class visited the Curtiss factory and studied the latest machinery used in producing the D-12 and V-1400 engines. In Buffalo a study was also made of the production methods employed at the Consolidated Aircraft Corporation's plant, and a trip was taken through the factory of the Irving Airchute Co. The purpose of the trip was to obtain first-hand information in connection with a class problem covering the calculation, analysis and design of the 500 hp vee Type engine.

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PHILLIPS FIELD MEN WIELD HAMMER AND SAW

According to the News Letter Correspondent, an exceptionally fine labor squadron is being developed at Phillips Field, Aberdeen Proving Grounds, Md., as the result of the last month of work. He then goes on to say: In conformity with the customary policy, the 49th Squadron moves out of its

barracks and recreation hall in order to provide quarters for the Ordnance Unit of the Reserve Officers' Corps which is soon to come to Aberdeen for a few weeks' "summer instruction. In order to make this move as comfortable for the men as was humanly possible, it was necessary to construct a mess hall, since eating out of doors with nothing but the sky as a covering did not prove very satisfactory during the last two years. In the first place when it rained very hard one's food always had the appearance of soup, and when it didn't rain, the flies and other crawling animals usually got away with more of one's food than one did himself. This year all that has been prevented thru the building of a screened-in mess hall. The hall was constructed under the personal supervision of Lieut. J. A. Austin, and he and the squadron have done nobly. After building the mess hall, all labor was concentrated on building floors and frames for the tents, so that now it begins to look as though we would have an ideal camp. As I said at the beginning, we are developing into a splendid labor squadron, but you can't build camps and still run a line, so we simply haven't attempted to do much aviating. During this past month the usual sound heard around a flying field, to wit, the drone of a motor, gave way to the whine of a saw and the tat tat of many hammers. With the last of camp constructing, flying will again be the order of the day.

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THE WORK OF THE SAN ANTONIO AIR INTERMEDIATE DEPOT ✓

The Engineering Department at the San Antonio Air Intermediate Depot is under the direction of the Engineer Officer, Lieut. Clements McMullen, charged with the repair, restoration and remodeling of all Air Service equipment in use or storage at this Depot, and all other Air Service equipment received by the Depot when such work is needed. In addition, the Engineering Department manufactures such equipment, parts and tools as may be required for immediate use. The Engineering Department also reclaims all Air Service equipment which may be damaged beyond repairs. The Office Section of the Engineering Department is under the supervision of Mr. Hubert Smith; the Shop Section under Lieut. Richard Aldworth; and the Drafting Section under Mr. Wendel Muncy. The Shop Section is divided into the Aero Repair, under the supervision of Mr. Claire Horton; the Engine Repair under Mr. Elmer Briggs; the Machine Shop under Mr. Victor Myers; the Final Assembly under Mr. Claire Horton; Lubrications under Mr. L.H. MacKechnie and Reclamation under Mr. L. H. MacKechnie.

The Aero Repair department, which repairs, remodels and restores aircraft and its spare parts and manufactures such parts as may be authorized, includes such processes as dismantling, fuselage, wing, woodworking, landing gear and strut, propeller, fabric, wiring; dope and paint, instrument, vulcanizing, radio and engine installation.

The Depot Supply Officer, Lieut. John M. Clark, is having a dark room constructed for the storage of all rubber goods.

The Boeing Aircraft Company of Seattle, Washington, have four of their employees here welding eighty metal DH-4-~~III~~-1 fuselages.

A nine months' drought in this region was broken within the past few weeks by rains exceeding two and one half inches. Young farmers temporarily employed at nominal wages as laborers are leaving the employ of the Depot to go to their farms and put in crops of cotton and food stuffs. A sudden demand for laborers has therefore sprung up.

The Engineering Department completely overhauled and repaired the following airplanes and engines during March and April:

| | | | |
|------------|----------------|-------------|---------------|
| Airplanes: | 40 DH-4B | 1 VE-9 | 1 TP-1 |
| | 3 DH-4B-1 | 23 JN6H-I | 1 Fokker CO-4 |
| | 1 DH-4B-3 | 1 TW-3 | 1 AT-1 |
| | | 3 TW-5 | |
| Engines: | 82 Liberty 12A | 8 Wright E | |
| | 3 Wright A2 | 1 Wright H | |
| | 34 Wright I | 3 Wright H3 | |

CAVALRY OFFICERS ADMIT AIR SERVICE OF SOME USE ✓

A short time ago Lieut. J. D. Barker of Phillips Field, Aberdeen Proving Grounds, Md., piloted the smoke screen NBS-1 to Fort Riley, Kansas, in order to demonstrate to the Cavalry just what perfect screening could be accomplished when the Air Service was employed to do that work. It is learned that the screen put down was ideal, and when Lieut. Barker landed he was informed by certain Cavalry officers that they could actually see where the Air Service might be used to good advantage sometime.

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A NEW TRANSCONTINENTAL FLIGHT RECORD ✓

Two years across the American continent by air: This unique record for slow flight goes without question to the Gates Flying Circus and Aviation Company, an outfit which, besides engaging in giving flying exhibitions, gives commercial aviation and aerial photography as its additional activities.

The Gates Flying Circus started out from San Francisco on July 2, 1923, and reached Norfolk, Va., almost two years later on June 2, 1925. Every State west of the Mississippi was visited, and about half the States east of it, or a grand total of 35 States.

There is among many aviation adherents a strong prejudice against the gypsy flyer. There was a universal belief among the early flyers, whom we may rightfully call pioneers in the light of the present development of the airplane, that once a man becomes inoculated with the aviation "bug" it gets into his blood and he remains a flyer until the end of his days. Many incidents have since transpired which would seem to almost verify this contention.

The end of the World War with its attendant wholesale discharge of emergency officers and flying cadets who had joined the aviation service in the belief that it was the one branch of the Army affording stirring adventure and great glory, found many young flyers unwilling to go back to their pre-war occupations in civil life. Flying had gotten into their blood and any other occupation, no matter how profitable or alluring, seemed distasteful to them. It was at this stage of the game that the gypsy flyer sprang into being. He had a chance to purchase one of the many surplus airplanes which the Government had placed on the market, and due advantage was taken of the opportunity by some of them. The gypsy flyer has since been seen at various fairs, carnivals, etc., throughout the country, demonstrating to the country folks that "flying contraption" which newspapers during the war had boasted would be manufactured here in such quantities that they would darken the skies of the European war front.

These young adventurers, living a hand-to-mouth existence, had no funds with which to maintain their flying equipment, in proper shape. No doubt also, while many of them were perfectly able to fly a machine, they had not sufficient mechanical experience to keep same in proper repair. Small wonder, then, that the newspaper-reading public became stirred up over the bold headlines which appeared over so often announcing a fatal aviation accident.

Articles on aviation which have appeared from time to time denounced the gypsy flyer in no mild terms and stressed the great importance of the enactment of adequate laws governing aerial navigation. It was claimed that these gypsy flyers had not only been giving aviation a black eye, but that they exerted a deterrent influence on the growth of commercial aviation. There is always a prejudice on the part of the general public to new fangled methods of transportation, and to attempt to overcome such prejudice is a slow process, indeed. The activities of the gypsy flyers did not help matters, as may well be supposed.

But there are exceptions to all rules, it is said, and the same holds true in the case of the gypsy flyer. That exception appears to be the Gates Flying Circus and Aviation Company, of which Mr. Ivan R. Gates is the general manager.

Mr. Gates has adopted, it seems, genuine circus methods in connection with his enterprise. It is true he has no lions, tigers, elephants, camels or kangaroos in captivity, nor even a side show at 10¢ per head, but he does have seven perfectly good airplanes - six Standards and one Spad, all powered with Hispano-Suiza motors. That the Circus is a profitable venture is attested by the fact that the start was made with one lone airplane and grew to seven during the period the Circus was making its record transcontinental journey. Also, the Circus now boasts of a police dog and a Lincoln Car. Only three airplanes are operated at any one time, which would appear to demonstrate that safe and sane methods are being followed as regards equipment.

Mr. Gates evidently has in operation a most effective method of selling aviation to the public, despite the prejudice against flying. He takes up passengers for short flights - very short, indeed, for the nominal sum of \$2.50, and the way people form in line to undergo their first thrilling experience in the way of an airplane ride one would imagine that they were lining up to buy tickets for the World's Series. It is related that on occasions when the crowd lining up for a trip in the air became unusually large attempt was made to accommodate the greater part of them by limiting the duration of flights to about one minute. Among the various stunts which this Circus did are the following: Flying upside down; wing walking; parachute drops; changing from one plane to another in mid air; and various other acrobatics.

No doubt the cash customers received their money's worth when they attended this Flying Circus.

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FLYING ACTIVITIES AROUND BOSTON

According to the Boston "Transcript", several flying schools have started in business at the "Hub". Rates for flight courses average about \$250 for the flying time required for securing a license. Instruction costs from \$25 to \$35 a hour, with 10 hours as an average course of instruction. New planes have already been sold to two individuals by one of the schools. Flying fields in other places around Boston than the Airport, such as at Weston, are being made ready.

Other schools are in prospect, and some have advertised for pupils. With warmer weather Boston may expect various "gypsy" flyers with their planes to drop in on the Airport for what sightseeing flights they can sell. Due to the State air code, no flyer can sell his wares in Massachusetts without first passing his flying test and having his plane inspected. Air laws to this extent are most beneficial to both the industry and public.

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WAR DEPARTMENT ORDERS AFFECTING AIR SERVICE OFFICERS

Change of Station

Captain Thomas Boland, Student Air Service Tactical School, Langley Field, Va., to proceed to Fort Riley, Kansas, for duty upon completion of temporary duty in connection with summer training camp at Mitchel Field, L. I., New York.

Major Ira Longanecker, upon completion of instruction at Command and General Staff School, Fort Leavenworth, to duty at Hqrs. 1st Corps Area, Boston, Mass.

Following officers, relieved as students at Air Service Technical School, Chanuté Field, and upon completion of temporary duty in connection with summer training camps in 6th Corps Area, to proceed to place specified after his name: 2d Lt. Joseph H. Hicks, Marshall Field, Kans.; 2d Lt. Stewart W. Towle, Jr., Scott Field, Ill.; 2d Lt. Thomas M. Lowe, Langley Field, Va.; 2d Lt. John M. Weikert, Kelly Field, Texas.

Capt. Robert P. Mortimer (Ord. Dept.) relieved from detail in Air Service and duty at Brooks Field, and attached with 2nd Div., Ft. Sam Houston, Texas.

First Lt. Paul Evert from Scott Field to Langley Field. Prior to reporting to Langley he will proceed to Maxwell Field for temporary

duty in connection with summer training camp there.

First Lt. Wm. A. Gray relieved as student at Primary Flying School, Brooks Field, and assigned to Advanced Flying School, Kelly Field, for special course of instruction in observation for Lighter-than-Air officers.

First Lt. Arthur B. Custis (Ord. Dept.) upon completion of present course of instruction at Kelly Field, to Frankfort Arsenal, Pa., for duty.

Second Lt. John L. Hatcher (Ord. Dept.) from Kelly Field to Washington, D.C., for duty in Office Chief of Ordnance.

First Lt. James W. Hammond relieved as instructor A.S. Technical School, Chanute Field, to Manila, P.I., upon completion special course of instruction at Kelly Field. 2nd Lt. J.G. Salsman from Chanute Field to Scott Field.

First Lt. E.E. Harmon from Bolling Field, D.C., to McCook Field, Dayton, O.

Following officers, relieved from Balloon and Airship School, Scott Field, Ill., assigned to stations indicated: Major Robert Coker, Capt. Roland W. Wittman, 1st Lieuts. Neal Creighton and Lawrence A. Lawson to Scott Field; Major Fred H. Coleman, Michael F. Davis and 1st Lt. Albert J. Clayton to Langley Field; 1st Lt. Leroy E. McGraw to Phillips Field, Aberdeen Proving Grounds, Md.

First Lieut. Gerald E. Ballard from Middletown to Panama Canal Zone.

First Lieut. James P. Hodges from Mitchel Field to Philippines.

Major Roy S. Brown from Maxwell Field to Kelly Field, Texas.

First Lieut. James B. Carroll, student at Harvard University, to Kelly Field, upon completion temporary duty at summer training camp, Maxwell Field.

Second Lt. Howard H. Couch, student at Advanced Flying School, Kelly Field, to Scott Field, Ill., for instruction at Balloon and Airship School.

Second Lt. George C. Stewart (Infantry) from Kelly Field to Infantry with 2nd Division, Fort Sam Houston, Texas.

Capt. Louis R. Knight from Hqrs. 1st Corps Area, Boston, to Philippines.

Following officers, upon expiration of tour of duty in Philippines, to proceed to stations indicated: Capt. Rosenham Beam to Kelly Field; 1st Lieut. Robt. E. Self to Wilbur Wright Field.

Capt. Robert G. Ervin from Rockwell Field to Hqrs. 7th Corps Area, Omaha.

Major Lawrence S. Churchill, from Hqrs. 7th Corps Area, to Langley Field.

Transfers to other branches of Service.

Second Lt. W.M. Ives, Jr., Kelly Field, to Infantry, Ft. Sam Houston, Tex.

Second Lt. Clyde Massey, Kelly Field, to 13th Cavalry at Fort Brown, Tex.

Separations

Resignation of 2nd Lieut. Harold J. Johnson accepted by President.

Promotions

Capt. Thomas Hanley, Jr., to Major, May 24th; 1st Lieut. Albert W. Stevens to Captain, February 10th.

Leave of Absence

Capt. Romeyn B. Hough, Jr., two months, June 20th, with permission to leave continental limits of U.S.

Lieut.-Col. Arthur G. Fisher, one month, 15 days, June 1st; 1st Lieut. Robert G. Breene, 20 days, June 8th; 1st Lieut. Charles W. Steinmetz, 5 days, June 3rd; 2nd Lieut. Harvey K. Greenlaw, 3 months, June 4th; 1st Lieut. John F. Whiteley, 20 days, June 5th.

Reserve officers ordered to active duty

Following officers to report to McCook Field for 15 days' training, effective June 15th; Capts. Falk Harmel and Dudley S. Norton; 1st Lieuts. Wm. V. Lovell and Byron G. Cook; 2nd Lieuts. Ralph McV. Cameron, Carl F. Clark, Charles F. Clevette and Lyman H. Haggerty.

Capt. James H. Sullivan and Wm. L. Purcelli, for 15 days training, June 15th, reporting for duty in Office Chief of Air Service, Washington, D.C.

GENERAL PATRICK VISITS RICHARDS FIELD

Major General Mason M. Patrick, Chief of Air Service, visited Richards Field, Kansas City, Mo., early in May, accompanied by 1st Lieut. St. Clair Streett. He was received by Capt. F.C. Venn, M.C., and 1st Lieut. Isaiah Davies, A.S., Commanding Officer. In addition, a Reception Committee, designated by the Chamber of Commerce, took General Patrick on an inspection tour of the newly proposed landing field in the Fairfax Industrial District of Kansas City. An informal dinner was given the General by the Chamber of Commerce.

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AIR SERVICE RESERVE ACTIVITIES AT KANSAS CITY

The Air Service Officers' Reserve Corps of Kansas City consists of: 1 Lt.-Col., 5 Majors, 8 Captains, 20 1st Lieuts. and 63 2nd Lieuts, a total of 97; 3 Chaplains and 8 Medical officers are attached to Hqrs. 8th Attack Wing, 6th Army, Air Service (Reserve), with offices at 20th and Vine Sts., Kansas City.

At the present time all arrangements are being made to entertain approximately 115 Air Service Reserve officers at Richards Field during the summer training camps, beginning July 5th and terminating August 30th. A large amount of the various supplies needed are being received constantly from Supply Depots to carry on the training schedules during these camps. All ships have been completely overhauled and are now awaiting the arrival of the fliers for the training camps.

Although there are only eight Jennies at the field now, four additional ones are expected to bring their number up to 12. The roads leading to the field will be graded and oiled; grass on the field will be mowed; hangars are now receiving a new coat of paint and everything is being placed in tip-top shape. A very busy season is looked for.

NOTES FROM AIR SERVICE FIELDS

Langley Field, Hampton, Va., May 28th.

During the past week the student officers of the Air Service Tactical School flew a total of 80 hours and 15 minutes, bombing from Martin Bombers being the chief mission. The officers of the School are preparing for their trip to Dayton. Nine DH4-B ships are going to be used on this flight, flying three 3-ship formations.

11th Bombardment Squadron

During the past week 45 flights were made, totalling 24½ hours.

Staff Sgt. S.C. Needham, the supreme mechanic of the squadron, returned from leave.

The old members of the Squadron are slowly going, some being discharged and others transferred to foreign stations.

Every effort is being made to have the barracks and the ground around them present the best appearance on the field.

19th Airship Company

High winds prevented flying during the week, the company indulging in pistol practice on the range.

Capt. W. O. Butler, the commanding officer, left May 21st for Brussels, Belgium, to serve as Operations Officer and alternate pilot for the United States Army balloonists in the International Free Balloon Races to be held there.

During his absence Lieut. J. P. Temple is in command.

20th Bombardment Squadron

Capt. Hale returned from Fairfield Air Intermediate Depot, ferrying the new MB-2 airplanes.

Lieuts. Sutter and Welker flew cross-country to Mitchel Field, May 22nd and returned on the 24th.

50th Observation Squadron

During the past week the squadron flew missions with the 51st and 52nd Coast Artillery at Fort Eustis. These Coast Artillery units were on the march from Fort Eustis to Virginia Beach. The airplane observers kept in constant contact with them by radio and message bags. Two missions were also flown with the 34th Infantry. This outfit put on a sham battle and requested the airplane observers to take sides and direct their attacks.

Total flying time for the Squadron the past week was 176 hours, 50 minutes.

59th Service Squadron

Lieut. J.F. Whiteley was ordered to McCook Field for a course of instruction.

Corp. A.E. Derby returned from a course of instruction at the Air Service Technical School at Chanute Field.

Staff Sgt. Shaffers and Sgt. Zabick reenlisted and went on furlough.

96th Bombardment Squadron

From May 18th to 23rd a total flying time of 50 hours and 40 minutes was rolled up.

Lieut. Lindeburg is on detached service at Mitchel Field with a Martin Bomber for the purpose of towing targets for the anti-aircraft. Lieut. Bowen left May 22nd, piloting a Martin Bomber to Chanute Field, Ill., where he will pick up and transport back here two of the squadron men who pursued the course in airplane mechanics at the Technical School.

Clark Field, Pampanga, P.I., April 27th.

The Commanding Officer, Major John C. McDonnell, departed for Aparri, Cagayan, on Temporary duty, to look over the surrounding territory for the purpose of making preliminary arrangement for the establishment of a temporary pursuit base. Captain Earl H. DeFord is in command during his absence.

We gained a record for the 3rd Pursuit Squadron, in fact we believe we knocked off two of 'em for these Islands: (1) Our 14 pilots piled up 265½ aircraft hours last November: (2) In the same month 2nd Lt. J.W. Spry spent 5 hours and 45 minutes of one day in the air. Not so bad for the tropics.

Tactical problems as an individual unit and as part of the 4th Composite Group were a weekly occurrence during the past few months. Cross-country flights to Camp Nichols were a daily feature of our DH4B aircraft training schedule. Flights were also made to San Jose, Mindoro, and Iloilo, Panay.

The good old U.S.A.T. THOMAS arrived in Manila on the 18th and departed for the States on the 24th. All concerned had their pencils busy chalking one more boat off their calendars, a pastime known as indoor sports in this neck of the woods.

MB3A aircraft training for the 3rd Pursuit Squadron was cut to 30 minutes per plane per week, on account of the planes deteriorating and no prospects of new aircraft of this type arriving in this Department in the near future.

Second Lieut. H.M. Wittkop departed for a month's stay in the Southern Islands. We understand the little fellow believes they have a different variety of sunshine there.

Our Commanding Officer, Capt. DeFord, receiving a memorandum from Post Headquarters that the monthly Field Meet would be held the week starting April 26th, he immediately called the Athletic Officer, 1st Lt. W. A. Maxwell and the Ass't Athletic Officer, 2nd Lt. B.W. Chidlaw, and told them to get busy with the BIG SPOON and stir up some spirit not only among the individual competitors but among the platoons. Needless to say, he received everything that he asked and a little more. Friday, the 24th, the day of their Meet, was featured with a home made PENTATHALON, with the various events of same scattered thru-out their card of 15 events.

One of the Non-commissioned officers of the organization stepped out among the merchants of Camp Stotsenburg, Angeles and Manila for a little practice in the fine art of getting something for nothing and succeeded fairly well. A committee was then appointed to distribute the prizes for the various events.

The 1st Platoon stepped right out in the first few events of the day and it looked like a walkaway race for them but the boys of the good old second turned the tables and got out in front by a few points. After the fifth event, the Platoon Race proved to be a see saw affair and when the boys of both platoons took hold of the rope for the last athletic event, a TUG OF WAR, the 1st were leading by the slim margin of 6 1/3 points. The final outcome of platoon scores were: 2nd Platoon - 67 2/3 points, 1st Platoon - 65 1/3 points.

In the first event of the day, a Volley Ball Game, the 1st Platoon copped two straight from the 2nd Platoon, both by the scores of 21 to 8. The third event was a Medicine Ball Race with two teams of twelve men each, and was won by the 1st Platoon. In the fourth event, a Centipede Race with two teams of ten men each, the 1st again came out on top. The Volley Ball Victors received two pesos per man while the victors in the Medicine Ball and Centipede Races received one peso per man. The sixth event, an Irish Potato Race, with five entries from each platoon (most of them Swedish names), was won by Pvt. A. K. Ward. The seventh event, and Equipment Race, was won by Pvt. M.J. Kanzenbach.

The ninth event was a Three Legged Race: Privates T.J. Sherwin and K. Overmyer won it by a nose and received three pesos each for their efforts.

The tenth event was a pillow fight: Each platoon had four entries and they succeeded in keeping the spectators in an uproar at all times. Pvt. C. F. Raymond wielded a wicked pillow and received a Snug-Fit Sweater.

The twelfth event was a Shoe Race and the boys who came in the money earned their prizes as they chased all over the reservation for their shoes: Pvt. D. Miracle, formerly an M. P. working under the Provost Marshall of Camp Stotsenburg, proved that he could at least detect his own shoes, as he finished first and received an order for a pair of twenty peso shoes. The thirteenth event was a Sack Race: Cpl. G.S. Pointer proved to be the best hopper while under wraps and received a silk shirt.

The fifteenth event and last of the card was a Tug of War: The team of the 2nd Platoon just pulled and spoiled a perfect day for the boys of the 1st, they received one peso each.

On the completion of the Tug of War every one present was asked to proceed to the Third Pursuit Squadron's Mess Hall where the Squadron acted as host to the officers and their families and the married N.C.O's and families at a good old fashioned Dutch Luncheon. 2nd Lt. J.W. Spry, the Mess Officer, and his able assistant, Stf. Sgt. Henry Mitchell, the Mess Sergeant, were on the receiving line to welcome and see to it that every one was taken care of. The luncheon was served Cafeteria Style (Pick up a plate and the tools that go with them and help yourself). On the serving tables one was met with good old Coney Island Hots, Potato Salad, Baked Beans, Sliced tomatoes, young onions, Parker House rolls and a variety of relishes, and when one reached the table they discovered some real cold amber fluid, "it would not be fair to tell you the correct nomenclature to be used in writing of it." A string orchestra composed of native hombres kept their fingers busy picking on the strings of their instruments and when all present had laid aside their tools the real fun of the day commenced with the presentation of prizes to the successful competitors of the Meet by the commanding Officer, Capt. E.H. (Trouble) DeFord, who proved that he had a lot of things besides trouble in his makeup, as with each prize a little witticism was passed out. In a very neat little speech, he called the attention of all present to the firms that had made the donations, and the others who helped make the Meet a success. The Squadron Quartette put over a few numbers in fine style; Sgt. J.F. Rogers sang a couple of his latest numbers; the ladies of the field with Mrs. Maxwell at the piano, put over a number in fine style; Lt. Chidlaw sang a parody on the good old U.S.A.T. Thomas, authorship of same claimed for Lt. Spry and himself. With all apologies to Mr. Gallagher and Mr. Shean, Stf. Sgt. B.F. Runyon gave a parody on their famous song, based on the Philippines. Mst. Sgt. Rice let go of a few choice stories. Lt. (Bill) Lanagan, Acting Adjutant, kept busy scouting cigars and cigarettes and inquiring into the welfare of those present. Lts. Barrigar and Cook studied SUN PHILOSOPHY and passed out the smiles. Last but not least, Lt. Beverley, our Engineering Officer, managed to keep on the unlighted end of a very long onion, no doubt figuring out plays that he will make for the 24th F.A. in their next Polo Match.

Mrs. E.V.H. Kimble, mother of 1st Lt. F.V.H. Kimble, arrived on the U.S.A.T. Thomas on the 18th to make her home port Clark Field.

Hqrs. 4th Composite Group, Camp Nichols, Rizal, P.I., April 22nd.

The Air Service now occupies third place among the several baseball teams in the vicinity of Manila. They have played very good ball most of the season, winning a goodly share of games and losing several by a single score. Lieut. C. R. MacIver is in charge.

Lieuts. O'Connor, Whitney and Gross recently returned from an unusually interesting trip on Navy destroyers. Starting at Manila the cruise led to Batavia, Java, where a ten-day stop was made. Under the guidance of Naval officers and with the Navy's entertainment in Java a right merry week was experienced. On the return trip many points of interest among the Philippine Islands were visited.

Captain S.E. Brown, Flight Surgeon, and Mrs. Brown recently spent three weeks visiting Hongkong, Canton and Shanghai, China. Passages were taken on the commodious President Liners and an A.No. 1 vacation is reported.

With Lt. Snavelly's victory over Lieut. Mills and that of Lieut. Walthall over Lieut. Finley, only two of the 24 entrants remained in the handicap golf tournament. The betting at first favored Lieut. Walthall 7 to 6, but as the final date drew near more Snavelly money was at hand. After a hard fought match the victor had Lieut. Walthall 2 up on the 18th hole, and the beautiful silver cup now rests in the possession of Lieut. R.A. Snavelly, handicap golf champion of Camp Nichols.

Bright and early of a recent Saturday morning, all Camp Nichols seemed particularly on its toes and the "campus" was literally alive with ambitious young athletes awaiting impatiently for the shot that was to start the Inter-Squadron Field Meet of 1925. At last the suspense subsided as the "Parade of the Horribles" entered the scene led by an honest-to-goodness Wild Westerner, Sgt. Brock of the 66th. Following in his wake came many and varied floats and costumes which would do credit to Douglas Fairbanks' best setting. The Transport THOMAS, ably manned and with full steam ahead, sailed by while men high on stilts, men in dummy airplanes and on dummy horses jazzed about at will. Hick orchestras animated by bewitching sylph-like hula-hula girls added in no small way to the gaiety of it all. On this event the 66th Service Squadron scored the greatest number of points. First on the program was a baseball game, then the field events followed. The contest from the start was close, the 28th Bomb.

Squadron, the 66th Service Squadron and the Hqrs. Detachment fighting every inch of the way for points.

Eighteen events were staged, Headquarters Detachment taking first place, with the 66th Squadron runner-up. The regular events included running, high jump, shot put, broad jump, potato race, push ups, three-legged race, tug of war, wheelbarrow race, sack race, baseball throw, centipede race and boat race. In addition, three very spectacular events were staged - jousting contest, chocolate pie eating contest and mule polo game. The latter "brought down the house" time and time again.

As the Air Service here is not furnished with polo ponies, mules were used in the contest - mules which haul our wagons, smooth our flying field and help in a hundred ways to "keep the boys in the air" on ordinary routine days today served as polo ponies. Seven of them appeared for the first time in sight of a polo ball and the eighth "Spark Plug" had been told only a little about the rudiments of the game by Sgt. Brock. At the sight of the crowd two of the animals became stage struck, stood rigidly as if frozen for a moment and then throwing the intrepid riders, headed straight for the corral where polo balls and wooden mallets never haunt and where only the creaking of the bamboo or a tight game of poker breaks the stillness of the "slew". A hot pursuit, a capture, followed by remounting ceremonies and the game was on. "Spark Plug" was invincible and in on every play, oftentimes to be sure because no other mule would move. This beast would walk the length of the field while the other seven riders tried frantically to start. Victory in all contests ever perched on "Spark Plug's" side, and so Headquarters won this event. Perhaps caraboas will feature the game next year.

For three or four days all organizations turned out for work upon the flying field. With three large tractors, 250 men, rollers and half a dozen mule teams the work progressed rapidly, and the stretch of field east of all the hangars will soon be available for smooth landings. Gradually this field, in spite of its very low position, is being enlarged and developed.

28th Bombardment Squadron.

Lieut. and Mrs. Laughinghouse spent a month in Baguio preparatory to leaving on the transport sailing April 24th. For several months Lt. Laughinghouse served as Range and Armament Officer, during which time he was Captain, coach and high score man on our crack trapshooting five.

Lieut. Jack Greer is on a ten-day hunting leave. As this is "Jack's" last chance to bag Philippine game he is making an effort to bring us back a lot of good meat. This officer, one of the mainstays of the trapshooting team, is scheduled to leave on the April transport "Thomas".

Sgt. "Aircraft Pete" Williams and Sgt. "Kernel" Klosowski went to Mindoro on an S.O.S. to repair an aileron on a bomber. The "kernel" says that the next time that he goes to Mindoro he will take out a Lloyd's policy. This is the second time that the "Kernel" has lost ten Pesos (borrowed) on a Mindoro trip.

Lieut. E.G. Harper, Operations Officer, is making a most interesting month's trip. As a passenger on the Naval Aircraft tender "Ajax" he will visit many points of interest among the Southern Islands of the Philippine Group.

Lieut. E.B. Ford, Air Service Reserve, was attached to the Squadron for two weeks active service. He is a business man in Manila who, though away from the game since 1919, seems to have all the pep in the world for the Air Service. During this period he has made cross-country flights to San Jose, Mindoro Island and to Camp Stotsenburg, as well as taking "dual" in the rear seat of a DH4B. The remainder of his time was devoted to study of supply, engineering and maintenance.

66th Service Squadron

Lieut. H.A. Dinger, our old C.O., is gradually recovering from the broken wrist sustained recently. He expects to spend a month in Baguio.

Work is progressing rapidly on the new supply room, located in the south end of the new cement barracks and unusually convenient for Squadron activities. Lieut. LeRoy Walthall is now supply officer, in addition to temporary Commanding Officer.

Lieut. H.Z. Bogert with his entire family motored to Baguio for one month's detached service at Camp John Hay.

2nd Observation Squadron, Kindley Field, P.I.

Pvt. 1st Class Roy A. Elkins received a very nice letter of commendation from the Coast Defense Commander for aid and good judgment shown by him at the time of the tragic trolley car accident.

"1. The Commanding General directed me to express to you his appreciation of the services rendered by you at the time of the street car accident, which occurred at this station on the morning of February 20th, 1925.

May 26th; Sergeant Tyler to Kelly Field May 28th for the purpose of flying Pvt. H. R. Stathem to this station. The latter was transferred from Chanute Field to the 12th Observation Squadron. Lieut. Clark and Private Donnelly to Clover Field, Santa Monica, Calif., May 25th, returning the 29th; Lieut. Weddington and Pvt. Hart to Childress, Texas, May 29th, for cross-country flight training.

Capt. Johnson reported for duty May 29th after one month's leave of absence.

Lieut. Goodrich and Tech. Sgt. Dahlgren visited here May 26th and returned to Fort Sam Houston; Texas, on the 29th.

Lieut. Corkille visited this station May 27th and returned to Brooks Field same date.

San Antonio Air Intermediate Depot, Kelly Field, Texas, May 29th.

Among other equipment on schedule production are 3 DH4B's, equipped for night flying, and 5 NBS-1's for Kelly Field; 3 JN6H's equipped for night flying for Brooks Field.

Lieut. L.A. Dayton made a cross-country flight to Muskogee, Oklahoma, April 9th and on his return on the 10th landed at Lampasas, Texas, presumably for the purpose of testing the landing field there.

Lieut. Jack C. Hodgson recently made cross-country trips to Fort Worth, Kerrville and Houston, Texas. Lieuts. Clements McMullen and Ivan G. Moorman have been keeping in pretty close touch with Air Service facilities at Laredo for the past several weeks.

Brooks Field, San Antonio, Texas, May 25th.

Colonel John T. Axton, Chief of Chaplains, visited Brooks Field on the 22nd, on his tour in the interest of the religious welfare of soldiers of the Army. He made a very interesting and instructive talk to the officers and men.

On May 20th when 1st Lieut. Arthur K. Ladd reported for duty from leave telegraphic instructions were received ordering him to Washington for duty in the Office Chief of Air Service. The command was very sorry to lose Lieut. Ladd, especially so since it is very much under strength in permanent officer personnel.

For the week ending May 22nd aircraft flying hours totalled 808 hrs. and 45 minutes; man hours, 1379 hrs. 20 minutes.

At a meeting of the Faculty May 22nd, two officers and five flying cadets were recommended for relief from the Primary Flying School for failure to make suitable progress in flying training.

The following cross-country flights were participated in by personnel at this station for the week ending May 23rd; Lieut. H.T. McCormick with Pvt. Boyd to New Orleans, La.; Lieut. N.F. Twining with mechanic to New Orleans; Lieuts. R.M. Webster and K.B. Wolfe to Galveston, Texas; Lieut. R.G. Breene with Lieut. Harvey to Fort Ringgold, Texas; Lieut. H.M. Fey with Corporal Horn to Oklahoma City, Okla.; Lieut. Carl B. McDaniel with Staff Sgt. Mitchell to Texarkana, Texas; Lieut. H.T. Rowland with Mechanic to Glen Rose, Texas; Lieut. Glen C. Jamison with Master Sergeant T.J. Kelly to Fort Clark, Texas; Staff Sergeant R.M. DeWald with Corporal Hazzard to Del Rio, Texas.