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From the AERONAUTICAL INFORMATION BRANCH

319.1
AA
weekly

WEEKLY NEWS LETTER - WEEK ENDING SEPT. 21, 1918

The War Department authorizes the following:

Irrespective of status in the draft, the Air Service has been re-opened for induction of mechanics and of candidates for commissions as pilots, bombers, observers and balloonists, after having been closed except for a few isolated classes for the past six months.

The fast moving overseas of air squadrons, planes, motors and material for American airdromes, fields, and assembly plants in France and England, together with the completion here of 29 flying fields, 1200 de Havilland planes, 6000 Liberty motors, the parts for the first heavy night bombers, 6600 training planes and 12,500 training engines, has led to the necessity of increasing both the commissioned and the enlisted personnel in order to maintain full strength in this country and continue the necessary flow overseas. As a result the Air Service, alone, is now half as large again as the whole American Army was at the outbreak of war.

Civilians have not been given an opportunity to qualify as pilots since last March. During last fall and early winter, a reservoir of over 6600 prospective flyers, accepted by the Examining Boards, had been built up, and has since been gradually drawn off as room has been made for them in the aviation ground schools through graduation. Moreover, a large number of men already serving in the ranks of the Air Service have been permitted to train for commissions, in line with the policy of promoting men from the ranks whenever possible.

The available number of men possessing the necessarily very high qualifications is insufficient for the needs and as a result it is now possible to examine and accept men from civilian life, in addition to those now in the enlisted personnel. The number of men who must be examined is great indeed compared to the number of men who become finished pilots. Practically one applicant out of every two is found unfit for flying at the first examination, while, even of those accepted, a large number prove wholly unable to do the mental work necessary in learning the theories of flight, radio, photography, bombing, machine gunnery, and artillery observation, so that fully 15 per cent are disqualified in the first step at the ground schools and still more in the actual flying courses later.

While this present call for flying candidates is being made generally it is hoped that in order to avoid unnecessary pressure on the Examining Boards, possible candidates will consider whether they have both the physical and the mental qualifications necessary. The age limits for flyers are from 18 to 30 inclusive, with preference to those under 25, and for balloonists from 18 to 45. Applicants may apply at the Aviation Examining Boards located at:

Atlanta, Ga.
Boston, Mass.
Chicago, Ill
Dallas, Texas.
Fort Sill, Okla.
Los Angeles, Calif.
Minneapolis, Minn.
New York City.
San Antonio, Texas.
San Francisco, Calif.
St. Louis, Mo.
Washington, D. C.
Canal Zone.

Georgia School of Technology.
739 Boylston St.
230 East Ohio St.
Camp Dick.
Post Field.
Marsh-Strong Building.
University of Minnesota.
104 Broad St.
Fort Sam Houston.
55 New Montgomery St.
525 South Euclid Ave.
Building "D", Floor 1, Wing 2.
Camp Sherman.

or to the Personnel Section, Division of Military Aeronautics, Washington, D. C.

The call for mechanics opens the Service to a large number of skilled men anxious not only for active field service, but also for service for which their training best fits them. Skilled men only are wanted. Others would have no value in the highly delicate and technical work required. Those accepted will be sent to a Concentration Depot, trade tested, given a special intensive training in the new science of airplane mechanics, and then organized into airplane crews and squadrons, some for duty here, others for duty overseas, with especially good opportunity for advancement, since over four-fifth of the men are promoted above the grade of private. The classes especially desired as shown by the last year's experience are:-

Airplane mechanics,	Motorcyclists,	Motor Mechanics,
Cabinet makers,	Tailors,	Riggers,
Chauffeurs,	Instrument Repairmen,	Engine Repairmen,
Electricians,	Armorers,	Propeller Makers,
Auto Mechanics,	Carpenters,	Stenographers,
Radio Operators,	Clerks,	Machinists.

The Air Service today is over 150 times what it was on the outbreak of war. The enlisted strength alone, regardless of cadets in training and officers, has grown as follows:

April 6,	1,110
August 1	10,107
October 1	20,176
December 1	36,234
February 1	92,300
April 1	128,569
June 1	137,972
August 1	147,434

Applicants, as mechanics, who will be accepted between the ages of 18 and 55 inclusive, may receive further details from the Department Air Service officers in the six Departmental headquarters located at Boston, New York, Chicago, San Francisco, San Antonio, and Charleston, S.C., the Air Service Trade Test Boards located at

Army Recruiting Office, Atlanta, Ga.
 739 Boylston St., Boston, Mass.
 230 East Ohio St., Chicago, Ill.
 Tramway Building, 14th and Arapahoe Sts., Denver, Colo.
 Third Floor Municipal Courts Building, Detroit, Mich.
 104 Broad St., New York City.
 Care of Dept. Air Service Officer, Western Department, San Francisco, Calif.
 Third and Olive Sts., St. Louis, Mo.
 Madison, Wisconsin.
 Fifth and Dodge Sts., Omaha, Nebr. (Army Building)
 Care of Air Service Mechanics Training School, Overland Bldg., St. Paul, Minn.
 Kelly Field, San Antonio, Texas. Air Service Mech. Tr. School.

or by writing direct to the Personnel Section, Division of Military Aeronautics, Washington, D.C.

The Director of the Division of Military Aeronautics announces that the Technical Section has moved from Washington, to Dayton, Ohio. This Section is headed by Colonel T. H. Bane, M.A. The Technical Section passes on such designs of aircraft and accessories as are

submitted to it by the Bureau of Aircraft Production and outside individuals and concerns which might be of value in relation to Military Aeronautics. Wilbur Wright Field at Fairfield, Ohio, is used by this Section to conduct special researches and experiments in the testing of planes and accessories. The movement of the headquarters of the Technical Section to Dayton brings it in closer relation with the scene of its experiments.

Cadets and student officers at Kelly Field, Texas, are beginning a new system of instruction which will eventually require them to actually construct the ships in which they fly. This course is a departure from the regular curriculum. It is not yet general and has yet to be approved by the Training Section. At present the work amounts to twelve days in putting together wings and fuselage only. The other parts of the ship will come in little by little as the course advances, until the practical assembling of a complete airplane is a part of the instruction of every flyer. Instructors believe that if American flyers are required to put together the ships that they will later control there will be less carelessness, less tendency to hurry work being done, or to overlook anything that might endanger life later on.

The new course of instruction at Kelly will take the prospective flyer completely through all the shops. He works in most all of them now. The airplanes put together will be inspected by experts before they are flown and whenever an error is found in assembly the cadets or student officers who put this particular machine together will be shown what might have happened to the flyer had not the error been detected in time.

It is further believed that the new course will acquaint flyers with the functioning of all parts of their machines so that in case of forced landings they will be able to make repairs sufficient to take them home.

Reports received at the Division of Military Aeronautics from Balloon Training Fields in various parts of the country, show several unusual messages received by the wireless crews, indicating increasing efficiency both in the work of the students and the equipment. The wireless station at Arcadia, California, by using for an aerial the cable of a balloon put aloft from the training field, has intercepted messages sent by the Brooklyn (N.Y.) Navy Yard. This balloon cable probably makes the highest aerial in the world.

This particular school has 106 miles of wire in use for teaching military communication. For the purpose of demonstration it has a complete system of wiring strung as it would be in the front line trenches. Communication posts and stations for all kinds of messages are used by the students the same as soldiers use them at the front.

A good part of the country southeast and southwest of Arcadia is laid out with lines of communication to this balloon school, similar to part of a sector at the front. All of the balloons, when aloft, are so wired that they can be linked together with any trench, doubled up for any work together, or they can be cut off from the trenches and talk only with their own chart room and winch or operating crew on the ground below.

Following experiments with lenses for air pilots' glasses, the Medical Research Board of the Division of Military Aeronautics announces that it has been able to effect the casting of certain substances in thin

sheets which, while not glass, can be used as such and may afford a practical substitute for it in goggles. This substance has been on the market for some time but the company which makes it has not up to the present been able to cast it in the right strength and thickness suitable for goggles.

Under the direction of the Medical Research Board, thin sheets of the material have been produced which not only are of the proper texture and thickness but can be ground and polished. The substance is hard and non-inflammable and insures practically a non-shatterable lense for the protection of the pilot's eyes.

WEEKLY NEWS LETTER, WEEK ENDING, SATURDAY SEPT. 28, 1918

The following is authorized by the War Department:

• AMERICAN OFFICIAL COMMUNIQUE #129

Headquarters, American Expeditionary Forces

Lieutenant A. F. Bonnalie, an American attached to the Royal Air Force, has been awarded the British Distinguished Service Order. On August thirteen, this officer led two other machines on a long photographic reconnaissance. In spite of the presence of numerous enemy aircraft they were able to take all the photographs required, but were attacked by six Fokker Biplanes.

During the combat Lieutenant Bonnalie saw that one of his accompanying machines was in difficulty and that an enemy airplane was nearly on its tail. He at once broke off combat with the enemy with whom he was engaged and dived to the assistance of the machine in trouble. He drove off the enemy plane, regardless of the bullets which were ripping up his own machine.

Eventually, however, his tail planes and his elevator wires were shot away and his machine began to fall in side dash slips. Lieutenant Bonnalie managed to keep his machine facing toward the British lines by means of the rudder control, while his observer and the third machine drove off the enemy aircraft which was still attacking.

In its damaged condition Lieutenant Bonnalie's machine was tail heavy and he therefore had his observer leave his cockpit and lie out along the cowl in front of the pilot. In this manner he recrossed the British trenches at a low altitude and righted his machine sufficiently to avoid a fatal crash.

Had it not been for the gallantry of Lieutenant Bonnalie, the injured machine to whose assistance he went would have fallen into enemy territory, as pilot had been wounded and its observer killed. Lieutenant Bonnalie's own machine was riddled with bullets, and it was a marvelous performance to bring it safely to the ground.

The emergency address is:

Mrs. Ellen Bonnalie, (Mother)
2521 Mission Street,
San Francisco, Cal.

THE FOLLOWING DECORATIONS HAVE BEEN AWARDED:

AMERICAN EXPEDITIONARY FORCES

France, 20 August 1918

From: Chief Air Service, A.E.F.
To: Director Military Aeronautics, Washington, D.C.
Subject: Decorations

1. Attached hereto are copies of Distinguished Service Cross awards from the Adjutant General, A.E.F.

MASON M. PATRICK
Major General.

By

PHELPS NEWBERRY
Major, A. S. S. C.

Personnel Bureau WDM. JHS

France, 5 August, 1918

2 inc.
CC/wcn

From: The Adjutant General, AEF
To: Commanding General, SOS, AEF
Subject: Award of the Distinguished Service Cross

1. The Commander-in-Chief has posthumously awarded the Distinguished Service Cross to 2nd Lieutenant Charles W. Chapman, A. S. Sig. R. C. for the following act of bravery.

"On 3 May, 1918, in the region of Autrepierre, while on patrol duty, he courageously attacked a group of four monoplanes and one biplane and succeeded in bringing one down before he himself was shot down in flames."

2. The Adjutant General of the Army, Washington, D.C., has been informed of this award and requested to make presentation of the Cross to the nearest living relative of the deceased, with appropriate remarks.

By command of General Pershing:

C. P. BARNETT
Adjutant General

1st Ind.

LHR/eb

Hq SOS, France, 17 August 1918. - To Chief, Air Service.

Referred for appropriate action.

By command of Major General Harbord:

L. H. BASH
Adjutant General

Personnel Bureau OPN. LK

August 14, 1918

From: The Adjutant General
To: Chief of Air Service, AEF
Subject: Decorations

1. The Commander-in-Chief has awarded the Distinguished Service Cross to the following for the act set opposite their names:

Second Lieutenant, John Mac Arthur, 27th Aero Squadron, S. C., A. E. F.

Outnumbered and handicapped by his presence far behind the German lines, he and three flying companions fought brilliantly a large group of enemy planes, bringing down or putting to flight all in the attacking party, while performing an important mission near Laneville, France

on 13 June 1918,

Next of kin: Charles P. Mac Arthur, 97 Hodge Avenue,
Buffalo, N. Y.

Second Lieutenant Kenneth Smith Clapp, 27th Aero Squadron, S.C.A.E.F.

Outnumbered and handicapped by his presence far behind the German lines, he and three flying companions fought brilliantly a large group of enemy planes, bringing down or putting to flight all in the attacking party, while performing an important mission near Luneville, France, on 13 June 1918.

Next of kin: W.M. Clapp (Brother) Columbia City, Ind.

First Lieutenant Edward William Rucker, 27th Aero Squadron, S.C.A.E.F.

Outnumbered and handicapped by his presence far behind the German lines, he and three flying companions fought brilliantly a large group of enemy planes, bringing down or putting to flight all in the attacking party, while performing an important mission near Luneville, France on 13 June 1918.

Next of kin: E.W. Rucker (Father) Fayette, Mo.

By command of General Pershing:

C. P. BARNETT
Adjutant General

THE 12TH AERO SQUADRON A. E. F. HAS RECEIVED PRAISE FOR ITS WORK IN THE 2ND BATTLE OF THE MARNE:-

HEADQUARTERS 26th DIVISION
AMERICAN E. F.

July 31, 1918.

From: Commanding General
To: Commanding Officer, 12th Aero Squadron
Subject: Commendation

1. In the memorable attack and campaign of the second battle of the Marne, in which my division, the 26th, participated from the 18th to the 25th of July, inclusive, I relied much upon the effective and gallant service of your squadron.
2. As far as material would warrant and allow, your personnel rendered gallant and efficient service. The interest and spirit was splendid.
3. On the behalf of the division, let me express my thanks and congratulations. You have a fine body of young men. Tell them that we like them and believe in them.

Signed C. R. EDWARDS
Major General

A TRUE COPY:
CHAS. W. WADE
1st Lieut., A. S. SIG. R. C.

For the first time in the history of this country, soldiers under orders for duty have been transported by the air route. On Saturday, September 7th, eighteen enlisted men were passengers in airplanes piloted by officers and the airplanes in formations of three, four, and five ships,

carried the men from Chanute Field, Rantoul, to Champaign, Illinois, where the men had been ordered to report at the United States School of Military Aeronautics, University of Illinois.

Col. W. E. Gallmore, president of the Control Board, has been relieved and ordered to Kelly Field, San Antonio, Texas, where he will assume command. He was the guest at a dinner at the Army & Navy Club before his departure.

Lieut.-Col. Thomas Duncan, former Commanding Officer of Wilbur Wright Field, Fairfield, Ohio, is now Chief of Operations Section, succeeding Col. G. C. Brant.

Lieut.-Col. W. L. Moose, who recently finished his flying training at Rockwell Field, San Diego, California, has succeeded Major W. M. J. Fitzmaurice as Flying Executive in the Operations Section. Major Fitzmaurice has been assigned to duty with the Adjutant General's Office.

First Lieut. Douglas Campbell, American ace, recently returned from overseas has been assigned to duty with the Training Section, Division of Military Aeronautics. He has visited Rockwell Field, San Diego, California, where he inspected the work of training in aerial gunnery.

Capt. L. E. Rubel, Censor for the Division of Military Aeronautics, left Washington Thursday, Sept. 26th, with a party of representatives of the motion picture companies on a trip through the Southwest to make pictures of training at the fields. The following fields will be visited: Post Field, Ft. Sill, Okla; Tularierrro Field, Ft. Worth, Texas; Camp Dick, Dallas, Texas; School of Military Aeronautics, University of Texas, Austin, Texas; Kelly Field, San Antonio, Texas, and Ellington Field, Houston, Texas. Representatives of the Hearst-Pathé, Gaumont, Universal and Mutual Screen Telegram weeklies are in the party.

The War Department authorizes the following:-

Every pilot in the American Army who goes aloft over the German lines in combat or bombing planes will carry oxygen tanks made in the U.S.A., with sufficient air for from six to eight hours breathing. Pilots and observers in reconnaissance planes on photographic work will also carry them on clear days when they can operate at 15,000 feet or over.

Anti-aircraft guns for one thing force him to these high altitudes. If he drives a combat plane he has to stay up to protect planes working beneath him.

The normal atmosphere near the surface of the earth contains about 21% oxygen and 79% of nitrogen. As the pilot ascends in the air he leaves his natural environment. The density of the atmosphere becomes less and the supply of oxygen grows relatively smaller as a higher and higher altitude is reached. Thus at 19,000 feet the density of the air has diminished to the extent that each cubic foot contains only one-half the amount of oxygen as at sea level. The pilot's body requirements remain the same, since each normal intake of breath at these high altitudes furnish him with just one-half the oxygen contained in each intake of breath at sea level. Some pilots cannot work at high altitudes at all; some can stand the strain longer than others.

The few who are able to continue for any length of time beyond 10,000 or 12,000 feet have a sense of "lack of air" and open their mouths in breathing to get more air. The breathing becomes quicker and deeper; the heart beats faster and faster. They obtain the requisite amount of oxygen by increasing the amount of air breathed in a given time and by exposing a greater amount of blood to the oxygen in the air cells of his lungs. While breathing under this pressure and really in distress, many pilots do not feel any marked inconvenience for a short period before this emergency method of getting air which nature provides gives out. He may feel perfectly fit and well but he is not as efficient as when near the ground. His reaction becomes slower; he uses longer time to judge distance; to aim his guns; to fire, and to maneuver his ship, although he is not conscious of this impairment. Here disaster lurks, for the pilot with swaying senses is no longer the captain of his ship. He will feel dizzy but perfectly happy, though as a matter of fact he has lost his judgment and if he attempts to stay at these altitudes he will gradually pass into a condition of semi and sometimes total unconsciousness. A crash follows.

The oxygen tank is built to save him from just this. Briefly it prevents him from being put to sleep and consequent disaster 15,000 to 20,000 feet above the earth.

In addition the pilot supplied with oxygen is much more efficient than the same man flying without it. The pilot supplied with oxygen will nine out of ten times bring down the opponent without it because the oxygen pilot has retained his judgment, rapidity of decision and movement unimpaired. He is able to maneuver and outwit his opponent and moreover when he returns to the ground after a prolonged flight in this thin air he will be fresh and able to start out anew, while the man who did not use an oxygen tank will be

tired out and unable to do any more work that day and possibly the next.

By the new process this oxygen from the tanks carried by the pilots flows in such a manner as to in no way impair the comfort or the movements of the airman. The apparatus is simple and entirely automatic. While the airplane stands on the ground no oxygen is given off but when it takes the air the increasing deficiency in the oxygen as the plane arises is automatically made up for by the flow of oxygen without any personal attention from the airman.

The device which does all this consists of a small tank, or tanks according to the amount of oxygen carried, the pressure apparatus, and the face mask covering the mouth and nose, and the tube connected with the reservoir. This mask has combined with it the interphone whereby the pilot and observer can talk to each other with ease while in the air.

In a memorandum on the use of oxygen tanks recently addressed to pilots and observers of the Air Service, the Flight Surgeons said:-

"Men, this is a gift horse, pure and simple. Regard it as a trusty friend that will carry you safely at trying altitudes, pull you out of many a rough rut of flagging force, and bring you back to terra firma with the least expenditure of strength and energy. Can you afford to be less alert than your enemy? Can you refuse to use any weapon placed at your disposal? Have you not need of all your strength when your great moment comes? Then be fit, keep fit, use your oxygen apparatus."

Many oxygen tests have been made recently over flying fields in this country, all of which have been closely watched by Flight Surgeons of the Air Service and the men in the planes carefully examined before and after each test.

The War Department authorizes the following:-

Airmen of the Army are flying thousands of miles from field to field, from the Atlantic to the Mississippi, through the Southwest and to the Coast. Little is heard or seen of them even by the inhabitants of the country over which they pass. This cross country work of these unknown flyers will some day make an interesting chapter in the history of Aviation in this country. The following entries in the log of one airman who flew 1700 miles from Scott Field, Bellville, Illinois to Kelly Field near San Antonio, Texas, gives a good idea of the work done in developing the school of the flyer in America.

Captain F. N. Bartlett was the airman in this flight. He covered the 341 miles between Bellville and Clark Field, Memphis, Tennessee, in three hours and five minutes at an average speed of 110 miles an hour favored by a stiff wind from the Great Lakes and at an altitude of between 7000 and 9000 feet. On the second leg of the trip between Memphis, Tennessee and Payne Field, West Point, Mississippi, wishing to stop for lunch he descended and was close to the ground over an abandoned race track when he suddenly found the air so thin that he knew he could not get off the ground once he landed. He had difficulty in getting back to the upper air currents again but by following a flock of birds which flew in an ascending circle, he secured enough altitude to

continue. Approaching West Point, Mississippi, fine air was again encountered but over this town he ran into an electrical storm and was forced to descend.

With clear weather the next day he made the 230 miles between West Point, Mississippi, and Lonoke, Arkansas, without a stop though his gas gave out just as he arrived over Eberts Field, which is near this point and Little Rock. Here bad weather held him up for four days.

Four hundred and fifty miles of the next leg between Eberts Field and Post Field, Fort Sill, Oklahoma, which had not been covered before in an airplane at this time, proved the hardest task in his whole trip. He made the distance, however, in nine hours of difficult flying over the Ozark Mountains and came down at Hugo, Oklahoma, for gas.

He had made his course straight from Little Rock over the Ozarks in an air line for Fort Sill but with nothing but a rough carpet of high hills and thick timber under him as far as he could see, and on account of the bad weather making, he abandoned the air line to the West and veered to the South. Sixty miles in this direction from Hugo he encountered a gale of such force as fell trees on the ground below him. He attempted to rise over it, was caught in a large wedge of black clouds, held in the grip of the storm and for 35 minutes hung over Arkadelphia, Arkansas. His plane settled from an altitude of 6000 feet to 3000 feet and drifted about two miles sideways when he finally broke through the storm and came out miles off his course but into dry weather. By compass calculations, however, he picked up his direction again and landed at Fort Sill without further incident.

Between Fort Sill and Wichita Falls, Texas, he again met bad weather and had to be satisfied with a short mileage that day, not making Taliaferro Field near Fort Worth, as he had planned. From the Falls this latter distance is 110 miles and Captain Bartlett again failed to make it on the day following, running into a stiff gale which held his ground speed down to 25 miles an hour and he landed in the dusk at Bridgeport, just short of his destination.

The next day he made Fort Worth without trouble but leaving this post at 6:30 A.M., he encountered winds which shifted from South to East to North. This weather developed into a heavy storm and he was forced to land at Waco. Waiting here for the storm to pass he took off again under black clouds which hung as low as 600 feet and with a strong south wind along the ground. He climbed to 3000 feet and there found clear air and a brisk north wind. Corn husks blown from the ground followed him and various birds carried by this wind flew above him at 5000 feet, an unusual altitude for them. He finished his 1700 mile flight at 3:30 in the afternoon, it having taken him since 6:30 in the morning to come from Fort Worth, a distance of some 295 miles.

A new style oxygen apparatus, designed to enable aviators to fly at high altitudes, was given an official try-out in connection with the War Exposition at Grant Park, Chicago, on Sunday September 8th before a group of prominent officials of the air service. Among those who witnessed the test were Major General W. L. Kenly, Director of Military Aeronautics, Brigadier General T. C. Lyster, M. C., of the Air Service Division, Surgeon General's

office, Lieutenant Colonel Isaac Jones, M. C., Lieutenant Colonel C. K. Rhinehardt A. S. A., and Lieutenant Colonel E. R. Lewis, M. C.

The flight was made by Lieutenant M. B. Kelleher and State Senator Albert C. Clark of Illinois in one of the new model De Haviland 4 airplanes, equipped with a Liberty motor. In view of the nature of the flight, unusual precautions were taken to have the plane in first class condition. Before the machine was permitted to go up, Lieut. Kelleher and Senator Clark were given a thorough physical examination by General Lyster personally.

According to the official report of the flight, the airplane left the ground at 12:55 P. M. The pilot took a southerly course mounting to fifteen thousand feet in seventeen minutes. At nine thousand feet it was necessary to detour around a large cloud bank so that the machine would not become moistened and affected by the low temperature in higher altitude. Slight motor trouble impeded for a few minutes the upward flight of the machine but the source was found quickly and corrected.

It took the airplane thirty-five minutes to climb from fifteen thousand to twenty three thousand five hundred feet during which time, the report continued, exceptionally fine atmospheric conditions were encountered. A temperature of seventeen below zero was recorded at this altitude.

As soon as the rarity of the air became noticeable the flow of oxygen in the apparatus was permitted to start. The device functioned perfectly from the start, Lieut. Kelleher and Senator Clark reported. Breathing was as natural, they said, as on the ground.

The pilot was compelled to start the descent to earth at the height of 23,500 feet, as the danger signal showed on the apparatus. At this height, the pilot and passenger said, they were able to breathe with ease by means of the device.

Returning to eighteen thousand feet the full flow of oxygen was turned on until an elevation of fourteen thousand feet was reached. The loss of oxygen was noticeable according to Lieut. Kelleher and Senator Clark by heavy pressure on the ear drums. The airplane descended at the rate of a thousand feet a minute. The descent from the maximum altitude to the earth took twenty-five minutes. Both pilot and passenger experienced slight physical discomfort for a time by reason of the extremes of temperature. The total flight took one hour and eighteen minutes.

In the opinion of Lieut. Kelleher, the maximum altitude had not been reached. Additional tests may be made in the future to determine the effectiveness of the oxygen apparatus at greater heights in the air. Lieut. Kelleher was enthusiastic over the performance of the De Haviland 4.

The War Department authorizes the following:- ✓

Captain R. W. Schroeder, Air Service, U.S.A., whose altitude record of 25,900 feet made over Dayton, Ohio, on September 18th, was recently officially confirmed, has filed a report of this climb with Major General Kenly, Director of Military Aeronautics. In it he said:-

"In order to take an airplane to a higher altitude than any other pilot in the world, I found that it would require more than one or two attempts. I made three attempts. The first one took me to 24,000 feet, the second 27,000 feet and the last one to 28,900 feet, but now I feel certain that I can get to 30,000 feet.

"The cold thin air is one's greatest adversary. First of all, one must make a study of the performance of his motor at these high altitudes. I took off at 1:45 P.M. Wednesday, September 18th, 1918, and made a steady circular climb, passing through clouds at 8,000 feet, 12,000 feet and 16,000 feet. At 20,000 feet, while still climbing in large circles, my goggles became frosted, making it very difficult for me to watch my instruments. When I reached 25,000 feet I noticed the sun growing very dim, I could hardly hear my motor run, and I felt very hungry. The trend of my thought was that it must be getting late, that evening must be coming on, but I was still climbing so thought I might as well stick to it a little longer, for I knew I could reach my ceiling pretty soon, then I should go down and even though it were dark, I could land all right for I had made night landings many times before, and so I went to talking to myself and this I felt was a good sign to begin taking oxygen and I did. I was then over 25,000 feet and as soon as I started to inhale the oxygen, the sun grew bright again, my motor began to exhaust so loud that it seemed something must be wrong with it, I was no longer hungry and the day seemed to be a most beautiful one. I felt like singing with sheer joy as I gazed about through the small portion of my goggles which had no frost, due to a drop of oil which had splashed on them from the motor.

"It was wonderful to see the very clear blue sky with the clouds thousands of feet below. The frost on my goggles bothered me very much. At times I had to remove my glove in order to put the warm palm of my hand on the glass to thaw the frost. I did this about every ten minutes so that I could take the proper readings of the instruments, which I marked down on my data pad. I believe that if my goggles had been better ventilated, they would not have frosted. When I was about 27,000 feet, I had to remove my goggles, as I was unable to keep a steady climb. My hands, by this time, were numb and worried me considerably. The cold raw air made my eyes water and I was compelled to fly with my head well down inside the cockpit.

"I kept at it until my oxygen gave out and at that point I noticed my aneroid indicated very nearly 29,000 feet. The thermometer showed 32 degrees below zero, centigrade, and the R.P.M. had dropped from 1600 to 1560. This is considered very good. But the lack of oxygen was affecting me, I was beginning to get cross, and I could not understand why I was only 29,000 feet after climbing for so long a time. I remember that the horizon seemed to be very much out of place, but I felt that I was flying correctly and that I was right and the horizon was wrong.

"About this time the motor quit. I was out of gasoline, so I descended in a large spiral. When I descended to about 20,000 feet, I began to feel much better and realized that the lack of oxygen had affected me. I passed down through the clouds at 16,000 feet and as I remember, it was snowing from these clouds upon the next layer, some 4,000 feet below. I am not positive of this as I may have been affected by the lack of oxygen. I noticed as I descended that the air seemed to be very thick and stuffy, but very nice and warm. I did not see the ground from the time I went up through the clouds above Dayton, Ohio, until I came down through them again at 4,000

feet above Canton, Ohio, over 200 miles from where I started.

"I was lost, beyond a doubt, with a dead engine over very rough country. I landed O.K. and broke the tip of my propeller, which was standing vertical, when I rolled into a depression in the ground. However, I did not nose over or do any other damage to the plane or myself. I flew back to Dayton with a new propeller."

HEADQUARTERS AIR SERVICE
FIRST CORPS
AMERICAN E. F.

August 1st, 1918

From: Chief of Staff, 1st Army Corps, American E. F.
To: Chief of Air Service, 1st Army Corps, American E. F.
Subject: Commendation

1. The Corps Commander is extremely gratified and pleased with the effective, splendid work of the observation squadrons of this Corps.

2. In spite of control of the air by the enemy, the pilots and observers have been tireless and successful in carrying out their missions of observation and for the purpose of taking photographs which have played a great part in the successful advance of the Corps.

3. The Corps Commander desired that you convey his personal thanks to those under your command, and he further desires that the names of those whom you deem worthy of special recognition be reported promptly to these Headquarters for transmission to the Commander-in-Chief.

(Signed) Malin Craig
Chief of Staff

A TRUE COPY:

CHAS W WADE
1st Lieut. A. S. Sig. R. C.,
Adjutant.

COPIED BY DMB

The War Department authorizes the following:-

Fourteen enemy airplanes and three enemy balloons were brought down by American aviators with the British forces ~~in the~~ period from August 25th to September 8th, according to a summary of British Royal Air Force communique just received here.

The Distinguished Service Order was given to 1st Lieut. A.F. Sonnalie, and special mention was made of the following combat in which American aviators participated:

"1st Lieut. H. R. Clay brought down an enemy airplane which was attacking an S. E. 5, and then attacked another which was fighting one of his own patrol and brought it down. He was then set on by three enemy airplanes and after fighting for three minutes 1st Lieut. C. Bissell of the same squadron, came to his assistance and shot down two of the hostile machines and drove another down out of control."

Other Americans mentioned as bringing down enemy airplanes were:-

1st Lieutenants, A.S.S.C. ✓

F. A. Dixon, 5538 Forbes St., Pittsburg, Pa.
T. L. Moore, Kewanee, Ill., 617 Chestnut St.
E. W. Springs, Lancaster, Pa., (Leroy Springs, Father)
E. H. Barksdale, Goshen Springs, Miss.
F. E. Kindley, Gravetts, Ark., (Uther Callahan, Cousin)
C. I. McLean, New York City, N.Y. 776 Madison Ave.,
W. B. Knox, Princeton, N.J. #1, WestBrown Hall, Princeton Univ)
F. E. Luff, Cleveland Heights, Ohio. 3046 Lincoln Blvd. (H.J. Luff,
H. L. Bair, New York City, N.Y., 111 West 111th St., Father)
J. O. Creech, Tacoma Park, D. C. 6614 Harlan Place.

Enemy balloons were brought down by:-

2nd Lieutenant:

I. P. Corse, Minneapolis, Minn. 2301 1st Ave. South, (Irving L. Corse,
Father)
F. E. Luff, Cleveland Heights, Ohio. 3046 Lincoln Blvd. (H.J. Luff,
Father)

FROM THE AERONAUTICAL INFORMATION BRANCH

WEEKLY NEWS LETTER - WEEK ENDING OCTOBER 19, 1918
file ✓

The War Department authorizes the following:

In an interview with the Washington correspondents on October 15th, Second Assistant Secretary of War John D. Ryan, who recently returned from an inspection trip along the Western front, said that his trip to France was to acquire the best information possible regarding production and operation in the Air Service, not alone in the United States or its Expeditionary Force, but of the Allies as well, and to endeavor to bring to our service whatever was found to be desirable and that would secure the best results. Mr. Ryan said:

"Upon reaching France I went almost immediately to the front and was with our air forces during the St. Mihiel fight and also the one in the Argonne. I believe that in both these offensives the air forces were stronger in numbers and perhaps as high in efficiency as in any battle of the war. This opinion was expressed by both the French and British Commanders as well as by our own. The air forces in both offensives were under the direction of the American Commander and while the French furnished a large part of the forces used and the British co-operated, the American Squadrons made up about half of the number participating. The testimony of all Commanders both our own and those of the Allies was to the effect that our machines were fought well and that our pilots distinguished themselves. Their commendation of the work of our pilots was tempered only by a suggestion that perhaps our boys were too venturesome and over courageous, and I am inclined to believe that restraint more than anything else in the fighting of aircraft is necessary for our pilots.

"The U. S. DeHaviland planes were in general use for observation and day bombing in both the St. Mihiel and the Argonne attacks and the pilots were to a man enthusiastic as to their performance, and while individual pilots and Commanders had suggestions as to improvements and betterments that might be made they were individual and seldom indicated anything more than a personal preference for some re-arrangement of details. The Commanders of all the Squadrons using DeHaviland planes as well as planes of British and French manufacture for like purposes told me that the pilots in every case would prefer to take a DeHaviland machine with a Liberty engine over the line rather than any machine of a like type. This is due to the fact that the machine is fast and for one of its type is quite maneuverable; that it climbs well and the pilots all agreed is a very efficient machine for the uses for which it is intended.

"In Paris and also in London I met at conference the heads of the Air Ministries of France and Great Britain, and the whole question of joint program now aimed at by the United States and the Allies is one that should utilize to the best advantage the facilities and the resources of all the countries on our side of the war in materials as well as in men. The Air Ministers of the other nations were all in accord in arriving at this understanding, and I came home pledged to them and they to me to carry out in the closest cooperation a combined program that has the approval of the Command-

ing Officers as well as the heads of the Air Ministries of the other countries. The combined air services will be directed as the armies are, and while the Commanding General of each of the nations controls his own air forces, he places it at the disposal of the Commander in Chief just as he places the divisions of his army, and the result has already been seen in the great concentration of aircraft fighting at St. Mihiel and the Argonne such as has never been brought about in any previous action of the war.

"On my trip the Liberty engine was the cause of more worry to me than anything else because all of the Allied nations were demanding more of them than could possibly be supplied. French, British and Italian have used the Liberty engine in their own machines at the front and their building program as now laid out are based to a considerable extent upon obtaining a supply of these motors in this country. I come home feeling that our Allies consider the success of the United States in producing this engine in large numbers one of the greatest accomplishments in the war. Both the British and the French are now putting the Liberty motor in planes that formerly carried engines of either a heavier weight or less power. I can safely say that the Liberty engine with its high power combined with lightness has greatly increased the efficiency of some of the planes that the Allies have been using at the front for some time. Their representatives even expressed themselves to me that it has made new machines of several of their old types.

"While I was abroad the 10,000th Liberty motor was turned out in Detroit. When you reckon that 10,000 of these engines will develop 4,000,000 horse power, you realize what it means to the air forces on our side to have them in such quantities, and that this total has been produced virtually since May 1st, or in five months work."

"From now on my effort will be so to lay down the policy of production and the training of pilots in this country as to perfectly fit such work into the combined program of the Allies, so as to put into operation at the front in the shortest possible time the greatest air power and efficiency in order to help win the war at the earliest day."

Major General Kenly made public on October 18th a letter sent by General Pershing on September 16th to the Chief of the Air Forces of the First Army, A. E. F. It read as follows:

"Please accept my sincere congratulations on the successful and very important part taken by the Air forces under your command in the first offensive of the First American Army. The organization and control of the tremendous concentration of Air forces, including American, French, British and Italian units, which has enabled the Air Service of the First Army to carry out so successfully its dangerous and important mission, is as fine a tribute to you personally as is the courage and nerve shown by your officers a signal proof of the high morale which permeates the service under your command."

"Please convey to your command my heartfelt appreciation of their work. I am proud of you all."

Sincerely yours
(signed) JOHN J. PERSHING

In a communication received by Major General William L. Kenly from Rear Admiral C. F. Goodrich, U. S. N., the writer quoted from a letter written by Lord Sydenham, better known to the service as Major George S. Clarke of the Royal Engineers, an authority on fortifications. Major Clarke's message was as follows: "Impress upon your people that ten thousand airplanes at this junction, are worth more than five hundred thousand combatants a terre, and will not require nearly so much transport. We can bring Germany to terms by air force, that is certain."

Major General W. L. Kenly, Colonel A. L. Fuller, Lt. Colonel Hersey and Major J. C. McCoy acting as pilot, made a balloon flight on October 17th from Washington to Baltimore, starting from the polo field in Potomac Park at 12:15 and landing shortly before 5:00. While in the air these officers dropped Liberty Loan literature.

William C. Potter, Acting Director of Aircraft Production, made public this week a letter from the British Air Mission in London, dated September 26th, which read as follows:

"After 100 hours flying, one engine (Liberty) was stripped and found to be in very good condition. Tests have been made in the air in DeHaviland 9-A and DeHaviland 10 machines. Engines have performed uniformly satisfactorily in these tests. Information officially expressed four months ago to effect that engine would prove satisfactory in service fully confirmed."

During the recent explosion of the Gillespi shell loading plant at Morgan, New Jersey, reports to the Division of Military Aeronautics show that by means of observations from an army airplane, it was possible to so direct the fight against the conflagration as to check the flames and probably prevent further loss of life and property, at least to save from destruction 8,000,000 pounds of T. N. T. The plane used came from the Radio Experimental Laboratory at Camp Alfred Vail, further down on the Jersey coast. Lt. Cyrus P. Smythe was the pilot and Major H. L. Armstrong of the British Army, an officer stationed at the explosives plant was the observer.

Several ineffectual efforts to learn from the ground the direction and progress of the fire and where it was safe to send relief parties of the plant had already been made and caused the call for the services of the airplane.

Flying over the wrecked works at an altitude of 1000 feet, Lt. Smythe so placed his plane that Major Armstrong was able to get this valuable information quickly. For one thing, he saw lanes of fire leading from the demolished loading sheds near the creek working towards the storage warehouses containing hundreds of thousands of pounds of T. N. T. From aloft he also was able to make out openings through these walls of fire and wreckage by which men could be sent to check the flames and attempt to save the property.

Altogether the plane was in the air over the burning plant twenty minutes, during which time several heavy explosions occurred, sending molten steel and blazing wood dangerously near it. However, it escaped without being touched, although the air blasts rocked the ship perilously.

Two attempts were also made by airplanes to photograph the fire and explosions, and although a number of exposures were made at 2000, 1500 and 800 feet, and even one close up, at an altitude of 50 feet, the films were destroyed through accidents to the trigger and shutter, undoubtedly caused by the heat from the fire.

The first of the reports received by the Information Branch on the work of the newly organized central buying committees in the various fields and camps came in this week from Post Field, Fort Sill, Oklahoma. It shows a saving of \$250 on one truckload of fowls and garden truck made on the purchase of one truckload. In an effort to systematize and organize in buying foodstuffs for the combined messes, the writer of the report said that the farmers of the surrounding territory were visited, told the object of the visit and the fresh products purchased outright kept the messes supplied during the coming week. It is now the plan at this field to send out a truck every Friday afternoon. Some idea of the actual saving effected can be gained from the following comparative prices: Eggs were bought for 35 cents a dozen. Current prices in the local markets on the same day were 45 and 50 cents. Chickens were bought for 20 cents a pound, at a saving of 14 cents per pound. Six hundred pounds were brought into the post. Sweet potatoes, usually selling at two pounds for 25 cents, were bought for 7 cents a pound. Roasting ears bought at 35 cents a dozen were quoted in the wholesale houses at 90 cents. Tomatoes and watermelons were bought at a saving of approximately 100 per cent. To facilitate the collecting of supplies, it is planned to establish a central point to which the farmers can bring their produce, at which station the Post Field truck will make its collection.

FROM THE AERONAUTICAL INFORMATION BRANCH

WEEKLY NEWS LETTER - WEEK ENDING OCTOBER 26, 1918

NOTE TO EDITORS:

THE ATTENTION OF ALL EDITORS IS CALLED TO THE RELEASE DATE INDICATED ON THE CITATIONS FROM GENERAL PERSHING'S COMMUNIQUE. YOU ARE ALLOWED TO HAVE THIS IN ADVANCE ONLY ON THE STIPULATION THAT IT BE NOT MADE PUBLIC UNTIL THE RELEASE DATE. IT IS IMPERATIVE THAT THIS STIPULATION BE ADHERED TO.

The War Department authorizes the following:

The Commander in Chief of the A.E.F. in the name of the President, has awarded the ~~distinguished service~~ cross to the following officers and soldiers for the acts of extraordinary heroism described after their names:

Major William Thaw, A.S., 103rd Aero Squadron. For extraordinary heroism in action near Rheims, France, March 26th, 1918. Major Thaw was the leader of a patrol of three planes which attacked five enemy monoplanes and three battle planes. He and another member of the patrol brought down one enemy plane and the three drove down out of control two others and dispersed the remainder. The Bronze Oak Leaf is awarded Major Thaw for extraordinary heroism in action near Montagne, France, April 20th, 1918. In the region of Montagne, Major Thaw attacked and brought down burning, an enemy balloon. While returning to his own lines the same day, he attacked two enemy monoplanes, one of which he shot down in flames.

Home address: Benjamin Thaw, Jr., Care of American Embassy, Paris, France.

First Lieutenant Edward V. Rickenbacker, A.S., 94th Aero Squadron, For extraordinary heroism in action near Montsec, France, April 29th, 1918. Lieut. Rickenbacker attacked an enemy Albatross monoplane and after a vigorous fight, in which he followed his foe into German territory, he succeeded in shooting it down near Vigneulles-les Hatton Chatel. One bronze Oak Leaf is awarded Lieut. Rickenbacker for each of the following acts of extraordinary heroism in action: On May 17th, 1918, he attacked three Albatross enemy planes, shooting one down in the vicinity of Richecourt, France, and forcing the others to retreat over their own lines. On May 22nd, 1918, he attacked three monoplane Albatross planes four thousand meters over St. Mihiel, France. He drove them back into German territory, separated one from the group and shot it down near Flirey. On May 28th, 1918, he sighted a group of two battle-planes and four monoplanes, German planes, which he at once attacked vigorously, shooting down one and dispersing the others. On May 30, 1918, 4,000 meters over Jaulnoy, France, he attacked a group of five enemy planes. After a violent battle, he shot down one plane and drove the others away.

Home address: Mrs. William Rickenbacker, 1334 E. Livingstone Ave., Columbus, Ohio.

First Lieut. Douglas Campbell, A.S., 94th Aero Squadron. For extraordinary heroism in action on May 19th, 1918. Lieut. Campbell attacked an enemy biplane at an altitude of 4800 meters, east of Flirey, France. He rushed to the attack but after shooting a few rounds, his gun jammed. Undeterred by this accident, he maneuvered so as to protect himself, corrected the jam in midair and returned to the assault. After a short, violent action, the enemy plane took fire and crashed to the earth. One Bronze Oak Leaf is awarded to Lieut. Campbell for each of the following acts of extraordinary heroism in action: On May 27th, 1918, he encountered three enemy monoplanes at an altitude of 3,000 meters over Montsec, France. Despite the superior strength of the enemy, he promptly attacked and, fighting a brilliant battle, shot down one German machine, which fell in three pieces, and drove the other two well within the enemy lines. On May 28th, 1918, he saw six German Albatros aeroplanes flying toward him at an altitude of 2,000 meters near Bois Rata, France. Regardless of personal danger, he immediately attacked and by skillful maneuvering and accurate operation of his machine gun, he brought one plane down in flames and drove the other five back into their own lines. On May 31st, 1918, he took the offensive against two German bi-planes at an altitude of 2500 meters over Lironville, France, shot down one of them and pursued the other far behind the German lines. On June 5, 1918, accompanied by another pilot, he attacked two enemy battle-planes at an altitude of 5700 meters over Eply, France. After a spirited combat, Lieut. Campbell was shot through the back by a machine-gun bullet, but in spite of his injury, he kept on fighting until he had forced one of the enemy planes to the ground, where it was destroyed by artillery fire, and had driven the other plane back into its own territory.

Home address: W.W.Campbell, Lick Observatory, Mt. Hamilton, California. ✓

Second Lieut. Ralph A. O'Neill, A.S., 147th Aero Squadron. For extraordinary heroism in action near Chateau Thierry, France, July 2nd, 1918. Lieut. O'Neill, and four other pilots, attacked 12 enemy battle-planes. In a violent battle within the enemy's lines, they brought down 3 German planes, one of which was credited to Lieut. O'Neill. A Bronze Oak Leaf is awarded to Lieut. O'Neill for the following act of extraordinary heroism in action: On July 5th, 1918, Lieut. O'Neill led 3 other pilots in battle against 8 German pursuit-planes near Chateau Thierry, France. Lieut. O'Neill attacked the leader opening fire at about 150 yards and closing up to 50 yards range. After a quick and decisive fight, the enemy aircraft fell in flames. Lieut. O'Neill then turned on three other machines that were attacking him from the rear and brought one of them down. The other five enemy planes were driven away.

Home address: Mrs. R. L. O'Neill, 218 Sonoita St., Nogales, Arizona.

1st Lieut. James A. Meissner, A.S., 94th Aero Squadron. For extraordinary heroism in action in the Toul Sector in May 1918. He attacked three enemy planes at an altitude of 4800 meters over the Foret De La Rappe, France. After a short fight, he brought down one of the machines in flames. During the combat, the entering wedge and the covering of the upper wings of Lieut. Meissner's plane were torn away and after the battle he was subjected to heavy fire from anti-aircraft batteries, but by skilful operation and cool judgment, he succeeded in making a landing within the American lines. The Bronze Oak Leaf is awarded Lieut. Meissner for the following act of extraordinary heroism in action: On May 30th, 1918, he attacked two enemy planes at an altitude of 4500 meters, above Jaulnoy, France, and after a sharp engagement shot one down in flames and forced the other back into its own territory.

Home address: Carl A. Meissner, 45 Lenox Road, Brooklyn, N.Y. ✓

Captain David McK. Peterson, A.S., 94th Aero Squadron. For extraordinary heroism in action near Luneville, France on May 3rd, 1918. Leading a patrol of three, Captain Peterson encountered five enemy planes at an altitude of 3500 meters and immediately gave battle. Notwithstanding the fact he was attacked from all sides, this officer, by skillful maneuvering, succeeded in shooting down one of the enemy planes and dispersing the remaining four. The Bronze Oak Leaf is awarded to Captain Peterson for extraordinary heroism in action near Thiaucourt, France on May 15th, 1918. While on a patrol alone Captain Peterson encountered two enemy planes at an altitude of 52 meters. He promptly attacked, despite the odds, and shot down one of the enemy planes in flames. While thus engaged, he was attacked from above by the second enemy plane, but by skillful maneuvering he succeeded in shooting it down also.

Home address: P. B. Peterson, Honesdale, Pa.

1st Lieut. Frank A. Llewellyn, Pilot, 99th Aero Squadron.

Home address: Mrs. W. A. Llewellyn, Mother, 5636 Kenwood Avenue, Chicago, Ills., and 2nd Lieut. Roland H. Neel, CAC, Observer, 99th Aero Squadron.

Home address: Joseph N. Neel, father, Macon, Ga. For extraordinary heroism in action east of Saint Die, France, August 17th, 1918. Lieut. Llewellyn acting as pilot, and Lieut. Neel, acting as observer, carried on successful liaison with infantry during the attack on Frapelle. They flew over the enemy lines at an altitude of only 400 meters, firing on and disconcerting the enemy and thereby giving courage and confidence to the American Forces. Despite heavy fire from fifteen anti-aircraft machine guns and several batteries of anti-aircraft artillery, they performed their work efficiently. Their aeroplane was struck by a number of machine-gun bullets, one of which cut the rudder and elevator control wires and caused the rudder to jam. The broken control wire was held and operated by Lieutenant Neel under direction of Lieutenant Llewellyn. Running the machine together in this manner, they continued their liaison work until the plane began to become unmanageable, when, in spite of its damaged condition, they brought it back to their airdrome.

Lieutenant Thomas J. Abernathy, A.S., 147th Aero Squadron. For extraordinary heroism in action near Vourbin, France, July 15, 1918. Lieutenant Abernathy while on patrol duty, attacked an enemy plane at close range, firing a hundred rounds at a distance of from fifty to two hundred yards. He followed the German ship down and saw it fall out of control, and as he turned he found five enemy planes diving at him. Without hesitation he took the offensive and fired two hundred rounds into the enemy ships at not more than fifteen to twenty yards. He observed tracer bullets entering the bodies of the enemy aircraft but owing to the violence of the combat, he did not have time to observe whether any of his force were shot down. Fighting vigorously, he succeeded in dispersing the enemy ships and making a safe landing within his own lines, although his own engine and plane were almost shot to pieces.

Home address: Mrs. J. S. Abernathy, West Pembroke, Maine.

Second Lieutenant Alan F. Winslow, A.S., 94th Aero Squadron. For extraordinary heroism in action in the Toul Sector on June 6, 1918. While on a patrol consisting of himself and two other pilots, he encountered a bi-plane of the enemy at an altitude of four thousand meters, near St. Mihiel, France. He promptly and vigorously attacked and after running fight, extending far beyond German lines, shot his foe down in flames near Thiaucourt.

Home address: W. H. Winslow, 2628 Hampden Court, Chicago, Illinois.

It has been reported by the American Red Cross that Lieut. Alan F. Winslow, is now a prisoner of war in Camp Lazarett, Germany. Until this recent report, Lieutenant Winslow was believed missing in action since July 31st, after a fight in the air northeast of Fere en Tardenois. His father W. H. Winslow, of Chicago, Ill., has also been advised by the Red Cross in Paris, that his son is a prisoner at Tier in Germany, where he is doing nicely, although his left arm has been amputated. Confirmation of Lieutenant Winslow's being a prisoner has also been received from his brother, Lieut. Paul S. Winslow, American Air Service, London.

FOR IMMEDIATE RELEASE

The Commander in Chief American Expeditionary Forces has awarded the distinguished service cross to the following officers and soldiers for the acts of extraordinary heroism described after their names:

Second Lieutenant Earl W. Porter, observer, Air Service. "For extraordinary heroism in action near Lassigny, France, August 9, 1918. Lieutenant Porter, with first Lieutenant Charles Raymond Blake, Pilot, while on a reconnaissance expedition at a low altitude and beyond the enemy lines, was attacked by five German battle planes. Although wounded at the beginning of the combat, Lieutenant Porter shot down one of the enemy machines and by cool and courageous operation of his gun, while his pilot skillfully maneuvered the plane, fought off the others and made possible a safe return to friendly territory".

Home address: Mrs. Amy Porter, 1008 Poplar Street, Atlantic, Iowa.

Second Lieutenant David C. Beebe, pilot, Fiftieth Aero Squadron. "For extraordinary heroism in action near Saint Mihiel, France, September 13, 1918. Lieutenant Beebe, with Second Lieutenant Franklin B. Bellows, observer, executed a reconnaissance mission early in the morning of the second day of the Saint Mihiel offensive, in spite of clouds, high wind and mist, flying at an altitude of only 300 meters and without protection of accompanying battle planes. Although subjected to severe fire from ground batteries they penetrated eight kilometers behind the German lines. Lieutenant Beebe's motor was badly damaged and his observer, Lieutenant Bellows, was mortally wounded. Despite these conditions he succeeded in bringing the disabled machine safely to his lines."

Home address: C. D. Beebe, father, 622 James St., Syracuse, N.Y.

Franklin D. Bellows, Deceased, observer Fiftieth Aero Squadron. For extraordinary heroism in action near Saint Mihiel, France, September 13, 1918. Lieutenant Bellows, with Second Lieutenant David C. Beebe, pilot, executed a reconnaissance mission early in the morning of the second day of the Saint Mihiel offensive, in spite of low clouds, high wind and mist, flying at an altitude of only 300 meters and without protection of accompanying battle planes. Although subjected to severe fire from ground batteries, they penetrated eight kilometers beyond the German lines. Lieutenant Beebe's motor was badly damaged and Lieutenant Bellows was mortally wounded and died just after the disabled machine landed safely in friendly territory."

Next of Kin: John A. Bellows, father, 1109 Greenwood Ave., Wilmette, Ill.

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Next of Kin: John A. Bellows, father, 1109 Greenwood Ave., Wilmette, Ill.

Second Lieutenant R. E. Decastro, Air Service, First Aero Squadron, pilot. "For extraordinary heroism in action near Saint Mihiel, France, September 12, 1918. Because of intense aerial activity on the opening day of the Saint Mihiel offensive, Lieutenant Decastro, pilot, and First Lieutenant A. E. Esterbrook, observer, volunteered to fly over the enemy's lines on a photographic mission, without the usual protection of accompanying battle planes. Notwithstanding the low hanging clouds, which necessitated operation at an altitude of only four hundred metres, they penetrated four kilometers beyond the German lines. Attacked by four enemy machines, they fought their foes, completed their photographic mission and returned safely."

Home address. Mrs. M. G. Decastro, mother, 601 East Seventeenth Street, Brooklyn, New York.

First Lieutenant A. E. Esterbrook, Air Service, observer, First Aero Squadron. "For extraordinary heroism in action near Saint Mihiel, France, September 12, 1918. Because of intense aerial activity on the opening day of the Saint Mihiel offensive, Lieutenant Esterbrook, observer, and Second Lieutenant R. E. Decastro, pilot, volunteered to fly over the enemy's lines on a photographic mission, without the usual protection of accompanying battle planes. Notwithstanding the low hanging clouds, which necessitated operation at an altitude of only four hundred metres, they penetrated four kilometres beyond the German lines. Attacked by four enemy machines, they fought off their foes, completed their photographic mission, and returned safely." Home address: Major E. P. Esterbrook, Father, Fort Flagler, Washington.

First Lieutenant William P. Erwin, Air Service, First Squadron. "for extraordinary heroism in action in the Chateau-Thierry and Saint-Mihiel salients, France. Lieutenant Erwin, with Second Lieutenant Byrne E. Bausom, observer, by a long period of faithful and heroic operations set an inspiring example of courage and devotion to duty to his entire squadron. Throughout the Chateau-Thierry actions in June and July, 1918, he flew under the worst weather conditions and successfully carried out his missions in the face of heavy odds. In the Saint Mihiel sector September 12-15, 1918, he repeated his previous courageous work. He flew as low as fifty feet from the ground behind the enemy's lines, harassing German troops with machine gun fire and subjecting himself to attack from ground batteries, machine guns and rifles. He twice drove off enemy planes which were attempting to destroy an American observation balloon. On September 12-13, he flew at extremely low altitudes and carried out infantry contact patrols successfully. Again on September 12, he attacked a German battery; forced the crew to abandon it, shot off his horse a German officer who was trying to escape, drove the cannoneers to their dugouts, and kept them there until the infantry could come up and capture them." Home address: William A. Erwin, father, 814 Fine Arts Building, Chicago, Ill.

Lieut Theodore E. Boyd, Seventh Field Artillery, observer attached to the Eighty-eighth Aero Squadron. "For extraordinary heroism in action near Conflans, France, September 14, 1918. This officer, being detailed for the protection of a photographic mission with five other planes, proceeded on his mission when three of the escorting planes failed to join the formation. While flying near Conflans, the formation engaged in combat with five enemy pursuit planes. Wounded in both legs, the left foot and the right elbow, he displayed exceptional tenacity and courage by continuing to fire his guns until the enemy were put to flight."

Home address: G. Boyd, Ashland City, Tennessee.

First Lieut. Charles Raymond Blake, Aviation Section. "For extraordinary heroism in action near Lassigny, France, August 9, 1918. Lieutenant Blake, with Second Lieut. Earle W. Porter, observer, while on a reconnaissance expedition at a low altitude far beyond the enemy lines was attacked by five German battle-planes. His observer was wounded at the beginning of the combat, but he maneuvered his plane so skillfully that the observer was able to shoot down one of their adversaries. By more skillful maneuvering he enabled his observer to fight off the remaining planes and returned safely to friendly territory."

Home address: Mrs. Eileen W. Blake, grandmother, 17 Zower St., Westerly, R. I.

Second Lieut. Dogan H. Arthur, pilot, U.S.A.S., Twelfth Aero Squadron. "For extraordinary heroism in action in the Saint Mihiel salient, September 12, 1918. Lieutenant Arthur and Second Lieutenant Howard T. Fleeson, observer, executed a difficult mission of infantry contact patrol, without protection of accompanying battle planes on the first day of the Saint Mihiel offensive. After being driven back twice by a patrol of nine enemy planes, they courageously made a third attempt in the face of a third attack by the same planes, found the American lines, and after being shot down but falling uninjured in friendly territory, communicated their valuable information to headquarters."

Home address: W. D. Arthur, father, 61 East Main St., Union, So. Carolina

Second Lieut. Howard T. Fleeson, observer, S.C., Twelfth Aero Squadron. "For extraordinary heroism in action in the Saint Mihiel salient, September 12, 1918. Lieutenant Fleeson and Second Lieut. Dogan H. Arthur, pilot, executed a difficult mission of infantry contact patrol, without protection of accompanying battle planes on the first day of the Saint Mihiel offensive. After being driven back twice by a patrol of nine enemy planes, they courageously made a third attempt in the face of a third attack by the same planes, found the American lines, and after being shot down, but falling uninjured in friendly territory, communicated their valuable information to headquarters."

Home address: William H. Fleeson, brother, Sterling, Kansas.

First Lieut. Phil A. Henderson, U.S.A.S., Twelfth Aero Squadron (observer). "For extraordinary heroism in the Toul sector, France, August 28th 1918. While on an unprotected reconnaissance mission with Lieut. Edward Orr, pilot, he encountered a patrol of eight enemy pursuit planes near the American balloon lines. When Lieutenant Orr attacked the planes which had dived at the American balloon, Lieutenant Henderson engaged the other eight enemy machines which were attacking from the rear. In the violent battle which followed all nine of the enemy were driven off."

Home address: A. G. Henderson, father, care U.S. Fish Hatchery, Kalama, Washington.

First Lieut. Edward Orr, deceased, pilot U.S.A.S., Twelfth Aero Squadron. "For extraordinary heroism in action in the Toul sector, France, August 28th, 1918. Lieutenant Orr, flying with Lieut. Phil A. Henderson, Infantry, observer, on an unprotected reconnaissance mission, encountered a patrol of eight enemy pursuit planes near the American balloon line. The patrol was sighted just as one of them dived on the balloon with the intention of destroying it. Without hesitation Lieutenant Orr attacked this plane and followed it to within fifty meters, firing his single front gun against the double guns with which the German plane was equipped. In the meantime, Lieutenant Henderson engaged the other eight planes, which

attacked from the rear. After a violent combat all the enemy planes were driven off. On September 14th, Lieutenant Orr was accidentally killed."

Next of kin: E. K. Orr, Father, 5531 Woodlawn Avenue, Chicago, Illinois.

Second Lieut. Byrne E. Baucom, S.C., observer, First Aero Squadron. "For extraordinary heroism in action in the Chateau Thierry and Saint Mihiel salients, France. Lieutenant Baucom, with First Lieut. William P. Erwin, pilot, by a long period of faithful and heroic operations set an inspiring example of courage and devotion to duty to his entire squadron. Throughout the Chateau Thierry actions in June and July, 1918, he flew under the worst weather conditions and successfully carried out his missions in the face of heavy odds. In the Saint Mihiel sector, September 12-16, 1918, he repeated his previous courageous work. He flew as low as fifty feet from the ground behind the enemy's lines, harassing German troops with machine guns and rifles. He twice drove off enemy planes which were attempting to destroy an American observation balloon. On September 12-13, he flew at extremely low altitudes and carried out infantry contact patrols successfully. Again on September 12, he attacked a German battery, forced the crew to abandon it, shot off his horse a German officer who was trying to escape, drove the cannoncers to their dugouts and kept them there until the infantry could come up and capture them."

Home address: Mrs. Edith Elizabeth Baucom, mother, Milford, Texas.

An official communication received confirms the death of Lieut. C. J. Ross, of the A. E. F. Balloon Corps, E. M. Ross, 302 North Franklin St., Titusville, Pa., father. Eye witnesses of the action in which he was killed arrived by the same steanship as brought the communication. From them it was learned that the American balloons were in use on a special mission on this occasion, which was a day of overcast skies. Suddenly during an intense bombardment by the American Artillery which was being directed by Lieutenant Ross, a Hun air squadron appeared out of a cloud bank, dived for the balloon carrying this efficient observer and one of the planes reached it setting it on fire.

Lieutenant Ross' companion had some trouble in getting out of the basket, thus involving a delay, and the observer remained to see him safely clear before he jumped himself. His delay proved fatal since his parachute in its slow flight was overtaken and ignited by burning wreckage from the balloon and he was killed instantly by the resulting fall.

This is the first death in the American balloon corps since it has been on the lines. From the report it appears that the Huns were willing to sacrifice a squadron of planes to stop the devastating artillery fire, which hinged on the work of the observer.

One of the new balloon fields that are now being established in the South will be named after Lieut. Ross, the first of the American Balloon Observers to die in action. Lieutenant Ross was appointed from Pennsylvania. He graduated from the Officers Training School at Fort Niagara, was transferred to the Balloon Corps and his balloon training was completed at the American Balloon School at Bordeaux, France.

While taking off for a practice flight from Bolling Field last Monday, Lieutenant R. F. Mackie's engine began missing and eventually cut out. Owing to the high north wind prevailing, and the fact that he was at a very low altitude, the pilot was unable to select his landing ground, and, after missing two trees, touched a third with one wing which sufficed to turn the plane upside down, in which position it crashed into a cottage. The force of the crash broke both propeller blades and bent the wings in over the fuselage. The pilot was unhurt.

Manned by aviation officers of the Marine Corps and the Navy, and with two civilian mechanics aboard, the first of the Navy's twin-motor dirigibles flew over Washington last Tuesday morning at the completion of the first lap of approximately three hundred and fifteen miles, of a flight from Akron, Ohio, to Rockaway, N.Y.

The big dirigible landed at the Anacostia aviation field for a fresh supply of fuel, but resumed its flight at 1:17 P.M. The start was made from Akron the same morning at 1:10 A.M., Central Time, and the landing was made at 11:10 Eastern Time, a running time of nine hours, approximately 35 miles an hour.

The flight over Washington was made at a low elevation and as the dirigible flew over the New Navy building, then circled over the White House and Treasury, thousands had a close view of it.

The following were the crew on board: Major B. L. Smith, Marine Corps; Lieut. R. A. D. Preston, U. S. N. R. F.; Lieut. (j.g.) D. T. Hood, U. S. N. R. F.; Lieut. (j.g.) W. L. Hamlin, U. S. N. R. F., and M. Roulette and James Royal, civilian mechanics.

Referring to General Pershing's recent request for more airplane and balloon observers, the Division of Military Aeronautics announces to applicants the qualifications necessary for this work and what the supplementary course of instruction will be after the candidate has been accepted. The statement follows:

1. The civilian applying for training as aerial observer is subjected to a rigid physical examination. The policy of the Air Service has been to accept only those individuals who are free from physical defects that might interfere with their efficiency in the air. Observers are required to take the same physical examination as pilots. In view of his responsibilities and those duties which bring him in contact with officers of the line, often of high rank, importance is also attached to the intellectual and educational qualifications of the applicant.

2. The applicant is first sent to a ground school where he receives instruction on general military matters as is necessary to fit him to be an officer of the Army. Formal close order and physical drill also form an important part of this stage of his training. In addition he commences his work in wireless telegraphy, in the interpretation of aerial photographs and on machine guns. An effort is made at this time to eliminate those not suited to the work in question and to give those selected a grounding in the subjects of their later advanced training. The ground school course will last about eight or nine weeks.

3. After completing this work successfully, the student will go to one of the Schools of Fire; that of the Field Artillery is at Fort Sill, Oklahoma, and that of the Coast Artillery is at Fortress Monroe, Virginia. At these schools the regular course for Artillery Officers will be given, except that subjects not of use to observers will be eliminated. Each of these schools require knowledge of mathematics. The course at Fortress Monroe is more technical than that at Fort Sill, as it deals with heavy guns, and an effort is made to select for the Coast Artillery course those students who have had advanced mathematics. At each school the course is seven weeks.

4. The Students completing the Artillery course will go immediately to the Observers' Schools at Fort Sill or Langley Field. There they will take up again the work on machine guns and complete their training in aerial photography, and wireless telegraphy. Their first flights are made at these schools; and before they leave them they are competent to execute any of the duties of an aerial observer, that is, reconnaissance, the taking of aerial photographs, surveillance of hostile zones, the observing of artillery fire, and infantry contact patrol work. This course will be about five weeks.

5. To complete their training and just before going overseas, students will be sent to Selfridge Field for a three weeks course in aerial gunnery. This includes firing at targets from the air, both stationary and moving, targets on land, on water and in the air, together with combat work between airplanes with the so-called camera gun to train the student so that in case of a Hun attack he is able to defend both himself and his pilot. The facilities at Selfridge Field are such and the instruction so arranged that this work is able to be finished in three weeks.

6. No definite limit has been placed on the age of observers. Men have been trained successfully for this work who have been older than pilots but what is absolutely required, no matter what the age, is quick and accurate thinking, sound judgment, clear and forcible expression and truthfulness.

RATION FOR AMERICAN SOLDIERS HELD AS PRISONERS ✓

A ration for American soldiers held as prisoners in Germany has been prepared by the Subsistence Division of the Quartermaster Corps. This ration will be distributed by the Divisions of the American Red Cross in Denmark and Switzerland. Individual packages, containing sufficient food to supply one man, are sent to prison camps each week. The chief components of the package are as follows: Corn beef and salmon, (with an occasional substitution of corn beef hash and canned roast beef) hard dry bread, dry beans, rice, baked beans and fresh potatoes (where possible). Prunes, jam, apples, peaches, coffee, sugar, evaporated milk, vinegar, salt, pepper and pickles are supplied. Potatoes and onions are procured when possible in France and Italy, otherwise dehydrated potatoes and onions are used.

Special food is sent for the invalid prisoners; this ration containing potted chicken, crackers, concentrated soup, dehydrated spinach, creamed oatmeal, corn starch pudding, sweet chocolate, extract of beef, soluble coffee and bran. There are a number of substitutes for all the items

mentioned, among the substitutes being dried eggs, potted veal, cheese, peanut butter, dried apricots, honey, corn meal, galatine, malted milk powder, bouillon cubes, apples, oranges, lemons, cocoa and tea.

DIVISIONAL CAMP LAUNDRIES

Seventeen divisional camp laundries, which will take care of all the laundry requirements of an Army division, are nearing completion for the Conservation & Reclamation Division of the Quartermaster Corps. Twenty-six mobile laundry units have already been shipped overseas and manufacturers are now making shipments at the rate of about four per week. Each mobile laundry unit consists of a steam tractor, four trailers which carry laundry machinery and equipment, and one supply truck. The steam tractor hauls the laundry unit to the point where it operates and then furnishes steam and power for the four trailers, which constitute the laundry. The arrangement of the units permits their dis-assembly and movement to a new location thirty minutes after the laundry ceases to operate.

FLOUR CONSUMPTION BY ARMY IN OCTOBER AND NOVEMBER

For consumption by the Army in October and November, the Subsistence Division of the Quartermaster Corps has purchased 47,000,000 pounds or 239,796 barrels of flour. Seventeen million pounds are for domestic consumption and thirty million pounds for the troops in France. The Subsistence Division has arranged with the Food Administration to pay for flour by sight draft. This enables millers to bid more freely for Government business and helps the Army to buy flour at a low price.

More than 4,000,000 gallons of syrup have been purchased for the troops overseas by the Subsistence Division. Syrup, besides being used on hot cakes by the troops, is also used extensively in the sweetening of cakes and pies, thereby conserving sugar.

Over 100,000,000 cans of salmon -- one year's supply for the Army -- have just been purchased, of which more than 80% will be used by the overseas forces. It is estimated that 16 ounces of salmon are equivalent to 20 ounces of beef. Concentration of the product makes it particularly adaptable to mobile and trench warfare. More than \$1,000,000 worth of evaporated milk has just been purchased for the American Expeditionary Forces by the Subsistence Division. This quantity is sufficient to supply the needs for one month.

INSIGNIA ADOPTED FOR MOTOR TRANSPORT CORPS ✓

The insignia of the Motor Transport Corps has been adopted. It consists of a bronze wheel upon which is superimposed a winged hat. The wheel is symbolic of power, as its function is to transmit or modify motion, and forms an essential part of nearly every kind of mechanism or device. The particular form of wheel chosen is, of course, the wheel of a motor vehicle. The winged hat is the classical, broad-brimmed Petasus, as worn by the Greek god Hermes, who was not only the swift, sure messenger of the gods but also the god of roads. For officers the wheel is silver tined, while the enlisted men will wear the insignia of solid bronze and in the regulation button form.

The Corps has also been authorized to use a purple hat cord, the color having been established by a general order. The hat cords will soon make their appearance, although they are not likely ever to become common on the streets of our cities. The Motor Transport Corps is essentially an overseas organization, and men as well as officers go to France very soon after finishing their short but intensive training courses.

The need for trained motor mechanics and for drivers is very pressing and grows more so as the manufacturers speed up their production of trucks. The recently organized schools of the Corps are filling up rapidly and more schools are to be opened soon. Drivers are graduated in three weeks, those making the highest averages being rated as "First Drivers" and the others as "Assistants". The former are made corporals on their assignment to active duty. Skilled mechanics for the Repair and Reconstruction Parks receive longer courses of training, and if possessed of executive ability as well as mechanical skill are usually made sergeants.

WAR DEPARTMENT
Air Service
Division of Military Aeronautics
Washington, D. C.

OS891 ✓

WEEKLY NEWS LETTER - WEEK ENDING NOVEMBER 2, 1918

Knocked down by a heavy wind storm 8000 feet over Big Cypress, forced to land in the Everglades of Florida, and rescued from exhaustion and starvation by Seminole Indians, are a few of the experiences of an air pilot from Carlstrom Field. Later these same Seminole Indians, whose primitive fastness was invaded by this modern eliminator of time and space, helped to pull the plane out of the swamp in which it was buried, brought spare parts for it in their "glade boats" and then helped the pilot to get his plane into the air again.

Lieutenant Smith, of the photographic detachment, was the pilot in this adventure. He had undertaken the work of photographing a shorter line of flight over the Everglades to Fort Meyers, and was on a flight with his camera at the time. He had reached an altitude of 7000 feet above the great swamp when he observed a storm approaching from the South and had changed his course to the southwest in an effort to get around it. Then finding this impossible, he had veered to the west and attempted to climb above it. At 8000 feet, however, he encountered a terrific wind from the north which made the ship almost unmanageable, tossing it first on one wing and then on the other in a vertical position and twice putting the ship almost completely on its back. Nevertheless, he kept on to the south with the sight of land obliterated by the storm under him.

In his report, Lieutenant Smith told of his adventure as follows:

"The motor at this point cut out twice and I had to put the plane in a nose dive to clear itself, which it did. Suddenly the ship broke through the clouds and I saw the cypress swamps immediately below me. As the motor was still giving trouble and there was 'nothing to it' but a forced landing, I headed for the East coast, knowing that there were shallow water spots in these districts where a landing could be effected with comparative safety as against dropping into Big Cypress.

"So the flight was continued south along the comparatively shallow and open places fringing the Big Cypress, and gradually turning east till the gas gave out. Landing was made 48 miles west of Miami and in a line due west of the Tampa-Miami Trail Canal. There were no dry spots to land on, and the ship turned over on its back. Sergeant O'Connor, my passenger, cut his lips and bruised his body and both right and left shins. I suffered only a bruised body. Realizing that nothing could be done with the ship and that it was impossible to right it and take-off at this place, we started walking in a northeasterly direction.

"The territory in which this landing was made is known as the Everglades. Its sameness is almost appalling; just one small cypress hummock after another; water and muck everywhere; innumerable mosquitoes, alligators, wateroccasins and black snakes. Here and there a hummock would be found with a rock base and on some of these rock bases Seminole Indians eke out an existence. After landing, we walked to one of these hummocks, and as it was getting dark, collected a small amount of dry wood and built a fire, endeavoring to keep the mosquitoes off and dry our clothing, which could not be removed on account of the mosquitoes which attacked us in hordes. But we could find no Indians. Meanwhile, we had drunk no water for fear it might be infected with malaria germs or some other swamp fever, nor had any food been found. After passing a miserable night, we started a little before day break to drill through the new deep muck and continued in a northeasterly direction all day. Finding no suitable hummock, we were compelled to spend the night again in the swamp, this time on ground covered with an inch or more of water. By this time we were so nearly exhausted that we took a chance on the water, but due to lack of food we were rapidly approaching starvation.

"The next morning we resumed our way through the muck again, starting before daylight and at ten thirty A. M. sighted a flag flying over a hummock not far off. We found this camp inhabited by Seminole Indians. By sign language we succeeded in conveying to the Indians our need of food and after our meal managed to make them understand that we wished to reach Miami. They provided a "glade boat" which is made of one large cypress tree trunk hollowed out and propelled by a pole some fifteen feet long with a V shaped foot on one end of it. After being poied through a perfect maze of water ways, we reached the dredge at the end of the Tampa-Miami Trail, where we were given food and a good bed and could wash the muck and dirt from our clothing and bodies. The next day a motor boat took us down the canal and further along we hired a Ford which took us to the flying field in Miami, arriving there at noon Sunday."

From Miami an attempt was made to salvage the ship by means of a caterpillar tractor which was carried to the edge of the Everglades on a canal boat, but the equinoctial storms setting in put the whole swamp lands under water and this attempt had to be abandoned in favor of an expedition in "glade boats" furnished by the Seminoles. In this manner a number of men with food and gas for the engine, together with spare parts, were taken into the swamp and after four days travel, reached a point a few miles from the ship where a base camp was established. Eventually a more secure rock base was located within three miles of the airplane and after chopping a track through the swamp the salvage party, by means of planks and cables, moved the airplane to the rock base. The motor, however, could not be turned over, due to its submersion in the water for three weeks. Indian "glade boats" were again dispatched to Miami for engine parts, together with a "trouble shooter" from the nearest flying field. Upon the arrival of the mechanic and his tools the motor was finally started and with the engine roaring and the propeller droning a new tune to the startled Seminoles, the ship took the air once more. In a comparatively few minutes it was landed at the Marine Field, Miami for gas, overhauling and repairs.

The Chief of Staff has announced that the procurement of commissioned officers from civil life will hereafter be under charge of the Personnel Division of the General Staff, which Division will decide to what branch of the Service the accepted applicants will be assigned.

The custom heretofore has been for each of the special branches to select its personnel from applicants for those branches. The new system will take effect November 1st, 1918, after which date the branch of Service to which any volunteer is to be assigned will not be determined by himself.

Recently, the Balloon Corps received authority to induct civilians of draft age, both as officers and as enlisted men. Men of superior education are wanted as observers and as manoeuvring officers. A great variety of skilled tradesmen are wanted to maintain the balloons, telephones, automobiles, etc., which pertain to this interesting work.

Applicants for this service should file their requests immediately in order to get the benefit of the volunteer feature.

Recruiting Offices of the Balloon Service are as follows:

- | | |
|----------------------------------|---|
| Boston, Mass.- 739 Boylston St. | Atlanta, Ga.-Georgia School of Technology |
| Canal Zone - Fort Sherman | Los Angeles, Cal., Marsh Strong Bldg. |
| Chicago, Ill.- 230 East Ohio St. | Minneapolis, Minn - Univ. of Minnesota. |
| Dallas, Texas - Camp Dick | Des Moines, Iowa - Camp Dodge. |
| Fort Sill, Okla.- Post Field. | St. Louis, Mo.- 525 So. Euclid Ave., |
| New York City - 104 Broad St., | San Francisco, Cal.- 55 New Montgomery St. |
| Columbia, S. C. - Camp Jackson | San Antonio, Tex.- Fort Sam Houston. |
| Yaphank, L.I., N.Y.-Camp Upton | Washington, D. C.-Bldg., D, 6th & Missouri Ave. |
| Little Rock, Ark.-Camp Pike. | |

During the past fifteen months the American Balloon Corps in France has developed a large number of skilled balloonists and from now on will be able to furnish experienced men from the front to serve as instructors; for this reason the British Government believes the time has come for this government to relinquish its claims on these men whom they need in their own service.

Major J. Rutherford Hanna, Captain R. M. A. Edlundh, Captain Robert Wann, and Flight Sergeant H. C. Hill of the Royal Flying Corps, who have been in the United States several months initiating a system of instruction for the Balloon Corps and in procuring and standardizing material, have reported to the Division of Military Aeronautics from balloon fields in various parts of the country prior to returning to their stations over seas.

The War Department authorizes the following statement from the Office of the Surgeon General:

Vaccination against pneumonia is now available for every officer, enlisted men and employees of the Army in the United States. Instructions to administer the vaccine to volunteers have just been sent to all Army camps and posts and at all points where men are subject to military rule.

It is believed by Medical Officers that if the soldiers will avail themselves of the opportunity to be vaccinated against pneumonia, the number of cases of pneumonia per thousand will be far less this winter than it was last year. Their confidence is the result of long observation and many tests of the effect of the vaccine. One of the most severe tests was the administering of the vaccine to 12,000 volunteers at one of the Army Camps. During the following ten weeks until these troops went overseas although pneumonia due to the types guarded against among the unvaccinated men at the Camp was slightly more prevalent than formerly, among the 12,000 volunteers not a single case of the disease due to these germs developed.

Among the medical disease which the Army has at present to combat pneumonia stands out beyond all others. During the past two years it has caused more deaths than any other disease.

Formerly typhoid was the disease most dreaded by medical officers. This very fact is itself a triumph of preventive medicine for it means that the disease which had formerly been the scourge of armies is today so completely under control as to be negligible as a source of sick rate and death. This accomplishment is the result of the prophylactic vaccination developed by the Army against typhoid fever. It was but natural, therefore, that in approaching the most serious remaining disease, the same line of attack should be considered.

It had already been demonstrated by Dr. Rufus Cole and his associates of the Rockefeller Hospital that pneumonia, like typhoid fever, is due not to one germ alone but to any one of several definite types. These workers had defined the three most frequent and most dangerous of these types in this country.

Lister in South Africa subsequently in 1914 determined the most dangerous causative germs of pneumonia in that region and undertook preventive vaccination against these among the highly susceptible incoming miners. The success of this method was immediate and striking. In the four years that he has employed this procedure more than 100,000 miners have been vaccinated against these germs with the result that the highly fatal and epidemic pneumonia so prevalent among these miners previously has been entirely eliminated among the vaccinated individuals.

At the suggestion of the Surgeon General of the Army the Rockefeller Hospital prepared for the Army a vaccine containing the three most important germs completely identified as causative of pneumonia in this country. This is the vaccine given to the 12,000 volunteers with such satisfactory results.

The use of this vaccine on an extensive scale for the entire Army was rendered practicable, as the result of a modification of its form by the officers of the Army Medical School in Washington. The new vaccine as they modified it can be given in a single injection, instead of requiring three injections as formerly.

For the further investigation and control of pneumonia in the Army a special board was appointed by the Secretary of War consisting of Colonel D. C. Howard, Colonel F. F. Russell, Colonel V. C. Vaughan, Colonel W. H. Welch and Dr. Rufus Cole. Under the direction of this board, further investigations have been conducted with this new vaccine against pneumonia, and these investigations established its value.

The vaccine is for administration to healthy volunteers to prevent the development of certain types of pneumonia. It is not intended for treatment after pneumonia had developed. It is in no sense a cure for pneumonia.

The present epidemic of so-called influenza had nothing to do with the development of this vaccine, which was intended to combat the ordinary type of pneumonia. How effective it may prove in preventing the pneumonia prone to complicate the present epidemic disease remains to be determined.

Four thousand miles in the air in a zigzag course from the Gulf to the Great Lakes, is the distance travelled by an Army flyer from Ellington Field near Houston, Texas, to Mt. Clemens, Michigan, and return. Total hours of actual flight was sixty-four. Nine days elapsed from the time he left Ellington Field until his return. Lieutenant John E. Davis was the pilot and he made the trip alone without mechanic and without changing plane or motor. He carried an extra gasoline tank in his plane, making the total capacity fifty gallons.

Starting Friday afternoon at 1:00 o'clock, Lt. Davis made Dallas for the night. From Love Field, Dallas, he flew to Memphis, Tennessee by way of Texarkana and Little Rock, spending the night at Memphis. Sunday night at 8:00 o'clock he made Indianapolis by following the Mississippi north to St. Louis and swinging East by way of Springfield and Rantoul, Illinois. Here he was forced to take the ground in the dark without landing lights. The next morning he flew to Cincinnati and the day following to Mt. Clemens, Michigan, by way of Dayton.

On his return trip he encountered a heavy storm over the Mississippi Valley. The entries in his log at this point read as follows:

"I climbed to five thousand feet and flew over the storm for two hours. At the end of this time I figured that I was nearing Little Rock and descended into the storm clouds to check my course. I no sooner entered the clouds at 4500 feet than my compass started acting peculiarly. My ship was buffeted around and I completely lost control. I cut my gun and watched my altimeter and noted that I was falling at a high rate of speed. My controls were absolutely useless, so I left them alone, awaiting in readiness to right myself upon emerging from the clouds. I finally came through the clouds in a steep nose dive and side slip at an altitude of 300 feet. I righted myself and looked for a landing place, because I feared that the rain would stop my motor. Was unable to find any place, to land the country being covered with forest. I flew along at 300 feet for some time and found that I had covered only half of the distance I should have by this time. I climbed carefully through the clouds to 5000 feet and passed the storm in about one and one-half hours. Arrived Eberts Field O.K. From there I proceeded to Texarkana over the clouds again because they were very low. Arrived there at 5:00 P.M. Left for Dallas the next day against stiff wind. Left Dallas Sunday morning 8:30, arriving at Ellington at 1:00 P.M.

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Eleven enemy airplanes and one hostile balloon were brought down by American aviators brigaded with the British during the period from September 9 to September 22, inclusive, and five American aviators were awarded the British distinguished flying cross, according to the latest Royal Flying Corps communique just received here.

Special mention was made as follows:

"Lt. G. A. Vaughn, while on offensive patrol, was engaged by about fifteen enemy airplanes, one of which, which was attacking a flight of our machines, he dived on and shot down in flames. He then attacked another, which he followed down to 2000 feet. This enemy airplane was seen to crash by another pilot."

The distinguished flying cross was awarded to

Lt. G.A. Vaughn, George A. Vaughn, Father, 441 Washington Ave., Brooklyn, N. Y.

Lt. T.J. Herbert, John T. Herbert, Father, 1644 East 86th St., Cleveland, Ohio.

Lt. M.L. Campbell, Charles L. Campbell, father, Wakeman, Ohio.

Lt. L.A. Hamilton, 49 Bartlett, Ave., Pittsfield, Mass.

Lt. J.A. Keating, 5748 Peoria St., Chicago, Ill. Mrs. James A. Keating, wife, 2232 West 109th St., Chicago, Ill.

Enemy airplanes were brought down by

Lt. H.C. Knotts, Edward C. Knotts, Father, Carlinville, Ill.

Lt. H.L. Bair, 111 West 111th St., New York, N. Y.

Lt. W.W. Lauer, (Willard W. Lauer, Mrs. W.J. Lauer, 3422 Park View Ave., Pittsburg, Pa.)

Lt. F.E. Luff, H.J. Luff, Father, 3046 Lincoln Blvd., Cleveland Heights, O.

Lt. T.L. Moore, 617 Chestnut St., Kewanee, Ill.

Lt. J.O. Creech, 6614 Harlan Place, Takoma Park, Washington, D.C.

Lt. W. Clements, Gloucester, Va.

Lt. F. E. Kindley, Uther Callahan, cousin, Gravette, Ark.

2d Lt. H. Burdick, 174 Rensen St., Brooklyn, N.Y.

Lt. E. W. Springs, Leroy Springs, Father, Lancaster, Pa.

Lt. G.D. Wicks, Mrs. Lucie C. Wicks, Mother, Sanquoit, N. Y.

A hostile balloon was brought down by

2d Lt. A.F. Diamond, Mrs. Emma J. Adams, Baltimore & Rose Sts., Mobile, Ala.

For the week ended October 25, there were received in the United States from the American Expeditionary Forces 1859 sick and wounded men. This brings the total number landed in this country during the month of October up to 4339. All these men have been sent to Army hospitals where facilities for their physical reconstruction have been provided.

According to an announcement made by Major General Wm. L. Kenly today, the Aviation Field at the Artillery Brigade Firing Center, located at Camp Knox, Stithton, Kentucky, has been named Godman Field. The field is named in honor of First Lieutenant Louis K. Godman, an Army Corps pilot of the Air Service, who was killed in an airplane accident at Camp Jackson, Columbia, South Carolina, September 28, 1918.

One hundred and three airplanes from March Field, Riverside, California made a flight of 160 miles in battle formation on October 12 without a single accident. This large squadron bombed Los Angeles with Liberty Loan Literature.

This is believed to be a record never before equalled in any of the flying fields in the United States. It was not a special performance with a number of picked planes and pilots but was a wholesale turn-out of the school. The total mileage of this trip was over 16,000, which, without a fatality or the loss of a ship, made the performance a very remarkable one.

With Major John C.P. Bartholf, J.M.A., Commanding Officer of March Field, flying at the peak, Major Ernest Clark on the right wing, and Capt. Wm. Alden Smith, Jr., on the left wing, this gigantic formation taxied off, circled the course, assembled in ten separate and distinct units and finally headed in one solid formation for Los Angeles, 60 miles distant. The 103 planes got into the air in six minutes. The course followed the Foothill Boulevard, the planes maintaining an approximate altitude of from 3,000 to 6,000 feet. Landing was made at El Segundo just 78 minutes after leaving March Field.

The Arcadia Balloon School was advised by wireless of the approaching squadron and two ships were sent out to escort the formation over the city. A realistic battle-front feature of the flight was accomplished when the air fleet passed over the balloon school, seven huge observation balloons having been in the air at the time. The planes at this point were traveling at about the level of the Mount Wilson Observatory.

While thousands of persons craned their necks to get a glimpse of this American air armada, the planes suddenly swept down from the mountain peaks, giving Los Angeles a realistic imitation of a real air raid. Bombs were dropped and from them fell leaflets saying: "What if we were Germans? Buy Liberty Bonds."

Accompanying the air fleet was a hospital plane with Capt. Bannister, flight surgeon, as the passenger. Still another plane, carried an official photographer. Moving pictures of the entire trip were taken both from the ground and enroute. The films are to be sent to Washington.

All the planes on this flight were of the Curtis JN-4D training type. Approximately 3,000 gallons of gasoline were consumed on the flight from Riverside to El Segundo and return. The ships returned in formations of 10, several of the units returning to March Field by more distant routes after visiting numerous Southern California towns and cities in the interest of the Liberty Loan.

Previous to this the largest number of planes visiting an American city was 68, when in formation under the command of Lieut. Col. C. K. Rhinehardt, J.M.A., members of the First Provisional Wing of the American Air Service flew over New York City. In the March Field squadron, half of the pilots participating in this journey were cadets, pilots in training, while the remaining pilots, other than unit leaders, were for the most part flying officers who have been commissioned at this field since July.

With but one exception, all of the planes to leave March Field returned on scheduled time, this feat in itself being a record, the entire trip being devoid of accidents. Lieut. Ralph Watson was required to make a forced landing in the outskirts of Los Angeles when his motor "froze" in the air. He landed in a field at Sixtieth and Budlong Streets without damage.

On October 15, Chauffeur R. W. Bottruell of the 145th Air Squadron, jumped successfully with a parachute from an airplane at Kelly Field, San Antonio, Texas. The airplane was at an altitude of 4,800 feet, nearly a mile high, when the jump was made. There was a strong wind blowing from the North but Chauffeur Bottruell judged his distances nicely and landed safely in the main landing field. The pilot of the airplane stalled the machine slightly just before the jump was made, banking to the right so as to get the tail out of the way of the parachute when Bottruell jumped over the side. A large American flag, attached to the parachute during the drop, was flying during the descent.

Standard cloths for officers' uniforms have been adopted by the Army according to general orders recently issued. All uniforms for officers made in the United States after December 1, 1918, will be of one of the following prescribed standards: For coats, breeches and over coats, - 12-ounce worsted serge, 16-ounce worsted serge, 16-ounce whipcord, 21-ounce whipcord or elastique and 20-ounce melton. For riding breeches, -23-ounce Bedford cord, and for overcoats 32-ounce melton or kersey. For coat and breeches, summer wear in the United States and in Tropics only: olive drab cotton, 13-ounce all-wool worsted gabardine.

The Quartermaster Corps will, after December 1, 1918, carry a supply of these cloths and officers can purchase their personal requirements at the Government prices. Samples of the cloths, with the issue prices, will be kept on hand by all camp, cantonment and post quartermasters, where they may be examined by the officers. Stocks will be carried at the beginning at the following depots only: New York, Washington, Atlanta, Ft. Sam Houston (San Antonio, Tex.) San Francisco, Chicago, and St. Louis, but this list will be extended from time to time as cloth becomes available. The Quartermaster General is to determine by thorough investigation as schedule of fair prices for making uniforms, including all necessary trimmings, linings, etc., but not including the cloths and is to prepare a list of responsible tailors who will agree to make uniforms for officers at the schedule rates. The Quartermaster General will guarantee to the tailors the collection of bills for all uniforms ordered through his representatives. The schedule of prices, the list of tailors agreeing to make uniforms at these prices and the regulations governing the sale to officers of the standard cloths, placing of orders, the acceptance of uniforms ordered and the payment of bills will then be published to the service.

The Quartermaster Corps is also instructed to arrange to supply from stock, at cost, made up (ready-to wear) officers' uniforms. These are to be provided in only two types of cloth for coats and breeches, 12-ounce worsted serge and 20-ounce melton with 32-ounce melton for over coats.

An adequate supply of uniforms and over coats will be ready at the Washington Depot (1126 Connecticut Ave., N. W.) by November 1 and it is expected that an adequate supply can be provided at the other six principal depots before December 1 and later at all depots and camps. In addition to the stocks of uniforms and standard cloths, the stores to be established at the various depots will soon be able to supply officers with all other articles of clothing and equipment. Officers not stationed near depots where first supplies will be carried will be able to place their orders by mail to the nearest depot.

Hospital facilities to care for 19,200 men have been procured by the Hospital Division of the Medical Corps during the past month. This brings the hospital facilities, outside of camps and cantonments, up to 50,000, or about one-third of the estimated need of the Army for the coming 18 months.

The new hospitals were secured at a lower average cost per bed than had previously been obtained. This is the result of several gifts of splendid groups of buildings by patriotic communities and individuals.

Under the new policy of the Medical Department efforts are made to secure existing buildings for hospitals thereby increasing more rapidly the desired facilities and at the same time avoiding the erection of new buildings at a time when labor and materials are very scarce.

To make the new buildings ready for Army hospital purposes alterations costing approximately \$995,000 will have to be made. These will be undertaken at once so that practically all of the new buildings will be ready for occupancy by the first of the year.

Of the twelve new sites, six were offered to the government free of all rent for the duration of the war and as long afterwards as necessary. The other six were rented at less than the normal figure for such properties.

In locating the new hospitals the Medical Department adhered to its plan of establishing institutions in districts in proportion to the number of men coming from such zones. This plan makes possible the sending of wounded men to hospitals located near their homes so that their friends and relatives may visit them.

The largest hospital secured during the past four weeks was in St. Louis, Mo. Through the joint efforts of the Mayor, the Welfare Director and the City Council, the St. Louis Sanitorium was tendered to the Government. This is one of the finest buildings of its class in the country and will provide facilities for the caring of 3000 patients. Only minor alterations will be necessary to make the building ready for its soldier-patients.

In point of size and equipment the Ohio State Hospital for the Criminal Insane is the next largest secured. This institution is located at Lima and is regarded as among the finest types of state hospitals in America. It is of recent construction and practically no money will have to be spent to fit it up for Army hospital purposes. There are facilities for 2500 patients. The use of the buildings is a gift to the Government from the State of Ohio.

Three other hospitals each of 1000 or more beds were secured in Ohio. They are located in Cleveland, Columbus and Cincinnati. The Cleveland Hospital will use a building which was built as a model factory. It has just been finished and its owners, Richmond Brothers, turned it over to the Government as their contribution to the war. Adjacent to the buildings are the several buildings of the Deutschen Turnverein consisting of athletic rooms, theatre and large assembly halls. These have been turned over to the Hospital as a contribution of the Society to the Government. Accommodations for 1000 beds are provided by these gifts. At Columbus, the Governor turned over the

buildings of the State School for the Deaf to the Government as a contribution of the State. Only minor alterations will be necessary to fit the buildings for their new use. Beds for 1500 soldiers are provided by this gift. Through the action of the Board of Education, the East End High School with its many fine buildings located at Hyde Park, Cincinnati, was secured. The workshops and other special teaching rooms will provide splendid accommodations for reconstructing wounded men. Extensive alterations costing about \$100,000 will have to be made to convert the class rooms into wards and adapt other rooms and buildings to hospital purposes. About 2000 men will be treated at this hospital.

It is expected that North Brothers' Island in New York Harbor will be completely taken over for hospital purposes. It is planned to treat 1500 men there.

The completely appointed hospital built by Henry Ford at Detroit which has a capacity of 2000 beds has been turned over by Mr. Ford, rent free, to the Government for so long as it shall be needed. This hospital has just been completed and is regarded as among the most complete in the country. It was built for the accommodation of employees of the Ford factories. Only very minor alterations will be necessary to fit it up as a general Army hospital.

The nine buildings located in Exposition Park at Rochester, N.Y. which are used for exposition purposes were accepted by the Government rent free for hospital purposes. It will be necessary to spend \$175,000 to make the necessary alterations to equip the buildings for hospital purposes.

The Norfolk, Mass., state hospital, which was recently built for the cure of drug addicts and which has accommodations for 700 beds, was turned over rent free by the state of Massachusetts to the Government for use as a hospital. The buildings have been little used, the number of patients having decreased gradually since our entrance into the war. The large armory in Boston has been rented for hospital purposes and after alterations, which will cost about \$60,000, will be ready to accommodate 1200 patients.

The Westchester, New York, Alms House has been secured as a General Hospital and after extensive alterations are made will accommodate 2000 patients. The institution was built to accommodate 400 inmates but there has been a steady decline in the number of persons seeking refuge and at the time of taking over by the Army less than 50 persons were being cared for.

The West Baden Hotel, located at West Baden, Ind., has been rented for hospital purposes and after alterations are completed will have a capacity of 1200 beds.

The plans of the Hospital Division call for the securing of at least 5000 new beds per month. Efforts will be made to secure these facilities without the erection of new buildings. Wherever possible hospitals and institutions will be secured for the Army hospital needs.

The War Department authorizes publication of the following circular No.34, on applications of enlisted men for commissions in staff corps:

1. It is contemplated that all qualified enlisted men physically fit for general military service who aspire to commissions will have opportunity through the officers' training schools.

2. There will be many vacancies in the staff corps and departments that may be filled by persons who are not physically fit for general military service, but whose defects may be waived for the particular service for which they are qualified.

3. It is desired that the opportunity to apply for commission in the staff corps be made known to all qualified men of this class and that they be encouraged to submit applications.

4. Application will in all cases be made upon the standard form for application for commission (Form 100, PB-GS). Applications will be prepared according to instructions accompanying the form and will be submitted through military channels, each intermediate commander making recommendation thereon.

5. Post and station commanders will cause examining boards to be convened for examination of applicants, the board to consist of at least one line officer and one medical officer. No formal proceedings of the board will be required other than completion of paragraph 15 of Form 100, PB-GS, and the completed form for physical examination, Form No. 395, A.G.O.

6. Completed application blanks of all applicants will be forwarded to the Adjutant General of the Army.

7. The forwarding of an application should not interfere with transfer of the soldier within the United States pending action on the application. An applicant should, however, forward through military channels notice of any change of address, stating the fact that he has submitted an application for commission in a particular staff corps.

8. Applicants who cannot be utilized in any capacity will be promptly notified upon receipt of their applications by the War Department. Applicants who may be utilized in some capacity will be so notified and will be commissioned as vacancies occur.

Interview with Mr. John D. Ryan, Second Assistant Secretary of War.

In reply to an inquiry Mr. Ryan said:

"I have read hastily most of the report of the aircraft investigation by Judge Hughes and the summary by the Attorney General.

"I am gratified of course to know that the investigation has resulted in finding that no such condition of affairs existed last Spring in the work of aircraft production as was indicated by charges made at that time. I have long been satisfied that the men who preceded me in the direction of aircraft production did a very great patriotic service and did not use their position or connection with the government to reap any personal profit. The fact that planes and engines are now in more satisfactory production is due very largely to the earnest, intelligent and patriotic efforts of my predecessors and the foundations they left upon which we were able to build were substantial.

"I am glad to say in the month of October there were produced about 4,000 Liberty Twelve engines and the fighting plane production is assuming gratifying proportions."

According to an announcement made by Major General Wm. L. Kenly today, the Aviation Field at the Artillery Brigade Firing Center, located at Camp Knox, Stithon, Kentucky, has been named Godman Field. The field is named in honor of First Lieutenant Louis K. Godman, an Army Corps pilot of the Air Service, who was killed in an airplane accident at Camp Jackson, Columbia, South Carolina, September 28th, 1918.

Citations

Section A.

NOTE TO EDITORS:

Released for Morning Papers, Tuesday, November 5, 1918, and thereafter.

The War Department authorizes the following:

The Commander in Chief, in the name of the President, has awarded the distinguished service cross to the following named officers and soldiers for the acts of extraordinary heroism described after their names:

First Lieut. Hugh L. Fontaine, Air Service, 49th Aero Squadron. "For extraordinary heroism in action in the region of Hagerville, France, Sept. 14, 1918. Lieut. Fontaine, together with First Lieut. Hugh Brewster, attacked 9 enemy monoplanes, Fokkers, at an altitude of 4,000 meters. He dived into the midst of the enemy formation without consideration for his personal safety, subjecting himself to great danger. By the suddenness and extreme vehemence of his attack, the machines were driven into confusion. Although greatly outnumbered, he and Lieut. Brewster succeeded in shooting down two of the enemy." Home address: Doctor Bryce Fontaine, stepfather, 1839 Overton Park Avenue, Memphis, Tenn.

First Lieut. Hugh Brewster, Air Service, 49th Aero Squadron: "For extraordinary heroism in action in the region of Hagerville, France, Sept. 14, 1918, Lieut. Brewster, together with First Lieut. Hugh L. Fontaine attacked 9 enemy planes, Fokkers, at an altitude of 4,000 meters. He dived into the midst of the enemy formation without consideration for his personal safety, subjecting himself to great danger. By the suddenness and extreme vehemence of his attack, the machines were driven into confusion. Although greatly outnumbered he and Lieut. Fontaine succeeded in shooting down two of the enemy." Home address: Mrs. L. Brewster, mother, 1944 Fairmont Avenue, Fort Worth, Texas.

First Lieut. Clarence C. Kahle, Pilot, Air Service, 99th Aero Squadron, "For extraordinary heroism in action near Lachausse, France, Sept. 13, 1918. Lieut. Kahle, and First Lieut. Raymond C. Hill, Observer, were directed to take photographs of the old Hindenburg Line. They were accompanied by two protection planes. After they had taken some photographs the protecting planes were driven off by hostile aircraft, but Lieut. Kahle and his observer continued their mission alone, until in the vicinity of La Chausse they were attacked by an enemy formation of 9 planes. Lieut. Kahle put up a gallant fight in which his observer was shot through the heart and killed.

Although pitted against overwhelming odds, Lieut. Kahle, by his pluck, determination, skill and courage, brought the photographs and the plane back to his airdromes, the enemy keeping up a constant attack upon him back to our lines, riddling the plane with machine gun bullets." Home address: Mrs. F. L. Kahle, Mother, 5513 Margaretta Street, Pittsburgh, Pa.

First Lieut. Raymond C. Hill, deceased, Observer, Air Service, 99th Aero Squadron. "For extraordinary heroism in action near La Chausse, France, Sept. 13, 1918. Lieut. Hill, with First Lieut. Clarence C. Kahle, Pilot, were directed to take photographs of the old Hindenburg Line. They were accompanied by two protecting planes. After they had taken some photographs the protecting planes were driven off by hostile aircraft, but Lieut. Hill and his pilot continued on their mission alone, until in the vicinity of La Chausse they were attacked by an enemy formation of 9 planes.

Putting up a gallant fight against these overwhelming odds, Lieut. Hill was shot through the heart and killed; but his pilot, by his pluck, determination, skill and courage brought home the photographs and the plane to our lines." Home address: Mrs. Raymond C. Hill, Wife, P.O. Box 104, 1411 Tenth Street, Lewiston, Idaho.

Second Lieut. Paul J. O'Donnell, deceased, Infantry, 96th Aero Squadron. "For extraordinary heroism in action near Dunsurmeuse, France, Sept. 26, 1918. Lieut. O'Donnell's formation was attacked, while flying to bomb Dunsurmeuse, by seven enemy planes. With the first spurt of enemy fire, Lieut. O'Donnell was fatally wounded. With his last strength he opened a deliberate and destructive fire on one of the enemy planes, driving it down out of control." Home address: Mrs. Adie O'Donnell, Mother, 614 Fourteenth Street, N. W., Washington, D. C.

Second Lieut. Howard G. Rath, Observer, 96th Aero Squadron. For extraordinary heroism in action between Rhambley and Xannes, France, Sept. 13, 1918. Lieut. Rath, while acting as leading observer of a flight of three planes, was attacked by 15 enemy planes. In spite of the fact that his formation was surrounded by an enemy five times as large, he carried out successfully his mission and bombed his objective. In the return running fight, Lieut. Rath and his pilot continued the unequal fight and succeeded in returning to their airdrome with valuable information." Home address: Walter F. Rath, Brother, Pasadena, Cal.

Second Lieut. Arthur R. Brooks, Air Service, "For extraordinary heroism in action over Marlatour, France, Sept. 14, 1918. Lieut. Brooks, when his patrol was attacked by 12 enemy Fokkers over Marlatour, 8 miles within the enemy lines, alone fought bravely and relentlessly with eight of them, pursuing the fight from 5,000 meters to within a few meters of the ground and though his right rudder control was out and his plane riddled with bullets, he destroyed two Fokkers, one falling out of control and the other bursting into flames." Home address: Frank E. Brooks, Father, New Kendall Hotel, Framingham, Massachusetts.

First Lieut. Edward V. Rickenbacker, Air Service, 94th Aero Squadron. "For the following acts of extraordinary heroism. The Bronze Oak Leaf is awarded to be worn on the distinguished service cross awarded October 16, 1918: On Sept. 14, 1918, in the region of Villacy, he attacked 4 Fokker enemy planes at an altitude of 3,000 meters. After a sharp and hot action, he succeeded in shooting one down in flames and dispersing the other three. For the following act of extraordinary heroism, a Bronze Oak Leaf is awarded to be worn on the distinguished service cross awarded October 16, 1918: On Sept. 15, 1918, in the region of Boisdeuaville he encountered 6 enemy planes, which were in the act of attacking four Spads, which were below them. Undeterred by their superior numbers, he unhesitatingly attacked them and succeeded in shooting one down in flames and completely breaking the formation of the others." Home address: Mrs. William Rickenbacker, 1334 E. Livingston Avenue, Columbus, Ohio.

Citations

Section B

NOTE TO EDITORS:-

Released for afternoon papers, Tuesday, November 5, 1918, and thereafter.

The Commander in Chief, in the name of the President, has awarded the distinguished service cross to the following named officers and soldiers for the acts of extraordinary heroism described after their names:

Private Harold Batley, Company C, 308th Infantry, "For extraordinary heroism in action near Dadonvillers, France, June 24th, 1918. Private Babley, after two patrols had failed, volunteered and went alone, to the grouped combat, through the barrage and brought back information of the highest value." Home address: John A. Batley, father, Orchard Street, Rochester, N. Y.

Major Carl Spatz, Pilot, Air Service, "For extraordinary heroism in action during the St. Mihiel offensive, September 26, 1918. Major Spatz, although he had received orders to go to the United States, begged for and received permission to serve with a pursuit squadron at the front. Subordinating himself to men of lower rank, he was attached to a squadron as a pilot and saw conditions and arduous service through the offensive. As a result of his efficient work he was promoted to the position of Flight Commander. Knowing that another attack was to take place in the vicinity of Verdun, he remained on duty in order to take part. On the day of the attack west of the Meuse, while with his patrol over enemy lines, a number of enemy aircraft were encountered. In the combat that followed he succeeded in bringing down two enemy planes. In his ardor and enthusiasm he became separated from his patrol while following another enemy far beyond the lines. His gas giving out, he was forced to land and managed to land within friendly territory. Through these acts he became an inspiration and example to all men with whom he was associated."

First Lieutenant Karl G. Payne, Air Service, 20th Aero Squadron. "For extraordinary heroism in action near Longuyon, France, September 16, 1918. Starting on a very important daylight bombing mission with five other planes, Lieut. Payne, observer, went on alone when the other five planes were forced to turn back. On crossing the German lines, he was attacked by three enemy planes. Using his guns to keep the enemy at bay, he went on, reached his objective and dropped his bombs on the railroad junction, cutting the line. On the way back four more planes joined in the attack, but keeping them at bay with his guns, he reached the allied lines." Home address: Edward Payne, father, 10 Myrtle Street, Belmont, Massachusetts.

First Lieut. Cecil G. Sellers, Air Service, 20th Aero Squadron. "For extraordinary heroism in action near Longuyon, France, September 16, 1918. Starting on a very important bombing mission with five other planes, Lieut. Sellers, pilot, went on alone when the other five machines were forced to turn back. On crossing the enemy lines, he was attacked by three enemy planes, but continued toward his objectives while his observer kept them at bay. In the face of this hostile opposition the objective was reached and their bombs dropped.

On the way back four more planes joined in the attack, but fighting them off they reached our lines with valuable information, after a fight lasting 38 minutes."

Home address: Hamilton Sellers, Brother, 350 Stonewall Place, Memphis, Tennessee.

First Lieut. Bradley J. Gaylord, pilot first day bombardment groups Air Service. "For extraordinary heroism in action between Chambley and Xannes, France, Sept. 13, 1918. Lieut. Gaylord, while leading an important mission with two other planes, was attacked by 15 enemy planes. Nevertheless, he and his observer carried out the mission, bombed the objective in a running fight, and shot down at least one enemy plane."

Home address: Mrs. Harvey R. Gaylord, mother, 113 High Street, Buffalo, N. Y.

First Lieut. Charles R. Dolive, pilot, Air Service, 93rd Aero Squadron. "For extraordinary heroism in action near St. Benoit, France, Sept. 12, 1918. Lieut. Dolive, in conjunction with another American pilot, engaged and fought five enemy planes. Outnumbered and fighting against tremendous odds, Lieut. Dolive shot down three enemy planes and outfought the tire enemy formation."

Home address: Mrs. E. Parson Dolive, 4040 Ellis Avenue, Chicago, Ill.

WAR DEPARTMENT
Air Service
Division of Military Aeronautics
Washington, D.C.

05931 ✓

WEEKLY NEWS LETTER - WEEK ENDING SATURDAY NOVEMBER 9, 1918

Reports from the Air Service schools in this country show an increased amount of cross country work by the pilots. Much of the territory covered by these pilots is without suitable landing fields and the emergencies presented at times by forced landings are developing their resourcefulness in more ways than one. In one recent flight of this kind, nine planes from Payne Field, West Point, Mississippi, led by Lt. Jack W. Heard, started in formation for Birmingham, Alabama, 200 miles away.

After reaching Fayette, 140 miles from their destination, the planes were forced to fly solely by compass, the weather having become very thick. All made Birmingham according to schedule, except one plane, piloted by Lt. Albert O. Spencer, which suffered a break in the gas line when nearly 10,000 feet up and at a time when the pilot had not been able to see the ground for some forty-five minutes. Forced to spiral down through several layers of clouds and rain to a level of about 1000 feet before the ground became visible, he found himself over a town and was obliged to make a forced landing in a vacant lot. This drew a crowd of curious inhabitants and to avoid hitting the more venturesome who ran across his path, he made a sharp turn, colliding with a telegraph pole, damaging a wing. With the aid of two broom sticks and some muslin, temporary repairs were made, and the gas lines having been repaired, resumption of the trip was possible.

The lot was hardly large enough for a good take-off; but, by squeezing between telegraph poles, the pilot was able to get a run through a corn field and take the air with barely enough clearance to jump a big warehouse up wind from him.

Assurances from the townspeople had led Lt. Spencer to believe Birmingham was only a few miles distant, but it had already grown dark before the lights of the city came into view. Again difficulty in finding a landing place was experienced, but having picked out a black spot which appeared to be cleared land, Spencer leveled out for a three point landing. A few feet off the surface of his black spot he suddenly discovered that particular surface to be water and he was in the middle of a good sized pond. He "zoomed" just in time to keep his tail planes out of the wet, climbed about three hundred feet and began a circle of the city searching for the other ships. He met with no success in this effort and again picked out another spot for a landing. This appeared to be a vacant lot. Again he settled to the street level and flattened out, when to his surprise instead of feeling ground beneath him he kept on settling and finally brought up in an excavation 20 feet below the level of the lot and stopped on the brink of a ditch which was invisible until disclosed by the headlights of an automobile in the street above him.

The attention of commissioned officers is called to the fact that the U.S. Army Uniform Regulations are being broken by many of them in several particulars. Special attention is called to the regulations concerning the wearing of overcoats and raincoats and the insignia thereon.

Olive-drab overcoats, not longer than ten inches below the knee or not shorter than one inch below the knee, are the only authorized overcoats for winter wear. Rank is designated by braids on the sleeves of overcoats only. Drab mole-skin overcoats lined with sheep-skin are only authorized for wear in camps and under the regulations prescribed by the camp or division commanders. The wearing of the so-called "Trench Coat" is prohibited in the United States, except as a raincoat.

Waterproof coats or capes and raincoats, as nearly as practicable the color of the olive-drab service uniform, may be worn in rainy or other wet weather, but they should not be worn for purposes of warmth. Neither insignia of rank on the shoulder loops, nor braid as sleeve ornamentation will be worn on raincoats. No officer or enlisted man is permitted to wear any campaign badge or ribbon, even though he has taken part in a campaign, until he has submitted his claims to the Adjutant General and received specific authorization to do so. The badges and their respective ribbons are issued by the Quartermaster Corps after the service of the individual has been verified. Ribbons representing military societies will not be worn with service uniforms.

Gold service chevrons for 'six months' service in the theatre of operations and blue chevrons for periods of less than six months are authorized, but a gold and a blue chevron must never be worn together. While fractions of the first six months' service are recognized, after one gold chevron has been awarded, a blue one is never awarded, but when a second six-months' period has elapsed, a second gold chevron is authorized. There is no authorization for the wearing of a gold or silver star above the service chevrons, which is supposed to designate membership in the first 50,000 to disembark overseas.

The wearing of overseas caps by officers and men is prohibited in this country, except at ports of embarkation and only by men about to embark or those who have just disembarked.

Cities and towns of the Southwest under the air lanes used by Army flyers are rivaling each other in their hospitality to aviators. They are building landing fields, organizing the inhabitants into reception committees and raising money for entertainment. One town, which calls itself "The Dynamo of Central Texas," is sending out invitations by cards to flyers. The cards read:-

"Upon presentation of this card all courtesies will be offered you, including shower and pool baths at the Y.M.C.A.'s \$87,000 plant, Country Clubs \$75,000 plant, Elk's Club's \$47,000 plant. Coffee and sandwiches will be handed out by the Red Cross canteens; hair cut, shave and shine given free at any barber shop; cold drinks at the soda water fountain, also local carfare."

How it feels to be in a run-away Caquot observation balloon, torn from its winch by a wind storm and blown 9000 feet over the Cascade Mountains, is told by Lt. H. C. Hahlbeck, an observer attached to the Army Balloon School at Arcadia, California. The observer stuck to his balloon until hope of saving it was gone and then made a parachute jump to safety. While it was not necessary that there be a passenger in the basket, on the afternoon of his adventure, he had ascended as additional ballast in the balloon for some experimental work and had not adjusted his parachute harness and carried only four bags of sand ballast.

In the official report of the incident Lt. Hahlbeck stated that when the cable broke he was riding 2500 feet in the air, and while he noticed a storm brewing in the distant mountains he did not report it to the crew at the winch below until gusts at 30 to 40 miles an hour were jerking the balloon and causing it to roll so that the basket at times was at an angle of 45 degrees or more from the perpendicular.

In his report Lt. Hahlbeck described what happened as follows:

"I telephoned down, describing the wind force and directed that the balloon be hauled down. I also asked that as many men as could be found be assembled, as I figured there would be trouble in handling the balloon on the ground. The wind became rapidly worse on my descent. At 500 feet elevation the balloon was in the teeth of the gale. I saw by the pitching and rolling that I was in trouble and started to adjust my parachute harness immediately but it was slow work on account of the behavior of the basket.

"The balloon in the meantime was being maneuvered by the crew below west, past the guard house over the main road past the K. of C. hall, north over the road past the rigging tent and then east past the rigging tent, the winch stopping on the main road in front of the balloon hanger on the west side of the road; wind blowing forty to fifty miles per hour in southwest direction. There the winch started to haul down but the balloon pitched considerably each time straightening up with a jerk and putting a severe strain on the winch cable. When about one hundred feet from the ground a severe gust of wind hit the nose of the balloon causing it to pitch much heavier than previously and straightened up and snapping the cable just above the sheave wheel.

"The balloon being free ascended rapidly to about nine to ten thousand feet according to my estimate of the height above the mountains north of the camp. The manometer tube bubbled over. I previously had grabbed the valve cord immediately on the balloon breaking away and kept the valve open almost continually on my ascent as the balloon became as tight as a drum and I feared it would burst. I held on to the valve cord both hands finally fastening it to one of the basket toggles and then hunted for the altometer, finding it on the bottom of the basket in between the sand bags, it having snapped off when the balloon broke away. I fastened it to the suspension bar and it was then registering about 7000 ft. and coming down rapidly. I then looked at the territory around me, could see far over the tops of the mountains north of the camp and got my position as above San Gabriel rapidly going southwest toward the ocean. The ocean appeared a great deal nearer than it actually was, due to my height. Meantime I had closed the valve as I noticed the fins and tail were hanging loosely at the rear of the basket and seeing the balloon almost two-thirds empty realized I had valved it too much. It was then coming down too fast for safety descending four thousand feet in about two minutes time and

I decided to jump leaving the sand bags in the basket as I thought possibly the balloon might be carried over to the ocean. Then to make doubly sure of the balloon landing in a large field, which I was approaching, I again decided to rip the balloon leaving sand bags in as ballast so that the balloon would descend in the field and not be lost, I knew it would be fool-hardy to stay in the basket and throw the sand bags out because of the small amount of gas in the balloon. I ripped the balloon and vaulted over the side of the basket, taking care to adjust all the straps of my harness before ripping and looking to see which was the correct side to jump from.

"I landed safely in a tomato patch on the north side of the field I had in mind, landing backward on my heels, turning a complete somersault over onto my feet again and then running to the parachute holding the edges down before the wind could open it and drag me. I then unfastened the hooks on my harness and rolled up the parachute in time to give it to the ambulance driver as he came out. I landed without a scratch or a bruise. The balloon was carried over the field I had in mind into a wash bordering the west side of it, landing on some barb wire."

B. M. Baruch, chairman of the War Industries Board, authorizes the following:

T. E. Donnelly, Director of the Pulp and Paper Division of the War Industries Board, has issued the following bulletin clearly defining House Organ publication, including Individual, Collective and Community

The individual house organ is defined as a publication of stated frequency of issue, published in the interest of an individual, a firm or corporation. If such publications were issued prior to October 1, 1918, the tonnage of paper used each month shall be at least 25% less than the average amount used per month during the preceding twelve months, and in cases where the publication is less than twelve months old, the basis of computation shall be the monthly average for period published. If a publication is new, it is forbidden unless it takes the place of some other form of publicity, and in doing so effects the required saving in tonnage, and will be issued based on statement of details and pledges, conforming to these requirements.

Regarding collective house organs, those publications printed in the interest of a collection of individuals, firms or corporations, and not having second class mail entry - the same ruling was made.

The community house organ, a publication in the interest of a church, charitable institution, club, society or community, and entered as second class mail, automatically becomes a periodical and is subject to the regulations as issued to all publishers of periodicals, except newspapers and agricultural publications, under date of August 27th, 1918.

The War Department authorizes the following:

In spite of influenza and with the same equipment and the same force the American factories making Liberty engines increased their output in

October 1500 over September. The quotas set, or total number of engines expected from all factories in September was 2500. The actual number of engines shipped for September was 2378. The quota set for these same factories in October was 3000 and they actually shipped 3878. The competition among these factories has now become a race, the Nordyke Marmon Company of Indianapolis winning the October pennant which was sent to the employees of this factory in a de Haviland-Liberty plane from Detroit today. The Bureau of Aircraft Production in this competition has named this month "General Pershing's Month" and set the total quota of Liberties expected for November at 4350.

The Navy Department is informed that Ensign Charles M. Sanborn and Student Officer E. H. Millet, crew of Seaplane A 1195 lost at sea, have arrived safe and uninjured in port having been picked up on the morning of October 31 by a U.S. Naval vessel.

Secretary Daniels authorizes the following:

A navy seaplane equipped with a Liberty Motor recently remained in the air for nine hours, says a report received today from Admiral Sims. The seaplane carried a full military load, four men, regulation supply of gasoline, two bombs weighing nearly five hundred pounds and two machine guns. No additional gasoline tanks were carried.

The War Department authorizes the following:-

A memorandum for the Commander of the Army Balloons, First Army, contains the following list of observers who have made parachute jumps on the line under fire with a slight history of each case.

1st Lieut. Paul N. A. Rooney, 4th Company, A.S., U.S.A. Nearest relative, Wm. J. Rooney, Father, 16 Paris Street, East Boston, Mass. Two jumps: July 22, 1918 Lt. Rooney and Lt. Ferrenbach performed a mission in balloon opposite Seicheprey. The balloon was attacked and burned; both observers jumped. They ascended four hours later in another balloon and continued the work. September 26, 1918, during the advance Northwest of Verdun, Lt. P.N.A. Rooney and Lt. E. S. Montgomery, both 4th Co., were forced to jump when attacked by three enemy planes.

2d Lt. E. S. Montgomery, 4th Company, A.S., U.S.A. Next of kin, Mrs. E.S. Montgomery, Wife, Jewett City, Conn. One jump given above with Lieut. Rooney.

1st Lt. Winfred C. MacBrayne, 102d F. A. (4th Company) Next of kin; Mrs. W. C. MacBrayne, wife, 400 East Merrimack Street, Lowell, Mass. One jump; September 2, 1918 Lt. MacBrayne and Sgt. 1st Class, Normal Brunell, performing a mission during the advance near the Vesle River, were forced to jump when an enemy plane dove and fired upon the balloon.

Sgt. 1st class, Norman Brunell, Student observer, 4th Co., Next of kin, Chas C. Brunell, Father, 16 Shawmut Ave., Mansfield, Mass. One jump given above with Lt. MacBrayne. ✓

1st Lt. S. V. Clarke, 9th Co., A.S., U.S.A. Next of kin: No record. Two jumps August 28, 1918, Lt. S. V. Clarke was forced to jump from balloon when attacked by an enemy plane. The balloon was burned. He ascended a few hours later in another balloon. September 26, 1918 Lt. S. V. Clarke and Lt. S. E. White were observing in balloon when attacked by an enemy plane. The balloon was burned. Both observers showed coolness in jumping, one waiting for the other's parachute to open before going over.

2d Lt. S. E. White, 9th Co., A.S., U.S.A., Next of kin: Not given. History of this jump given above with Lieut. Clarke.

1st Lt. James A. McDevitt, 11th Co., A.S., U.S.A. Next of kin: Mrs. James McDevitt, Mother, 114 Yale Ave., Cincinnati, Ohio. Four jumps: September 17, 1918, at Mamey, Lt. McDevitt jumped when attacked by enemy plane. October 5, 1918, Lt. McDevitt jumped during the advance Northwest of Verdun. There were eight holes in the balloon and four in the basket from the enemy's bullets. October 6, 1918, Lt. McDevitt while observing in a balloon was attacked by two enemy planes and forced to jump. Eighteen minutes later he ascended and continued his work. October 6, 1918 Lt. McDevitt was attacked the second time an hour and eight minutes later. He jumped. The balloon was burned.

2d Lt. George D. Armstrong, 11th Company, A.S., U.S.A. Next of kin: Mother, Mrs. Mary W. Armstrong, 125 South Spring Street, Sioux Falls, South Dakota, Three jumps. September 26, 1918 Lt. Armstrong while in a balloon at Germanville, during the drive Northwest of Verdun, was attacked by enemy planes and forced to jump. October 6, 1918, Lt. Armstrong was forced to jump when his balloon was attacked by an enemy airplane, October 6, 1918, Lt. Armstrong was attacked by two enemy airplanes, Fokkers, and forced to jump. He rescended immediately but was forced to jump again thirteen minutes later. There was one bullet hole in the basket.

1st Lt. Birge M. Clark, 3d Company, A.S., U.S.A. Next of kin, Prof. Arthur B. Clark, Father, Stanford University, California. One Jump: August 30, 1918. 1st Lt. B. M. Clark and 1st Lt. Ralph L. Dold were forced to jump when attacked by a German Pfalz plane. This jump occurred at Brouville, Meurthe et Moselle while under the jurisdiction of the 6th Corps of the 8th French Army. The balloon was not burned. Eight holes were found in the fabric.

1st Lt. Ralph G. Dold, F.A., U.S.A., attached to 3d Company. Next of kin: Father, Jacob Dold, Buffalo, N.Y. One jump as above.

1st Lt. Harlou P. Neibling, F.A., U.S.A. attached to 3d Company. Next of kin: Mother Mrs. Elizabeth Nee, 1819 Lyndale Ave., South., Antlora Apartments, Minneapolis, Minnesota. Two jumps: September 2, 1918 near Brouville, Meurthe et Moselle, France, while under the jurisdiction of the 6th Corps of the 8th French Army, 1st Lts. Harlou P. Neibling and George C. Carroll were attacked by two enemy airplanes and forced to jump. The balloon was burned. September 26, 1918, 1st Lt. Harlou P. Neibling and George C. Carroll were forced to jump during the advance Northwest of Verdun when attacked by two enemy planes. The balloon was burned.

1st Lt. George C. Carroll, 3d Company, A. S., U.S.A. Next of kin: Father, Harry S. Carroll, Garrett, Indiana, Two jumps as above.

WAR DEPARTMENT
Air Service
Division of Military Aeronautics
Washington, D. C.

06966 ✓

WEEKLY NEWS LETTER - WEEK ENDING SATURDAY, NOVEMBER 16, 1918.

The War Department authorizes the following:-

First Lieutenant ~~Walter R. Lawson~~, Air Service, Army, (Emergency address - wife, 7725 First Ave., Birmingham, Alabama; Parents, Kissimmee, Florida) and an officer recently returned from the Western Front, has been ordered to report to Langley Field, Hampton, Virginia, for duty as an instructor.

Lieutenant Lawson carries a scar fourteen inches long on his chest, made by a piece of shell case received in action while taking observations over the enemy's lines last Summer. He has spent much of his time studying these lines, both in the air with his camera and on the ground working out war maps from his photographs. He was several months on the Metz sector. He was over that city above it or below it on the river, noting troop movements, counting the number of trains and cars arriving in the railroad yards and keeping tab generally on Heinie.

Lieutenant Lawson said:-- "I'm glad we didn't have to storm Metz. If we had attempted it, our losses would have been terrible -- probably the heaviest in the history of the war. The forts were constructed so that they covered every inch of the front. They are 'staggered'; that is, there is a double row of alternate forts so that in the event we took the first rank, an equally hard nut to crack presented itself immediately behind, and in rear of the second line was the city itself, armed to the teeth. They had good protection against aircraft, too. I never saw so many anti-aircraft guns bunched on one place. They all let go at once when we came anywhere near and the growling and barking of that high explosive as it burst was like a free -- for-- all in a dog-pound.

"The observers, when they are in the air, spend a good deal of their time looking over their shoulders. Fritz never attacked us except from behind. The pilot was busy running the ship in front. The observer, in rear, had notes to take, observations and photographs to take, and on occasion he dropped everything else and fired his two machine guns as fast as he could.

"When the observer starts for a trip over the enemy's line, he leaves the pursuit plane which one would naturally suppose is in the air to protect him, almost at his own front gate. The pursuit ship hasn't enough fuel capacity, to follow so the formation, once clear of our lines, goes on alone. The number in a formation is usually from three to six, and we fly very close together. The reason for this is that we are thus able to concentrate our fire on any enemy which may appear.

"Fritz doesn't come up on the flank or in front because he would be greeted by a shower of steel bullets from every gun in our formation. We are safe from above because we fly so high he can't get over us. But if he sneaks in from behind, he is likely to throw the formation into confusion unless we can stop him. The squadron loses its close formation if the enemy gets the drop on us, and as they are so much faster, they can outmaneuver us and get us one at a time unless we put them away or can beat it back home.

"A bunch of Fokkers one day got in behind us while we were taking photographs in the Metz district. I opened up as hard as I could with my machine guns, and one fellow who was particularly bold, singled me out. The rest kept

at some distance and circled, shooting all the time, but not particularly dangerous. But he showed he meant to kill or get killed. He kept closing in, coming at us from an angle in the rear. I anticipated him each time, and through our telephone would give the pilot the word at the proper moment to turn either to the right or the left as the case might be.

"We kept this fox-and-geese chase up for maybe a couple of minutes. He was so close I saw him plainly. I was ^{firing} frantically all the time, as was he. It was all over in less time than I have been talking. He nosed over and fell, coming down close to our lines. The men in the front trenches saw him reported it. We received official confirmation in two days, which is quick time.

"When a formation of observers get into a 'dog fight', there is much promiscuous firing by everyone, and it is impossible to tell whose bullet brings down the Fritzie who nose-dives in flames. So it is a custom in all armies to credit officially every pilot and observer in a 'dog fight' when a Boche takes the count.

"The French started the custom of taking a green American observer sent to them for training and putting him with a noted pilot with a long string of victories to his credit. This protected the American if he got into a fight against odds, because the pilot would maneuver so well that the Germans would be always at a disadvantage and the observer could operate his machine guns to advantage. Also, the pilot was more than likely to wing a Boche with his own gun. Likewise, the pilot's achievements might bring the Cross of War, and in that event the observer is also granted this precious bit of bronze. Can you wonder at our admiration for such a people?

"And don't forget the wonderful work of the enlisted men at the hangars, who never get off the ground. I sometimes wondered when those fellows sleep. When the infantry is out we take the air on a daylight reconnaissance, getting off the ground thirty minutes before it is light. And our planes are always ready, prepared by squads which have worked all the previous day and most of the night. Each ship is attended by a sergeant and two or three assistants, expert mechanics. They take the greatest pride in keeping their particular charge groomed like a racehorse. There is a lot of rivalry between the squads to turn out their ships in the best trim, and they take personal pride in the achievements of their own pilot and observer. When we start up, it is with absolute confidence that everything is in order and that the ship is ready for the fight-- or the flight-- of her life. We can depend upon those boys through everything.

"The United States has been making great strides in building stout airplanes. The designers, engineers and the executives in this country, who are lost sight of by the general public in the more spectacular aspects of flying, are doing a wonderful work in this regard. As a result of their slaving over problems in desk jobs, the ship is made a little stronger here and a little cleaner in design there. Many of us owe our lives to their unselfish, uneventful daily toil on this side of the ocean. Thorough workmanship counts.

"One day Coles, a brand new man with a new pilot, got into a fight with three Fokkers who jumped him and he ran for his life, naturally. Skill and good luck enabled him to get to our lines safely. The second day, an anti-aircraft shell bursting directly beneath him and very close, tossed him up in the air like a rubber ball. No fragment touched him or the ship, but the concussion

broke all the braces of the under wings, and the canvas was promptly torn away. Again he beat it for home, and made a safe landing despite the condition of the ship. He had gone out in a biplane and came back in a monoplane. The third day, a fragment of high explosive went through his neck. It just missed the jugular vein but tore away the tissues so the great blood vessel stood out like a lead pencil."

Lieutenant Lawson was wounded while near Verdun. The blow of the piece of shell casing which hit him was hard enough to knock him out for a few seconds. When he had recovered he found an artery had been severed. He held it with the fingers of his left hand and continued making notes with his right until the reconnaissance was completed. Then he yelled to his pilot through the telephone: "Beat it; I'm hit." The pilot did so, made into the American lines and five minutes after the blood stained sheet of notes was in the hands of his commanding officer, Lieut. Lawson was on his way to the hospital where a saw-edged piece of shell, finger size, was removed from under the right shoulder. It had nicked the edge of Lawson's shoulder bar, torn a hole in his Sam Browne belt, and ranged downward diagonally across his chest. Lawson now cherishes the silver lieutenants bar as a souvenir, believes that the opposition which it offered to the shell fragment is all that kept him from "going west."

AFTERNOON PRESS INTERVIEW BY THE SECRETARY OF WAR, NOVEMBER 11, 1918.

In answer to a question as to the status of the Army after the war, the Secretary said:

"Undoubtedly comprehensive legislation will be necessary, in view of the fact that the legislation as it now stands terminates all terms of enlistment at a fixed period after the declaration of peace, and it will be necessary to have congressional legislation to determine the permanent military establishment. The Department has at present, however, no intention to present its views on that subject."

"Cargo shipments will, of course, continue. Our Army being in France it is of course necessary for us to maintain it, and cargo shipments will go on without cessation of any sort."

"Troops which are now loading to be sent to Europe are largely medical personnel and troops of that sort."

With reference to the continuance of work on large plants producing war supplies, etc., Secretary Baker replied, in answer to a query:

"Some of the projects are for permanent use and some are only temporary: the permanent ones will go on, and the temporary ones will be gradually stopped."

The Secretary read a telegram received from the Employees of the Philadelphia Navy Yard, as follows:

"The Employees of the Philadelphia Navy Yard extend congratulations for the world-wide victory for democracy."

The appointment of Colonel Arthur Woods to be Assistant Director of Military Aeronautics was announced on November 14th by Major General Kenly. As Chief of the Personnel Section, Colonel Woods made a host of friends to whom his promotion is a source of gratification. Prior to entering the Air Service, Colonel Woods was Police Commissioner of New York City under the late Mayor John Purroy Mitchel, who was Mayor.

Colonel Gerald C. Brant has been relieved as Assistant to the Director of Military Aeronautics and appointed chairman of a board to work out and recommend plans for the permanent organization of the air forces.

The membership campaign which is being conducted by the Air Service Association is meeting with gratifying results. Already more than six hundred applications have been received by Major John H. Packard, the Secretary. While it has been impossible as yet to reach the thousands of officers overseas and in distant parts of the United States, it is believed they will respond in due course of time.

Cooperating with the officials of the Association in the campaign are the Commanding Officers of the various fields, who are issuing memoranda concerning the organization to the commissioned personnel in their command. This precludes the possibility of some officer or group of officers not hearing of the Association.

The following is a paraphrase of a cablegram received from the Military Attache, The Hague, Netherlands:

"It is reported by a prisoner of war recently arrived from Germany that an American Aviator, Lieut. Mooney, was taken to a hospital at Coblenz on October 4th. He was forced to the ground while bombing Badena. It is not indicated by the report that his wound is serious." (This report is believed to refer to Lieutenant Raymond T. Mooney, who gives his emergency address, Mrs. W. H. Mooney, 6900 Chappel Ave., Chicago, Ill.)

The following is authorized by the Secretary of War:

At a meeting this morning, attended by the Secretary of the Navy, the chairman of the Shipping Board, and the Secretary of War, it was decided, in view of the signature of the armistice, to issue immediate directions to cut out all Sunday work and overtime in government construction, and in government-owned or controlled plants and plants producing war supplies.

The readjustment of the labor and industry of the country, which has been occupied in war work, will be undertaken in conference with the Department of Labor and the War Industries Board, with a view of bringing about the readjustment with the least dislocation of labor and the greatest facility possible to

be afforded for the reestablishment of industry. It is clear that there is work enough in the United States for all the labor in the country. Many government activities, like the shipbuilding industry, will continue uninterrupted; others will be gradually readjusted. Meantime, those who are employed by the Government or working on the production of government supplies, should continue at their occupations. ✓

The War Department authorizes the following from
The Office of the Director of Purchase & Storage:

The clothing and shoe repair plants, laundries, cleaning and pressing plants conducted by the Army in camps and cantonments throughout the country are now going at full stride, according to the report of the Conservation & Reclamation Division, (now Salvage Division) for the month of September. During that month there were repaired a total of 1,776,247 articles of wearing apparel. Included in this total were: 520,861 pairs of shoes; 96,131 hats; 125,829 overcoats; 169,056 coats; 370,648 pairs of breeches; 164,844 flannel shirts; 76,918 undershirts; 80,093 pairs of drawers; 17,554 pairs of stockings; 22,268 pairs of leggings; 56,391 blankets; 4,289 sweaters and 71,565 other articles. There were also 53,030 cots repaired and 17,676 tent and canvas repairs during the month.

In the dry cleaning and pressing shops there were cleaned and pressed 628,374 articles of wearing apparel. The laundries during that month, handled a total of 6,008,845 pieces and 460,002 bundles, which brought a revenue of \$40,801.70. Included in this laundry total were: 930,406 pieces and 454,343 bundles for officers and enlisted men; 1,989,556 pieces for base hospitals; 2,106,959 pieces for reclamation work and 973,864 other pieces.

Waste materials collected during the month reached a large figure. The report shows that there were collected: 8,677,047 pounds of iron; 541,646 pounds of old metal, (aluminum, brass, copper, lead and zinc); 335,073 pounds of rubber; 1,163,545 pounds of cotton rags; 527,043 pounds of woolen rags; 140,172 pounds of rope; 2,773,763 pounds of paper; 1,329,680 bags; 494,498 pounds of burlap; 195,505 pounds of leather; 360,474 pounds of bottles and jars; 189,969 barrels and boxes; 15,073 pounds of horse and mule hair; 1,832,820 feet of lumber and 156,562 pounds of miscellaneous waste. These waste materials were either sold or turned over to various Army organizations, the sales bringing a revenue of \$106,772.05 during the month. The sales of manure brought a total of \$31,650.77 and the sales of garbage and miscellaneous waste brought \$61,361.94 making a total of \$199,784.76 for the waste materials sold during the month.

Reports from 18 camps, fields and proving grounds show 2,593 acres of gardens producing fruits, vegetables and hay.

The landing field at Otaymesa, Near Rockwell Field, San Diego, California, has been named "East Field" in honor of the late Major Whitten J. East, who was recently killed in accident.

Major Raycroft Walsh has been appointed an Assistant Executive in the Executive Section, Washington, D. C.

Major Frank C. Page has been placed on temporary duty with the Executive Section, Aeronautical Information Branch.

Lt. Col. George H. Shields, Jr., has been relieved from duty in the Executive Section and transferred to the Balloon Branch, Training Section for duty.

The aviation landing field at La Belle, Florida has been named "Valentine Field" in honor of Second Lieutenant Herman W. Valentine, A.S.S.C. who was killed in an airplane accident at Carlstrom Field, May 4, 1918.

Major Charles W. Hammond has been appointed Summary Court Officer of the Division of Military Aeronautics.

A Film and Picture Branch, under Captain L. E. Rubel, has been created for the purpose of collecting, selecting, producing and distributing photographs and motion pictures intended for public use.

Lt. Col. Lawrence McIntosh is now assistant to Col. Archie W. Miller, who is in charge of all matters pertaining to district supervisors.

Col. William Jay Patterson has been placed in charge of the aerial coast defense project.

Released for Sunday Papers, November 17.

(Four photographs, numbered 23,967, 23,968, 23,969 and 23,970, illustrating this story, may be obtained upon application at the News Desk.)

Captions:

23,967-Vaux, key-point of the defenses near Verdun, obliterated by the ebb and flow of war.

23,970-Chateau-Thierry, the farthest point of German penetration last spring, where American forces began the drive which served as a prelude to the present vast retirement.

The War Department authorizes the following statement:

Over 100,000 prints of aerial photographs had to be turned out in four days by the aerial photographic force of the Air Service during the recent offensive west of Verdun and in the Argonne region, according to an overseas report just received here. The aerial negatives had originally been made by French squadrons operating over the sector, but the production of prints on the large scale necessary had been left to the American service. As the offensive was in the nature of a surprise, all the preparatory work, especially the bringing up of American air squadrons, had to be concealed up to the last minute.

The American photographic force was brought together and travelled all night to headquarters, arriving at 9 A.M. By 10 o'clock a laboratory had been improvised in the shed of a brewery, and the printing was actually in progress. During the first night, with most limited facilities, 3000 prints were made, and later a record of 9000 prints in 16 hours for a single photographic section

established, the latter made possible only by carrying all the water in buckets on a considerable distance.

During the offensive the advance of the troops was so rapid that nearly all the planes and observers were occupied in making visual observations and directing artillery fire. Aerial photographs, however, were made by the American forces of the results of heavy artillery fire, and proved very valuable. A photographic mission also was sent out along the Meuse to ascertain if reports were correct that all the bridges were down. The results were so good that the exact number of troops, trucks, and even machine gun companies in movement at that hour was ascertained.

Valuable lessons were learned in this largest operation of the photographic section yet carried out overseas.

"All of this work", the report says, "was done under the crudest possible conditions, and the results speak very highly for the quality of our men, their ability, resourcefulness and endurance, for there was very little sleep for anyone during those four days, but the men all realized the importance of their work and took particular pride in it."

"Photographic sections will from now on be subjected to work under extremely difficult conditions. The area over which the advances are made is usually severely torn up by the artillery and no shelter of any kind is available, transportation facilities are limited, barracks extremely scarce, and photographic sections often left to shift for themselves. The ingenuity and push of the photographic officer is taxed to the limit."

CITATIONS

Section A.

Released for morning papers, Tuesday, November 19, 1918, and thereafter.

The Commander in Chief of the American Expeditionary Forces, in the name of President, has awarded the distinguished service cross to the following named officers and soldiers for the acts of extraordinary heroism set forth after their names:

First Lieutenant Frank Baer, as S.R.C., Pilot, 103rd Aero Pursuit Squadron, for the following repeated acts of extraordinary heroism in action five, April 12 and 23, May 8 and 21, 1918, Lieutenant Baer is awarded a bronze oak leaf to be worn on the distinguished service cross awarded him April 12, 1918. Lieutenant Baer brought down enemy planes on April 5, April 12 and on April 23, 1918 on May 1918 he destroyed two German machines and on May 21, he destroyed the 8th enemy plane."

Next of kin: Mrs. Emma B. Dyer, mother, 1304 Maud Street, Fort Wayne, Ind.

First Lieut. Wallace Coleman, Pilot, Observation Group, 4th Corps, "For extraordinary heroism in action near Jaulny, France, September 12-13, 1918. On September 12, Lieutenant Coleman, with Second Lieut. William Belzer, observer, while on an artillery surveillance mission, was attacked by an enemy plane. They

waited until the enemy was at close range, fired fifty rounds directly into the vital parts of the machine, when the machine was seen to disappear out of control. The next day Lieutenants Belzer and Coleman, while on a reconnaissance mission were attacked by seven enemy aircraft. They unhesitatingly opened fire, but owing to their guns being jammed, were forced to withdraw to our lines, where, clearing the jam, they returned to finish the mission. Their guns again jammed, and they were driven back by a large patrol of enemy planes. After skillful manoeuvring they succeeded in putting one gun into use and returned a third time, only to be driven back. Undaunted, they returned the fourth time and accomplished their mission, transmitting valuable information to the infantry headquarters."

Home address: R. B. Coleman, father 1625 Boyd Avenue, Racine, Wisconsin.

Second Lieut. William Belzer, Observer, Observation Group, 4th Corps. "For extraordinary heroism in action near Jaulny, France, September 12-13, 1918. On September 12, Lieutenant Belzer, with 1st Lieutenant Wallace Coleman, Pilot, while on an artillery surveillance mission, was attacked by an enemy plane. They waited until the enemy was at close range, fired fifty rounds directly into the vital parts of the machine, when the machine was seen to disappear out of control. The next day Lieutenants Belzer and Coleman, while on a reconnaissance mission, were attacked by seven enemy aircraft. They unhesitatingly opened fire, but, owing to their guns being jammed, were forced to withdraw to our lines, where, clearing the jam, they returned to finish the mission. Their guns again jammed and they were driven back by a large patrol of enemy planes. After skillful manoeuvring, they succeeded in putting one gun into use and returned a third time, only to be driven back. Undaunted, they returned the fourth time and accomplished their mission, transmitting valuable information to Infantry Headquarters."

Home address: Frank B. Belzer, Glasgow, Montana.

First Lieut. William Duckstein, Pilot, First Aero Squadron. "For extraordinary heroism in action between Montrebeau and Exermont, France, September 29, 1918. While on a special command reconnaissance to ascertain whether or not there was any concentration of enemy troops between Montrebeau and Exermont, which might indicate a possible counter-attack, this officer obtained information of the very greatest value. Flying over the enemy's at an altitude of less than 200 metres, in spite of most unfavorable atmospheric conditions, in the presence of numerous enemy aircraft, and under continuous heavy rifle and machine gun fire from the ground, Lieutenant Duckstein spotted enemy troops massed for counter-attack, and, although severely wounded by a machine gun bullet from the ground, continued his mission until he had clearly and accurately located the position. He then returned, and, though suffering from the pain of his wound, succeeded in writing out and dropping a clear and complete message. The counter-attack, launched shortly afterward by a fresh enemy division was crushed, and the accurate and timely information brought back by Lieutenant Duckstein after a very gallant flight under highly adverse conditions, was of the greatest importance in this success."

Home address: Mrs. A. W. Duckstein, wife, Wardman Courts, West, Washington, D. C.

First Lieut. Alan Nutt, (deceased), Pilot, 94th Aero Squadron, - "For extraordinary heroism in action near Porges, France, September 26, 1918. While on a patrol Lieutenant Nutt encountered and unhesitatingly attacked eight Fokker Planes. After a few minutes of severe fighting, during which he displayed indomitable courage and determination, this officer shot down one of the enemy planes. Totally surrounded, outnumbered, and without a thought of escape, he

continued the attack until he was shot down in flames near Drillancourt."
Next of kin: Robert H. Nutt, Cliffside, New Jersey.

Second Lieut. Percival G. Hart, 135th Aero Squadron, -"For extraordinary heroism in action during the battle of the St. Mihiel, salient, September 12-13, 1918. On September 12, he made three infantry liaison patrols and obtained valuable information of the location of our advancing line, which information he conveyed to organization commanders. Bad weather conditions necessitated flying at a very low altitude, but, in spite of this and repeated attacks by superior numbers of enemy aircraft, he drove them off by his accurate fire, and accomplished his mission. On September 13, he unhesitatingly went to the assistance of three Allied planes which were being attacked by a large patrol of the enemy and by his steady fire drove off the enemy patrol and enabled the three Allied planes to return."

Home address: D. M. Hart, father, Chicago, Illinois.

The War Department authorizes the following:-

At Ellington Field, Houston, Texas, a crew consisting of four privates and two non-commissioned officers, uncrated and assembled an airplane in three hours and fifty minutes. This included the time consumed in hauling the boxes full of parts from the freight yard to the hangar, unloading and unpacking the boxes, assembling the airplane in every detail ready for flight, and taking the empty boxes back to the freight yard.

The winning crew was not made up of picked men but one of fourteen selected at random from Squadron quartered at Ellington Field which were unloading and assembling a new shipment of planes received from the factories. The time of the slowest team was five hours and nine minutes.

At another field recently a crew of experts consisting of twelve non-commissioned officers did this same work in three hours and eight minutes, but they were especially selected men and twice as many in number.

The trial flight of the first American built ~~Handley-Page~~ airplane was witnessed last Friday by President and Mrs. Wilson, Secretary of War Baker, Mr. John D. Ryan, Colonel Arthur Woods, Assistant Director of Military Aeronautics and a crowd of five thousand spectators. The event took place at the polo field in Potomac Park in the early part of the afternoon.

The airplane was piloted by Captain E. B. Waller of the Royal British Air Forces. Prior to the flight Captain Waller shook hands with the President who expressed an interest in his career. To emphasize the size of the biplane an ordinary plane was parked beneath each of its broad wings.

WAR DEPARTMENT
Air Service

OS 957

Division of Military Aeronautics
Washington, D.C.

WEEKLY NEWS LETTER - WEEK ENDING SATURDAY, NOVEMBER 23, 1918

Copy a 7a ✓
John D. Ryan, Director of Air Service, and Assistant Secretary of War, has a statement commending the formation of the Air Service Clubs' Association, a membership campaign in behalf of which is being conducted by the officers of the organization. Mr. Ryan was one of the first to join the Association and has been elected Chairman of the Board of Control. Mr. Ryan's statement says:

"THE AIR SERVICE CLUBS' ASSOCIATION promises to accomplish much for the Air Service and should bring the personnel of the Service into closer relationship, professionally and socially."

Opportunities are offered members through local Clubs in the United States and through the co-operation of the association with Air Service Organizations in other countries that should result in great benefit to the members, and I believe will result in a permanent Association of international scope, which I consider to be highly desirable."

Nine L.W.F.'S, which have been used as training planes left Kelly Field week bound for Siberia where they will be used by the Czecho-Slovak forces fighting against the Bolsheviki.

Lieutenant William T. Campbell, Assistant Officer in Charge of Flying at Kelly Field recently made 102 consecutive loops from a height of ten thousand feet.

CITATIONS
Air Service

The Commander in Chief in the name of the President, has awarded the distinguished service cross to the following named officers and soldiers for acts of extraordinary heroism set forth after their names:

Col. (Brig. Gen.) William Mitchell, Chief of Air Service, First Army, - repeated acts of extraordinary heroism in action at Noyon, France, March 26, 1918, near the Marne River, France, during July 1918, and in the St. Miniel battle, France, September 12-16, 1918. For displaying bravery far beyond that required by his position as Chief of Air Service, First Army, American Expeditionary Forces, setting a personal example to the U.S. Aviation by piloting a biplane over the battle lines since the entry of the United States into the war. Some instances being a flight in a monoplane over the battle of Noyon on March 26, 1918, and the back areas, seeing and reporting upon the action of both air and ground troops, which led to a change in our aviation's tactical methods. Also a flight in a monoplane over the bridges which the Germans had laid across the Marne during July, 1918, which led to the first definite reports of the

location of these bridges and the subsequent attack upon the German troops by our Air Forces. Daily reconnaissances over the lines during the battle of St. Mihiel Salient, September 12 to 16, securing valuable information of the enemy troops in the air and on the ground, which led to the excellent combined action by the allied air services and ground troops particularly in this battle."

Major Paul Armengaud, French Army, assistant Chief of Staff, Air Service, First Army. - "For extraordinary heroism in action near St. Mihiel, France, Sept. 12-16, 1918. Major Paul Armengaud, French Army, while acting as assistant Chief of Staff, Air Service, First Army, displayed great bravery much beyond that required by his position while acting as observer in an airplane. Each day of the battle in the St. Mihiel Salient he flew over the hostile lines through our own and the enemy's artillery and machine gun fire, observing the enemy air and ground activity and the disposition of our own Air Forces, thereby bringing back valuable information as to the enemy's dispositions and probable intentions which materially aided in our subsequent operations."

Beginning Friday, November 22d, Army planes from flying fields in various parts of the United States, will start a series of cross-country flights to cities in their sectors to chart air lines, make air maps and gather valuable air statistics. Incidentally they will locate Sites for landing fields and airdromes; the landing fields to become part of a great chain that soon will "air link" every important community in the country from coast to coast; the airdromes in addition to offering shelter to visiting flyers to be made available if needed in helping to house the equipment the Air Service will bring back from overseas. This reconnaissance work will be gradually extended as fast as arrangements can be made.

An important part of this work by the Air Service is bringing up to date the records started years ago by the cavalry, which by cross country rides made extensive maps for future emergencies, showing all available shelter, battery locations, good roads, bad roads, fords, safe bridges, poor and plentiful sources of water and food supplies.

Then the cavalry was the eyes of the Army. Today the airplane takes the cavalry's place, and to operate successfully in the air, squadron commanders must know their sky routes as cavalry leaders knew the turnpikes and highways. As the horseman needed water and forage, so the air pilots use gas, oil and landing fields. Without landing fields under him and without chartered lands through the sky, the flyer today is just as much up against it as the pathfinder of colonial times blazing a trail through a trackless forest.

The flyers who start this air map making campaign Friday are combat pilots trained in the United States for fighting overseas and whose battle training has, by the armistice, been turned to account in preparing for the times of peace.

Major General Kenly, Director of Military Aeronautics, has placed in charge of this immense reconnaissance work, Colonel M. F. Davis, head of the Training Section and an army officer who saw his first field service on the plains with the First and Fourth Cavalry, and who has ridden horseback all three historic trails across the continent - the Lewis and Clark, Oregon and Santa Fe.

Membership in A.S.C.S. Permanent. ✓

One of the aims of the Air Service Clubs' Association is to retain on its rolls all members who leave the Service in good standing. In fact, a primary object of the Association is to keep the personnel of the Air Services in close touch after the termination of the war, fostering keen and active interest in all forms of military aeronautics. The members who pass into civil life, therefore, will continue as active members in full standing.

The average rating of the officers at Kelly Field was 60.80/c . Eighty one officers on duty at Headquarters lead with an average rating of 60.3 o/c.

The following instructions were sent by wire from the office of Major General Kenly to all fields, camps, barracks, depots, etc. in the Division of Military Aeronautics:

"All cadets now in training at Air Service flying and ground schools will be given option of immediate discharge without commission or completing their training. Those who continue will, upon completion of training, both primary and advanced, be immediately discharged and sent to their homes but will receive in due course commissions as second lieutenants in the Officers' Reserve Corps. Any cadet now in training who was transferred from the Student Army Training Corps ^{may} be retransferred to the Students Army Training Corps if he so requests, provided he returns to college immediately. No further commissions will be issued at fields and no cadet will be continued upon active duty after he has completed his entire training.

"Every non-flying officer should be given an opportunity to complete his flying training whether class 1 or 2.

"If any officers desire separation from the service and if their services can be spared, forward their names to this office for proper consideration."

In addition, orders have been issued for the closing of the flying fields at (Selfridge), Mt. Clemens, Mich., (Chanute) Rantoul and (Scott) Belleville, Illinois. Orders have also been issued for the abandonment of the Air Service Mechanics School at St. Paul. Candidates for commissions at balloon schools will be discharged and commissioned in the Officers' Reserve Corps as rapidly as they complete their course of instruction.

Circular
No. 75.

WAR DEPARTMENT,
Washington, November 20, 1918.

DISCHARGE OF OFFICERS. ✓

1. The President has determined, under the provisions of section 9, act of Congress approved May 18, 1917, that the public service will be promoted by the discharge, as rapidly as their services can be spared, of officers in The United States Army, except those holding commissions of any kind in the Regular Army

2. Department commanders, commanders of camps not under the jurisdiction of department commanders or of chiefs of bureaus of the War Department; commanders of ports of embarkation, all chiefs of staff corps and departments, including the Chief of Field Artillery and the Chief of Coast Artillery, are authorized and directed to discharge such officers of the line and staff as are under their command as rapidly as circumstances permit.

3. All separations from the service will be by discharge as authorized by law; tenders of resignation will not be received nor considered. Such discharges will be a complete separation of the individual from the military service and will terminate all commissions held by him in the Officers' Reserve Corps or otherwise. All officers should be so informed and should also be informed that, while they are given opportunity to express their desires relative to commission in the Reserve Corps or the Regular Army, the granting of such commissions will be entirely dependent upon their fitness, eligibility and such vacancies as may be provided by existing or future laws and regulations.

4. Orders received directing the reduction of the enlisted strength of a command will be construed as requiring a corresponding reduction of commissioned strength in the manner provided by these instructions, For the purpose of determining the order of discharge, officers will be arranged into the following classes and discharged in this order:

First, Officers desiring full and immediate separation from the service.

Second, Officers desiring prompt separation from the service and subsequent appointment or reappointment in the Officers' Reserve Corps and whom commanding officers recommend for such appointment.

Third, Officers desiring appointment, if opportunity permits, in the Regular Army and whom commanding officers recommend for such appointment.

5. The following officers will not be discharged under provisions of these instructions:

- a. Officers holding commissions in the Regular Army, either on the active list or retired list.
- b. Officers in arrest, under charges, or serving sentence of a general court-martial.
- c. Officers having had money or property accountability and who have not a clearance therefor.
- d. Officers on sick report or in hospital.
- e. Officers who for exceptional reasons can not be spared or who, in the opinion of the commanding officer, should not be discharged at this time.

Officers of classes b. c. d. and e. may be discharged when no longer in the status stated.

6. For each officer discharged under these instructions there will be prepared and forwarded to The Adjutant General of the Army such records as are prescribed in Circular No. 73, War Department, 1918. In addition to the records and reports required therein a report of discharge on Form 150-CPE-GS will be sent separately by registered mail to The Adjutant General of the Army. A copy of this form is being distributed. It will be reproduced locally in sufficient quantity to meet all requirements and will be completed in all respects before forwarding.

7. In addition to the reports required by Circular No. 73 and by paragraph 6 of these instructions, a telegraphic report will be sent daily to The Adjutant General of the Army, Attention Room 325, giving the following information: The number of officers of each arm or corps by grades discharged that day under provisions of this circular. Also a list, giving the full name, rank, organization, arm, staff corps or department of each officer discharged that day, will be sent daily by registered mail to The Adjutant General of the Army, Attention Commissioned Personnel Branch.

8. The following form of order will be used in discharging officers under these instructions:

"By direction of the President, and under the provisions of Section 9, Act of Congress, May 18, 1917, and Circular No. 75, War Department, 1918, Captain John Doe, Infantry, is honorably discharged from the service of the United States, for the convenience of the government, to take effect this date, his services being no longer required."

9. It is the intention to issue Reserve Corps commissions in general to those officers who have served with credit to themselves during the war and who desire such commissions. Care should be exercised therefore in the entries and recommendations on Form 150-CPB-GS to insure justice to the individual and to the Government. In case they desire to do so applicants for commission in the Reserve Corps or Regular Army will be permitted to append to Form 150-CPB-GS copies of letters from military superiors setting forth specially meritorious service or action.

10. In connection with these discharges attention is directed to the following:

a. Section 9, act of May 18, 1917, (See page 11, Bulletin No. 32, War Department, 1917).

b. Sixth paragraph, Section 37, act of June 3, 1916, (See page 20, Special Regulations No. 43).

c. Act of March 2, 1901, relative to travel allowances. (See paragraph 684, Military Laws of the United States, 1915).

d. Act of March 30, 1918, relative to restoration of enlisted men to former grades. (See section V, Bulletin No. 22, War Department, 1918).

e. Memorandum of Judge Advocate General, August 30, 1917, (See paragraphs 3, 4 and 5, page 22, Bulletin No. 72, War Department, 1917).

f. Opinion of the Judge Advocate General, 241.5, March 30, 1918. See page 23, Digest of Opinions, March, 1918).

11. Prompt compliance with instructions contained herein is directed. (210.8, A.G.O.)

By order of the Secretary of War:

PEYTON C. MARCH,
General, Chief of Staff.

Official:

P. C. HARRIS,
The Adjutant General.

The manner in which officers of the Air Service responding to the membership campaign, now being conducted by the Air Service Clubs' Association, may be judged by the action of the commissioned personnel of the Air Service Armorer's School, at Fairfield, Ohio. The Commanding Officer appointed Lieutenant George H. Cox, to be treasurer of a Membership Committee. As a result of their activities, forty one members were enrolled in the Association.

The resignation of Mr. John D. Ryan as Second Assistant Secretary of War and Director of Air Service has been announced. Mr. Ryan, who as President of the Anaconda Copper Company has been prominently identified in the financial world will resume his private affairs. In the interim until a successor is chosen Mr. W. S. Petter will act as Director of Air Service.

Mr. Ryan's letter of resignation and Sec'y of War Baker's acceptance read as follows:

November 21, 1918

Dear Mr. Secretary:

With the signing of the Armistice and the consequent reduction in the program of Aircraft Production, I believe my work here has become relatively unimportant. I have not taken over the actual direction of Military Aeronautics and my connection with it has not made any real change in its operations.

I feel strongly, that now the war is over, my duty lies in the line of my former work. Labor and industry of the country must be quickly adjusted from a war to a peace basis, and the copper production is one of the most vital to the country's welfare. I believe I can do much in helping to bring about stable conditions, and that I should take up the work immediately.

I therefore resign as 2nd Assistant Secretary of War and Director of Air Service, to take effect as soon as convenient to you.

I desire to express to you my sincere gratitude for the opportunity given me to serve in the war, I have had at your hands the greatest assistance and encouragement in all the work I have had to do. I shall always prize the association with you and with the War Department.

Sincerely yours,

(Signed) John D. Ryan.

To
The Secretary of War,
Washington,
D. C.

JDR/ISD

November 22, 1918

My Dear Mr. Ryan:

I have just received your letter of November 21. Realizing the very great importance of the production and distribution of copper in the reestablishment of our national civilian industry, and your own intimate relation to this great business, I reluctantly acquiesce in your desire to return to it and to terminate your relations as Second Assistant Secretary of War and Director of Air Service.

Your unfailing courtesy has been a source of great personal happiness to me, and your services to the country as Director of Air Service have been conspicuous; the sense of sureness and executive efficiency which your advent contributed to the Air Service made from the first a marked improvement in the entire prospect. The armistice of course has interrupted the constructive development of that great program. It had, however, advanced beyond the experimental stages, and even in so new an art as the air service America's contribution within a year and a half was substantial and would, in a short time, have been determinative.

I shall set your own judgment as to the most appropriate time for the termination of your office, expressing only the hope that you will continue until the plans for contract cancellation and demobilization are sufficiently matured to allow those who are to carry them out to have definite and fixed principles for their guidance.

Cordially yours,

Newton D. Baker,

Secretary of War.

Honorable John D. Ryan,
Second Assistant Secretary of War.

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weekly
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WAR DEPARTMENT
Air Service
Division of Military Aeronautics
Washington, D.C.

WEEKLY NEWS LETTER- WEEK ENDING - SATURDAY NOVEMBER 30, 1918

At the time the armistice was signed contracts had been signed for the manufacture of 95,993 airplane motors of which number 31,814 had been actually manufactured. Of this number 15,131 were Liberty motors. In October 5,603 motors were turned out with a contemplated production of 8,000 in January, 1919 and 10,000 a month for the following four months. In addition to this, 12,000 airplanes and seven hundred kite balloons were manufactured.

These figures and others as interesting in connection with the production of aircraft were made public at an exhibition of airplane material held in the State, War and Navy Building, Washington, on November 28 before Secretary of War Baker and a gathering of newspaper men.

A DeHaviland Four bombing plane was used as a model to illustrate the strides made in aeronautics. Officials who spoke to the gathering declared that the machine shown was typical of more than five hundred which were awaiting shipment overseas when the armistice was signed. The statement was also made that 38,000 of the type of Marlin machine gun mounted on the De Haviland had been produced in the past twelve months in addition to 30,000 of the Lewis type.

The names of the concerns engaged in the manufacture of Liberty engines and the number produced by each were announced. The Packard Motor Car Co made 6,000, the Lincoln Motors Company, 6,000, Ford Motor Company, 5,000; Nordyke and Maiman 3,000; General Motors Corporation, Buick and Cadillac companies, 2000 each and the Trego Motors Corporation, 500.

On the subject of spruce and linen some interesting statements were made. It was said that to the United States fell the task of supplying the spruce for the aeronautical programme of the Allies as well as it's own. In October of last year 5,000,000 feet a month was demanded while the maximum production only totaled 2,500,000 feet. In the same month of this year the requirements were 20,000,000 feet a month which was met with a production of 25,000,000. To procure this amount of spruce 30,000 men were employed in the Northwest. To supply sufficient quantity cotton fabric as a substitute for Irish linen, 2,500 looms were manufacturing 1,200,000 yards a month when the armistice was signed. Up to that date more than 13,000,000 yards of fabric had been delivered to the government.

Officials of the Air Service Clubs' Association are urging every officer in the Air Service to become members of this organization with a view of keeping up the interest in the aviation of peace times and taking a leading part in the future development of military aeronautics.

The officials are pointing out to officers in the service that they are the pioneers in this mode of warfare and as such should continue to be prominently identified with the subsequent growth of this branch of the army. In no other way can this be better accomplished, in the opinion of the organizers of the Association, than through the medium of a club.

Officers are being appointed in every field in the United States and abroad to take charge of a membership campaign and already the enrollment cards are being received at the headquarters in Washington. It is planned to reach the officers individually in order to discuss with them the various points in connection with Association.

Amick
12/3

The S. S. Mauretania sailed from Liverpool at 4 P.M. on November 25 for New York, with the following troops:

	Officers	Enlisted Men
330th Aero Squadron	2	132
367th " "	3	118
5th Construction Co., Air Service	3	222
309th Aero Squadron	3	125
167th Aero Squadron	2	169
187th " "	3	150
225th " "	2	127
226th " "	4	176
267th " "	3	145
308th " "	5	142
305th " "	2	173
316th " "	3	138
310th " "	2	166
321st " "	3	137
216th " "	3	191
268th " "	2	140
Radio Detachment	1	45
325th Aero Squadron	3	119
319th " "	3	131
331st " "	2	112
188th " "	2	139
156th " "	3	156
317th " "	2	143
333rd " "	3	137
228th " "	3	136
339th " "	4	128
Casuals	76	1
Casuals; sick and wounded	8	107
Casuals	1	4
Medical Detachment	9	18
Total	165	3834

Orders have been issued to all Commanding Officers of fields to place cadets on flying status as enlisted men, under paragraph 1342½ Army Regulations, which insures them 50% increase, payment of which had been suspended pending action on the bill before Congress, authorizing them \$75.00 a month.

These cadets will now be entitled to receive \$49.50 per month instead of the \$33.00 as First Class Privates.

To take part in an aerial battle in which Lt. Beno Pouck, the famous French ace was also a participant, is an honor to any aviator, but to have the good fortune to bring down a Hun plane which the French ace himself was anxious to demolish is a still greater accomplishment. This good fortune fell to Lt. Park P. Jones, of the 35th Aero Squadron who has just returned to his home at 50 V St., Washington, D. C. after nearly a years service in France.

Before the war, Lt. Jones was engaged in a more or less prosaic task of publishing. He chose the Air Service, because as he described it; "it looked like a soft cinch" and was sent to Ground School at Cornell University. Following the completion of his training at Selfridge Field, Mt. Clemens, Mich., and Gerstner Field, Lake Charles, La., Lt. Jones was sent to France. He subsequently was appointed instructor at the large aviation field at Issoudun.

He was assigned to duty at the front. Describing his experience with Lt. Fonck he said: "Just about dusk one evening during the latter part of June, four French aviators and myself flew over the line in formation, Lt. Fonck in command. We were flying at a height of about 3000 meters a short distance beyond our line, when we encountered an equal number of German Fokkers. They put up a game fight - one of the pilots in particular. Lt. Fonck maneuvered around him, I being a short distance ahead. Suddenly the Hun pilot apparently realizing that he was up against an extra skillful opponent, darted in my direction. As he sped past me I was able to splash him with machine gun bullets and he fell to earth."

Lt. Jones spoke in glowing terms of the work that was being accomplished at the training fields in France when the war ended. He said that the enthusiasm of the American boys was unbounded.

1st Lieut. Harry A. Schlotzhauer of Terre Haute, Ind., who has just returned from overseas, described an air ferry operated by the British over the channel for their returning ferry pilots. Every day a number of planes are delivered from England to France via the air and it is necessary to get the ferry pilots, as they are called, back home as soon as possible. To this end an aerial ferry for the returning pilots was established. Handley-Page's, which are the "ferry boats", leave a little port in France called Marquise three times a day; one in the morning, one about noon and one about four P. M. This line has been operating since June and is said to save the returning pilots about 24 hours time. From twelve to fifteen men can be taken over the channel at a time, and while most of them are returning ferry pilots, some of them are officers on special trips whose time allotment is short. The English end of the ferry is at Lympue near Folkstone.

Lieut. Schlotzhauer received his first training in this country at the ground school at the University of Illinois, and then went overseas where he completed his work with the British. He was finally attached to the 206th British Squadron, and the 91st American Vavincourt, Meuse. The British Squadron was originally a land squadron attached to the Naval Flying Corps, but in April, 1918, became a part of the Royal Air Forces.

In one of the flights he had witnessed, Lieut. Scholtzhauer mentioned a group of 103 which he saw over the lines. They were only a part of a gigantic formation of British, French and American planes sent out on account of the Commanding Officer of the Third Corps then on the west bank of the Meuse. On this occasion there was a group of 355 planes sent out to bomb the area opposite the Third Corps, about 3000 yards in and back of the territory from the Meuse between Metz and the lines.

The group of planes comprised 253 bombers and 100 scout planes. They left their respective fields early one afternoon and flew over the lines between three and four P.M. Planes from eight or ten fields took part in this flight, and during the afternoon brought down from 12 to 14 enemy planes, losing but one plane out of the total 353 from anti-aircraft fire.

The following letter was written in May, 1918, by Lieut. Walter V. Barnebey, a young flyer of the A. E. F., emergency address, Mrs. A. L. Crawford, mother, Summer, Washington. Before joining the Air Service he was employed in the Panama Canal Zone on underground conduit work. His superior officers in the Air Service feared he would not make good as a flyer, as he learned slowly, but he persevered and finally won his wings. Then he had to be reprimanded for taking chances. His first technical offense was looping the loop in a machine not designed for that work. When asked why he did it, he said the French told him it could not be done and he wanted to show them that Americans could do it. Barnebey's work over the lines in bringing back information was remarkable and it was while starting on one of these trips on May 22, that he was killed. He had reached an altitude of 4000 feet when the machine was seen to go into a tail spin. He succeeded in righting it and was flying level, but crashed into the side of a hill. He failed to regain consciousness. An American officer of the 32d French Corps, to which Lieut. Barnebey was attached, pinned the Croix de Guerre with palm on the dead flyer who had been previously recommended. The letter follows:

"It was raining yesterday so there was no flying, and as it was Sunday I went down to the village church for a change. It was a beautiful service and all in French, of course, so I understood very little. There was an organ, and a girl of the village played the violin, and there was good singing, too, all of which sounded so good after listening so long to nothing but the roar of motors and the booming of guns. The old priest, before he began the sermon, read the French communique and his eyes glowed as he read it. The young priest, who was here before the war, is now in the trenches and the villagers say he is some scrapper, I understand that many of the priests of France enlisted as privates and they all have made splendid records for themselves.

"Now I'll tell you a little of aviation at the front. Young fellows who think no more deeply of this subject than of stepping into a machine before a crowd of admiring girls and cutting capers over a flying field should be discouraged. To make good at the front, a flyer must have no yellow in his makeup. His machine is a complicated thing of wonderful power, he must watch over it carefully, and when in the air sit in it as though it were a part of himself, fly it instinctively, thinking only of the mission he is sent to perform. On account of the constant publicity of chase work, most people are under the impression that the little fast fighting planes are the only ones to be considered by the elite of the air, while from a purely utilitarian standpoint for the army it is of the least value.

"It is the observation planes that do most of the hard work and get the least credit for it. They are the eyes of the modern army and their work is by far the most important, and with the single exception of the low flyers who attack and bomb troops at a few meters height when a general attack is going on, is the most dangerous of all aviation. The pilot of the observation plane has one or more lives other than his own in his keeping and his plane is one that has cost a great deal of labor to produce. However, chase is indispensable and requires exceptional daring.

"Many of the new big machines are more complicated and more difficult to fly than the smaller chase planes, for when the big observation plane is loaded with an observer, extra machine guns, ammunition, and cameras with plates, etc., it in many cases may land at twice the landing speed of a chase machine. To explain further, a plane must glide to earth at a certain relative speed as to load in weight per square unit of its supporting surface. The greater that weight the faster must be the speed, and consequently the landing of the machine or bringing it to rest on the earth will be more difficult. Also in maneuvering in the air a big fast machine heavily loaded, loses flying speed more easily than a small light machine and without warning, so a pilot must always be more careful in his flying and be sure he has plenty of air space between himself and the earth.

"Flying a photo machine is the most difficult and 'brainy' flying of all. I cannot explain in detail, of course, but the conditions are such that it demands the most of a pilot, while it is of such importance that the enemy spares no expense or trouble to bring him down. His machine is always the objective of all enemy chase machines who can reach him, and a target for the anti-aircraft batteries, for he has to fly a straight and even course, always. He cannot vary his line of flight to avoid the inferno of anti-aircraft shells that are belching forth from dozens of guns. The only time a pilot on a photo mission will leave his course is when enemy machines attack him and then he fights on the defensive. If he can drive off the attacking chase planes, he sticks to his aerial post and continues his mission. Nothing matters to him except those pictures he must take and deliver to his home station, behind the lines, where the plates are rushed in, and by forced processes all the way through, the prints are delivered in a very few minutes to the experts who go over them with a microscope, thus enabling headquarters to know exactly of changes and movements. There is that well known case where an aerial photo showed the German second line and support trenches to be picked with men. The French artillery immediately pounded them into dust and nipped in the bud one of the big Boche attacks. All the German drives since have been started under cover of darkness or the fog.

"Here I want to explain about anti-aircraft shells, 'A.A.'s' or 'Archies' as we call them. There are several varieties of them, and each one worse than the other. They go off with a sharp bang, or a short, sharp, dry bark might better describe the sound. A big shell fired on a target on the ground goes through the air with a big healthy whine, and goes off with a big boom at a distance, and at close quarters it is a loud bang. An A. A. shell exploding close by sounds more like two big dish pans coming together. At a distance an 'A. A.' shell sounds like a gas shell exploding on the ground, a sort of a dull thud.

"The sound is, of course, by far the least disconcerting feature. When the blooming things get too close they rock the ship around as though an Oklahoma cyclone had hit it. The Huns usually fire their Archie shells in bunches of four; eight is the greatest number I have ever seen at once, but these bursts come so fast that, to a pilot just making his first few trips over the lines, it seems as though the entire output of Krupps is concentrated in his immediate vicinity. But he soon gets accustomed to them and does not mind them much. When the shells burst they make a dense white or black smoke, the color depending on whether they are shrapnel or high explosive, which hangs together in a small dense cloud for several minutes, thus enabling the gunner to get a better line on the plane. When the gunners have timed their shells at too great an altitude and the aim is fairly accurate so that some of the shells come whizzing past very near, the plane gets a jar that sends the pilot up in his harness, then bang, back into his seat again. Sometimes they shoot up a bunch of "Onions," burning balls of chemicals strung together on a wire. The balls can be dodged, if the pilot is quick, but if he ever runs into one of the wires, which can't be seen, there will be slow sad music the next day and he will not hear it.

"Regulation of artillery fire by airplane is another important work of the observation squadron. In this the observer regulates artillery fire on a point concealed from observation balloons and signal stations, and naturally, the enemy tries to keep an important group of guns, etc., where only an airplane can see it. Some pilots do not like this kind of work, as it is long and tiresome circling around between battery and target. Yet there are some pilots who like it the best. The observer is a highly trained specialist who watches the fall of the shells on the target and sends wireless messages back, ordering the necessary corrections. By cooperating properly with the observer, the pilot can help make the work comparatively easy and swift. He flies back of his own front lines as much as he can, for just as soon as he comes in reach of them the enemies Archies open up on him. So every circuit he makes is irregular and at varying altitudes, to keep the gunners guessing.

"I know a little pilot who really enjoys playing with the Archies. He flies out to where he knows they will shoot, and as they burst near by he thumbs his nose at them, then side slips his machine down towards the guns, outmaneuvering the gunners' calculations. Then he spirals around, dips and climbs, always thinking just a fraction of a second ahead of them.

"In this regulation the observer cannot hear the burst of the shells he is directing even though they deafen every one near where they land, for the roar of the motor and the air rushing by his ears (or rather his ears rushing through the air) make it impossible. From his lofty perch he sees a sudden upheaval of earth and smoke that from a distance can easily be mistaken for a clump of trees. So it is very necessary for the observer to see well and see correctly, for a man who imagines he sees something is a dangerous observer.

"Artillery regulation is carried on at a comparatively low altitude (about 1200 meters) the height depending, of course, on the size of the guns, and the distance the target is back from the lines, so that the horizontal visibility must be good. In reconnaissance work an observation plane goes into enemy territory, sometimes a long distance back, and gathers information of enemy positions and movements. In this work, as well as in all other observation work, the pilot and observer must be a perfect team so that four eyes can see as two, and two brains can act as one. And they must know just how to fight together, for their machine is the special object of all chase of the neighborhood and they are nearly always attacked by more than one machine, so each must know just what to do to meet every rapid maneuver of the many planes that sometimes attack him.

"Now we come to the last phase of aerial observation, "Infantry Liaison", contract between the advancing infantry and the supporting artillery and headquarters. This kind of work does not happen very often, fortunately for us, as the mortality is very high, indeed. It happens only when an assault is being undertaken, and it calls for the most experienced observers and the most skilled pilots. It is often necessary to fly very low, so low that the enemy chasse planes make no attempt to bother the enemy depending on their machine guns on the ground to bring them down. These planes are the means of communication between the advancing infantry, which is sometimes so isolated as to have no other method of sending back word to the artillery in the rear and headquarters. They also keep headquarters informed of any new and unexpected developments.

"This class of flying in clear weather is very interesting indeed, as one can see the whole battle being waged below. In foggy weather or rain it is just plain hell. It is then the most nerve straining of all flying. Aerial observation is very complicated and in a group can be found many specialists so that the commanding officer must be a flying encyclopedia. He must be a man of open mind with an intimate knowledge of all phases of the work, but first of all he must be a pilot and he must be ^{able} and willing to go out and fly any mission that comes under that class of work. One of the best commanders on the western front says: 'I never send a pilot on a mission I am not willing to undertake myself'. Naturally he never has to ask for volunteers for a perilous mission, for every man in his outfit is always a volunteer.

"Just before General Foch took over the command of the Western front, through lack of unity of action, a big gap was made in the Allied line, and a German army was marching toward that unoccupied territory. The British Air Service saw it and sent every plane available over with hand grenades, explosive bombs, and machine guns. They flew almost wing tip touching wing tip as wide as that gap, and row after row, as fast as each row of planes would reach the enemy, they would pour their ammunition into the advancing masses, make a wide circle and return to their bases, load up with gas and oil and ammunition and return to the assault. They lost many planes, but what of it, they held that gap until it was closed and shattered a German army.

"American observers have made good at the front, They are a cool, nerwy, wide awake bunch of young chaps. I hope that all the pilots being trained in the states are as good as the young pilots we have over here, they can't be better. One outfit of chasse I know so well brought down six Boche machines their first week at the front."

Six American officers of the Air Service returned from over seas, have reported at the Division of Military Aeronautics and have been assigned to Flying Fields where they will assist in instruction work.

They were First Lieutenants Ennis C. Whithead, Westphalia, Kan., Frank S. Whiting, Chicago, Ill., John R. Ramsey, 1426 Main St., Racine, Wis., Joseph H. Conover, Freehold, N. J., and Fraser Hale, and Second Lieutenants Arthur R. Knight, Newburyport, Mass., and Muir S. Fairchild, Seattle, Wash. The latter who was with the French for a long time has the Croix de Guerre.

Lieutenant Frank S. Whiting 6029 Kimbark Ave., Chicago, Illinois, was Captain No 3 Company. Infantry at the first training camp at Fort Sheridan in 1917. He took a reduction to private to enlist as a cadet in the Aviation Corps and went to England to train. As an American pilot, attached to the Royal Air Force, he was on the Western Front flying in a day bombing squadron from May 1, to July 8, 1918, when he was wounded, and following his recovery was transferred to the American Expeditionary Forces as an instructor at the 7th American Instruction Camp, Clermont Ferrand, France. Lieut. Whiting's Squadron made forty six flights over the German lines and was engaged with enemy planes in all but three of those raids. Besides action over Ostend and Zeeberge, he was in the Battle of the Marne and at Perrone. He was wounded three times and received all three wounds in one action. This was over Cambrai on July 8th as his Squadron was returning from bombing objectives twenty-six miles behind the city.

He and five other de Havilland day bombers from the British Squadron were attacked at the time by twenty-eight Hun pursuit planes who shot down two of the Englishmen. Four of the Huns went down in the fight that followed and in the thick of it eight other planes were seen coming up, as the English thought, to their assistance. The new comers, however, proved to be German reinforcements and the four English bombers continued a running fight now against thirty-four Hun planes, most of which were single seaters, four English planes. Lieut. Whiting said none of them would ever have got home if six Bristol 2 seaters from the English camp had not come to their rescue. The Bristols, despite the unequal number against them, immediately attacked and the Huns, turning for the moment to stand off the furious onslaught of the new comers, let up in their fire on the bombers. The bombers thus broke through and put on all speed for home.

"It was then I lapsed into unconsciousness" said Lieut. Whiting. "I don't think I was out very many minutes for when I came to the old boat was speeding along on an even keel. I found I had been shot through one leg by a Hun machine gun, and hit twice in the head, one being under the eye, by a shell burst from the machine below. I turned to look at my observer but couldn't see him. I tried to call to telephone him but could get no answer. When we finally landed on the field at our hangar, he was picked out of his seat with the back of his head blown off. He was an Englishman and a fine fellow, who had volunteered as an observer that day, my regular observer being on leave.

"When the six Bristol fighters finally came down they reported that the Hun planes against them numbered fifty before the Germans quit and disappeared in the direction of the Rhine."

Lieut. Whiting said that the German anti-aircraft gun battery at Westende, Belgium which protected Ostend and Zeeberge, was particularly strong and accurate in its fire, having by direct hit brought down English planes as high as 18,000 feet.

In another raid back of Cambrai Lieut. Whiting said that as they were speeding on their course without an enemy plane in sight, he suddenly noticed lead breaking the instrument board in front of him. He glanced over head and behind but nothing was in sight. The bullets, however, kept on singing around him and just then his observer called through the tube:-

"Hey; Whitey, I just got one through my breeches and through my blouse, two in one, but it never touched me! He's right under us."

Whiting said he looked over the combing of the cock pit and sure enough there was the Hun 100 feet directly under him, shooting like mad. Before he did any real damage, however machine gun fire from another plane in Whiting's Squadron drove him off.

Lieut. Joseph H. Conover, an American observer was formerly an Engineer officer. He served with the British in the 100th Squadron, R.A.F., and tells an interesting story regarding an exploit of an American Pilot who was serving in a British D.H.9 squadron.

1st Lieut. Bonnalli, with a British Officer as his observer, was flying in formation in the Flanders Section, when the burst of an anti-aircraft shell carried away his tail and part of the fuselage. It looked to the pilot and the observer as if they were done for, as, admittedly, it is difficult to fly with the tail planes and rudder gone, but Lieut. Bonnalli's attention was suddenly called to another plane of the formation a little below him, apparently in great distress. A Hun machine was just diving upon it firing steadily. Disregarding his own predicament, Bonnalli immediately dived in turn upon the Hun and succeeded in shooting him down. For this action, executed without reference to his own plight, he received the Distinguished Service Order.

The immediate action over, Bonnalli and his observer gave their attention to their own plane which was far from stable and scarcely manageable. Brief conference followed with the result that the observer climbed out on the fuselage and worked his way back toward where the tail should have been. This helped to bring the plane back into a normal flying position, and on this precarious perch he aided the pilot in managing the machine by shifting his weight backward and forward. And thus they were able to fly to a field and land safely with a tailless plane. A day or two later this versatile observer was up with his own pilot, another British Officer, who was killed over the lines. Again the situation looked hopeless for the observer, but he grabbed the controls and, although not supposed to be able to fly a plane, brought it safely back to his airdrome.

Col. Gerald C. Brant recently passed the J.M.A. tests at Bolling Field and has received his rating; on office detail in Washington.

1st Lieut. L.G. Hallgen is the first officer in the D.M.A. to win his "wings" having completed the course of instruction at Bolling Field. He has been rated as a J.M.A.

The staff of the Aeronautical Magazine which the Air Service Clubs' Association aims to publish is being organized rapidly. At present the staff consists of Captain Earl N. Findley, A.S.,A., formerly of the New York Times; Lieut. Tom Poe, A.S.,A. former editor of the Kelly Field Eagle and at one time attached to the Arkansas Gazette; Lieut. Carl H. Butman, A.S.,A., recently of the News Division of the Committee on Public Information and an aviation magazine; and Jesse S. Butcher, recently connected with the New York Times. Additions will be made to the staff as the work develops. Estimates for the publication of the magazine have been received and the detailed plans as to style and size, are now being worked out. While contributions cannot be said to have begun to flow in very heavily, some have already been received from active members of the Association in the field.

During the last weeks of the Allied Offensive, prior to the cessation of hostilities, squadrons of de Haviland 9's from both British and American Air Forces, were bombing military objectives in the German towns back of the Hun lines every day and night. Despite the opposition put up by the German air squadrons and anti-aircraft batteries, this was particularly true in the neighborhood of Saarbrücken, Kaiserslautern, Treves, Mannheim. Here the British and American planes often had to fight their way 100 miles to their objective through squadron after squadron of fighting Hun machines, and then, after dropping their bombs, have had to fight their way back the whole 100 miles to their own lines.

Recent reports received at the headquarters of the Division of Military Aeronautics, Washington, D.C., tell of twelve de Haviland 9's attached to the Independent force of the British R.A.F. sent over the lines in two formations at 11,000 feet to bomb the factory at Mannheim at a distance of well over 100 miles from the aerodrome. This necessitated a trip, out and back and allowing for divergence to follow routes and pick up bearings, of from 250 to 260 miles. About five miles beyond the line eight enemy scouts determinedly attacked the formation. The leader, however, proceeded to Mannheim, being all the time attacked by enemy aircraft which continued to be reinforced. Over the objective, fifteen more enemy machines came and attacked the formation with determination while the bombs were being dropped. Notwithstanding the presence of the enemy machines, sixteen bombs were dropped with good effect; a large number of these bombs were our heavyweights. Seven direct hits on the factory were obtained and four fires were caused. In addition, another factory a short distance away was also hit and set on fire. The report confirming said:

"Just after leaving the target to return home, the enemy machines came right into our formation and one of them succeeded in hitting the radiator of one of our machines. This caused the engine to 'seize up', and the pilot proceeded to spiral downwards. The whole formation followed him from 12,000 to 6000 feet down to prevent him from being further attacked by the enemy machines and a determined fight followed between the deHaviland 9's and the enemy scouts. As a result of this fight, which lasted about 20 minutes, (and 100 miles over German territory) a number of enemy machines were shot down and were seen to crash. When the fight was over only five of our machines were left in the air, and by extraordinary bad luck, all the experienced pilots went down. The pilots of the remaining five machines were all new and to many of them this was their first raid. One pilot, who had only four raids to his credit at this time, realized the situation and got his observer to tie a white handkerchief to the Lewis gun, indicating that he was their leader, and having collected the formation brought them safely back to the aerodrome. Had it not been for this pilot's presence of mind, some of these five machines would never have got back. For this act he was awarded the Distinguished Flying Cross.

"A few days later, while a formation of deHaviland 9's was attacking the railway station at Metz, the pilot saw a machine (which had apparently dropped out of another squadron's formation unnoticed) 6000 feet below being heavily attacked by a number of enemy aircraft and firing red lights for assistance. One pilot immediately dived into these scouts and took this straggling machine up in his formation and escorted it safely back to the lines.

"The next day, while carrying out bombing raid operations in conjunction with the First American in the St. Mihiel Salient, one of the Squadron's formation got slightly separated from the other machines over Metz. Fifteen enemy scouts immediately attacked the formation and in the first burst wounded three of the observers so that they were unable to fire their guns, and put a bullet in the radiator of one of the machines which was leading the raid, and also through the engine of another. These two machines were then on their own and were attacked by 7 enemy scouts each.

"Although the engines were 'seizing up', the pilots kept them going and prevented the enemy scouts from getting a steady aim on their machines by banking, stalling, "S" turning and spinning, and in this way fought their way to the lines a distance of 12 miles. One Hun was very close on the tail of one of our machines, and when he stalled and zoomed up underneath to fire from his forward gun, our observer shot him down and he was seen to crash on the ground."

Plans are now being drawn by the Air Force which will put this complicated machinery of war on a peace basis and set its energies to practical work for various branches of the Government. Informal conferences have already been held with representatives of the Coast and Geodetic Survey, Forestry Bureau, Weather Bureau, Post Office Department, and others, with a view to estimating the extent of air operations in each.

These plans will utilize the planes, available trained pilots and every mechanic of the Air Service of the Army in the United States. It is believed that a large percentage, if not all of the present strength of the Air Force now on the lines in France, will be used in the patrolling incidental to necessary work in the occupied zone and that this will preclude using any of this force in the plans now making on this side of the Atlantic.

In drawing up these plans, officers engaged in the work are taking into consideration the fact that the Government, through the Army, Navy, and Marine Corps, practically controls the manufacture of planes, the training of pilots, and the building and equipping of flying fields and airdromes; also that the credit for what progress has been made in Aviation in the United States rests with the air forces as now constituted and that it would be doubtful economy to endanger any of the progress thus made by demobilizing this force and scrapping its equipment.

It is also known that the European powers who have made even more wonderful strides in aviation than the United States, intend to maintain their air forces if only for experimental and development purposes, in order to get the greatest possible efficiency out of airplanes for the benefit of the general public. With these powers forging ahead in the development of this science abroad, Army and Navy officers are confident that the United States will not want to be found lagging.

So far the present plans for putting the Air Force to practical every day work on a peace basis and at the same time making it possible for the United States to win and maintain the air supremacy, will include a number of activities. The aerial coast defense stations which were temporarily established here in this country during July, and which materially hampered the German submarine operations off our coast, will undoubtedly be extended and the stations rapidly converted into permanent posts.

Plans for the defense of Panama and the United States insular possessions have also been developed and the carrying out of these plans will call for the use of a considerable number of planes, balloons, and pilots for each.

One interesting development, which may be mentioned specifically at this time, comes from a request from Alaska for air squadrons for an emergency survey of the dangerous Alaskan coast line and certain adjoining sections of the country.

Articles of incorporation of the Air Service Clubs' Association were filed on November 27, 1918 in the District of Columbia. The incorporators were Major General W.L. Kenly, Col. Gerald C. Brant, Col. M.F. Davis, Col. George H. Crabtree, Col. A. L. Fuller, Lieut. Col. Benjamin F. Castle, Major John H. Packard and Lieutenant Tom Poe.

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weekly

WAR DEPARTMENT
Air Service
Division of Military Aeronautics
Washington, D.C.

WEEKLY NEWS LETTER—WEEK ENDING SATURDAY DECEMBER 7, 1918

From the prosaic life of a teacher of chemistry in the High School at Wilmington, Delaware, to the exciting career of an aviator in a pursuit squadron, is a big jump for anyone to make in a few months. That is what happened to Lt. Harold W. Follmer, who has returned to the United States after having seen service in the region between the Meuse and the Argonne. So much so did he like the life of an aviator, Lt. Follmer declared, that he was done with teaching for life.

"I was an instructor in flying, which of course is more exciting to say the least, than teaching budding youths chemistry, but I am surfeited even with that. I shall remain however, in aviation as I am temperamentally keyed up to the flying game. To give up flying would seem like spending a Sunday night in a one-horse town - simply unthinkable."

Lt. Follmer, who is the son of Mr. & Mrs. Harold N. Follmer, is 25 years old and is a resident of Selvins Grove, Pa. He entered the Air Service simply because, as he expressed it, he felt he could do the greatest individual good.

"I felt if I could fly it was my place to enter the Air Service. Another reason that impelled me was the fact that I did not want to come home with a leg off and an eye out. I knew as a flier, this could never happen."

Lt. Follmer was sent to the Ground School at Austin, Texas for the preliminary training. He was transferred to Issoudun France, for flying instructions. He was one of the first twenty men to use Nieuports. The French, he said, refused to fly them and termed the American boys the "Suicide Club". Lt. Follmer qualified as an instructor and was kept at Issoudun. Later, he said, he was sent to the front with the 93rd. Squadron, which was assigned to the region between the Meuse and Argonne. During the time that he was at the front Lt. Follmer said they were outnumbered constantly by the Germans, but the Americans maintained mastery of the situation through superior knowledge of the Air.

Lt. Follmer is a graduate of Susquehanna University of the class of 1915.

Major General Wm. L. Kenly, Director of the Division of Military Aeronautics, with Major Wm. C. Ocker, Air Service, Aeronautics, as pilot, made the air trip from Washington to New York City, on November 29th, in one hour and fifty-five minutes flying time. They left Bolling Field at 10:20 A. M. in a de Havilland Plane and arrived at Garden City, N. Y. at 12:15 P.M.

Major General Wm. L. Kenly has received information from Dayton, Ohio, that the Loening two-seater monoplane, in recent tests there developed 145 miles per hour with full military load, including four guns, which is in excess of any record made by a European seater combat machine. The Loening plane in these tests also climbed 25,000 feet in remarkable time and carrying two passengers, thereby establishing another new record.

Air Service officers here have watched the progress of this new plane in its tests with great interest. This monoplane is American designed and American built. Its construction embodies several new and original ideas. Smaller, of course, than the de Havilland 4, which is a bomber and reconnaissance machine, it weighs only about 2400 pounds loaded for the air, which is practically the weight of a single seater scout. It is driven by an eight cylinder, 300 horse-power Hispano-Suiza engine and the whole power plant is a unit construction and may be easily removed from the body of the plane. Several original ideas are also carried out in the strutting, and the arrangement of the seats is such that the pilot has 50% more vision than in any other combat machine produced before or during the war.

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The Loening monoplane carries sufficient fuel for three and one-half hours.

Grover Cleveland Loening, the designer and builder, is an American. He has been an Aeronautical engineer in this country for the last eight years; is the author of text books used in study by American flying cadets, and has been given the degrees of Bachelor of Science by Columbia University; Master of Arts and Civil Engineer by New York University. His address is Loening Aeronautical Corporation, 45 West 11th St., Long Island City, New York.

The Chief of Staff authorizes announcement of the sailing of the S. S. IMPRESS OF BRITAIN from Liverpool 1:30 P. M., December 1st for New York with following troops:

307th Aero Squadron, 3 officers and 134 enlisted men,
361st Aero Squadron, 3 officers and 130 enlisted men,
140th Aero Squadron, 7 officers and 205 enlisted men,
337th Aero Squadron, 2 officers and 128 enlisted men,
256th Aero Squadron, 2 officers and 133 enlisted men,
834th Aero Squadron, 3 officers and 120 enlisted men,
10-th Construction Company Air Service, 4 officers and 235
enlisted men,
13th Construction, Air Service, 7 officers and 238 enlisted men,
100 1st casual company, 2 officers, 146 enlisted men from all sections
United States,
17th Construction Company, Air Service, 6 officers & 226 enlisted men,
14th Construction Company, Air Service, 7 officers and 226 " "
Casuals sick and wounded, 11 officers and 241 enlisted men, not
requiring special attention, 154 enlisted men bedridden,
female nurses, casual medical detachment, 6 officers and 23 enlisted
men,
Casuals, 13 officers, total 76 officers, 10 nurses, 2389 enlisted men.

ADRIATIC sailed from Liverpool at 7 p. m., December 1st for New York with the following troops:

828th Aero Squadron, 3 officers and 134 enlisted men,
338th Aero Squadron, 4 officers and 144 enlisted men,
336th Aero Squadron, 3 officers and 129 enlisted men,
334th Aero Squadron, 2 officers and 138 enlisted men,
472d Aero Squadron, 4 officers and 144 enlisted men,
377th Aero Squadron, 4 officers and 179 enlisted men,
637th Aero Squadron, 3 officers and 108 enlisted men,
4th Construction Company, Air Service, 5 officers and 244 enlisted
men,
6th Construction Company, Air Service, 50 officers & 261 enlisted men,
7th Construction Co., Air Service, 5 officers and 230 enlisted men,
8th Construction Co., Air Service, 3 officers and 236 enlisted men,
9th Construction Co., Air Service, 5 officers and 243 enlisted men,
Casual Medical detachment, 4 officers and 17 enlisted men

TOTAL, - 80 officers and 2208 enlisted men.
Casuals 30 officers and 1 enlisted man.

Lt. W. A. Mc Carthy, Springfield, Mass., and Lt. N. W. Oyster, Washington, D.C., two observers in the Air Service, recently returned, went overseas a year ago the first of last October; were trained in the French Aviation Corps and sent to French flying fields to instruct American air service cadets. On the first of October, last they went on the line as observers in the First Day Bombing Group. They were on the line one month and all of this time in the Argonne Sector, where their squadrons were attached to the First Army. Both observers testified to the efficiency of the Germans as airplane builders. The German single seaters, usually sent against the American bombing squadrons, they said, were the Siemens-Schuckert, the Fokker triplane and the Fokker biplane, all fast, and while the German pilots

never attacked unless they outnumbered the Allied bombers at least three to one, their tactics were most skillful and indicated careful training. These two American airmen declared that the losses of the American bombers were heavy in the first part of the offensive, when the American de Havillands went over the lines in formations of threes and fours and that the increase in American casualties caused an order to be issued that no formation was to be sent over the line thereafter of less than six. To the best recollection of either Lt. McCarthy or Lt. Oyster, the largest flight sent over the lines by this group at one time was thirty-seven day bombers in four different formations, protected by from not more than fifteen Spad pursuit planes, or a total force of approximately fifty planes.

"On account of the concentration of the 'archie' fire," said Lt. Mc Carthy, "the American day bombing squadrons had to cross the German line at from 12,000 to 14,000 feet. Frequently in squadrons of from ten to twelve planes, five or six planes would be unable to make this altitude and would have to drop out of the formation. But so eager were their pilots and observers to reach their objectives that many times, in spite of their failure to keep up with their formation, they would go on bombing expeditions by themselves, crossing the Hun lines alone without any protection whatsoever and offering battle to as many attacking Hun planes as wanted to fight. Some of these lone Americans reached their objectives, dropped their bombs and got back safely, Many of them, however, were lost.

"As the offensive continued, the performance of the day bombing planes grew better and better. The planes seemed to improve in quality. Better protection to the gas tanks was afforded by new devices made. Individual bombing being cut out, by strict orders, casualties decreased, but even in formations of eight and ten such was the weight of the attack delivered by the German single seaters that seldom did a plane return to its hangar without being full of holes. Wounds were frequent and the clothing of the aviators torn by German machine gun bullets. One pilot had his goggles shot away and escaped injury himself.

"The Hun attacking squadrons, sent to meet us, had a way of climbing from the ground between the sun and our formation. It was difficult to see them and we seldom did until the Fokker biplanes were dropping down on our tails and the Fokker triplanes climbing up under us. Those triplanes had great speed in climbing and it was a favorite trick of some of their best flyers to come up under the formation, get in the middle of the formation behind the leader and pump lead into him before it was possible for the American gunners on either side to get their guns on him. He would dive out of this pocket as quickly as he got into it. On account of their speed, these German single seaters were hard to hit and all we usually got in a fight between six of us and twenty of them was only two or three."

Lt. Oyster said that the American bombing squadrons made a running fight of it every day they went over the lines and the only days they didn't go over the lines were days of rain, heavy fog, or low flying clouds.

In his annual report for 1918 released December 5, the Secretary of War reported on the Air Service as follows:

AIR SERVICE

Organization.

The Aviation Section of the Signal Corps, which had charge of the production and operation of military aircraft at the outbreak of the war, was created on July 18, 1914. To assist in outlining America's aviation program, the Aircraft Production Board was appointed by the Council of National Defense in May, 1917. In

October, 1917, the Aircraft Board, acting in an advisory capacity to the Signal Corps and the Navy, was created by act of Congress. In April, 1918, the Aviation Section of the Signal Corps was separated into two distinct departments, Mr. John D. Ryan being placed in charge of aircraft production and Brig. Gen. W. L. Kenly in charge of military aeronautics. Under the powers granted in the Overman bill a further reorganization was effected by presidential order in May, 1918, whereby aircraft production and military aeronautics were completely divorced from the Signal Corps and established in separate bureaus. This arrangement continued until August, when the present Air Service, under Mr. Ryan as Second Assistant Secretary of War, was established, combining under one head the administration of aviation personnel and equipment.

RAW MATERIALS SECURED

One of the most important problems which confronted the aircraft organization from the start was the obtaining of sufficient spruce and fir for ourselves and our allies. To facilitate the work, battalions were organized under military discipline and placed in the forests of the west coast. A Government plant and kiln were erected to cut and dry lumber before shipment, thus saving valuable freight space. To November 11, 1918, the date the armistice was signed, the total quantity of spruce and fir shipped amounted to approximately 174,000,000 feet, of which more than two-thirds went to the allies.

The shortage of linen stimulated the search for a substitute possessing the qualities necessary in fabric used for covering airplane wings. Extensive experiments were made with a cotton product which proved so successful that it is now used for all types of training and service planes.

To meet the extensive demands for a high-grade lubricating oil castor beans were imported from India and a large acreage planted in this country. Meanwhile, research work with mineral oils was carried on intensively, with the result that a lubricant was developed which proved satisfactory in practically every type of airplane motor, except the rotary motor, in which castor oil is still preferred.

PRODUCTION OF TRAINING PLANES AND ENGINES

When war was declared the United States possessed less than 300 training planes, all of inferior types. Deliveries of improved models were begun as early as June, 1917. Up to November 11, 1918, over 5,300 had been produced, including 1,600 of a type which was temporarily abandoned on account of unsatisfactory engines.

Planes for advanced training purposes were produced in quantity early in 1918; up to the signing of the armistice about 2,500 were delivered. Approximately the same number was purchased overseas for training the units with the Expeditionary Force.

Several new models, to be used for training pursuit pilots, are under development.

Within three months after the declaration of war extensive orders were placed for two types of elementary training engines. Quantity production was reached within a short time. In all about 10,500 have been delivered, sufficient to constitute a satisfactory reserve for some time to come.

Of the advanced training engines, the three important models were of foreign design, and the success achieved in securing quantity production is a gratifying commentary on the manufacturing ability of this country. The total production up to November 11 was approximately 5,200.

PRODUCTION OF SERVICE PLANES

The experience acquired during the operations on the Mexican border demonstrated the unsuitability of the planes then used by the American Army. Shortly after the declaration of war, a commission was sent abroad to select types of foreign service planes to be put into production in this country. We were confronted with the necessity of redesigning these models to take the Liberty motor, as foreign engine production was insufficient to meet the great demands of the allies. The first successful type of plane to come into quantity production was a modification of the British De Haviland 4 — an observation and day bombing plane. The first deliveries were made in February, 1918. In May, production began to increase rapidly, and by October a monthly output of 1,200 had been reached. Approximately 1,900 were shipped to the Expeditionary Force prior to the termination of hostilities.

The Handley-Page night bomber, used extensively by the British, was redesigned to take two Liberty motors. Parts for approximately 100 planes have been shipped to England for assembly.

Table 20 shows the status of American production of service planes by quarterly periods.

Table 20.—Service planes produced in the United States in 1918.

Name of plane.	Jan. 1 to Mar. 31.	Apr. 1 to June 30	July 1 to Sept. 30	Oct. 1 to Nov. 8	Total.
De Haviland 4	14	515	1,165	1,493	3,187
Handley-Page.....			101	1	101

A total of 2,676 pursuit, observation, and day bombing planes, with spare engines, were delivered to the Expeditionary Force by the French Government for the equipment of our forces overseas.

Considerable progress was made in the adaptation of other types of foreign planes to the American-made engines, and in the development of new designs. The U. S. D. 9A, embodying some improvements over the De Haviland 4, was expected to come into quantity production in the near future. The Bristol Fighter, a British plane, was redesigned to take the Liberty 8 and the Hispano Suiza 300 H. P. engines. A force of Italian engineers and skilled workmen was brought to America to redesign the Caproni night bomber to take three Liberty motors, and successful trial flights of this machine have been made.

Several new models are under experimentation. Chief of these is the Le Père two-seater fighter, designed around the Liberty motor, the performance of which is highly satisfactory. Several of these planes were sent overseas to be tested at the front.

PRODUCTION OF SERVICE ENGINES

In view of the rapid progress in military aeronautics, the necessity for the development of a high-powered motor adaptable to American methods of quantity production was early recognized. The result of the efforts to meet this need was the Liberty motor — America's chief contribution to aviation, and one of the great achievements of the war. After this motor emerged from the experimental stage, production increased with great rapidity, the October output reaching 4,200, or nearly one-third of the total production up to the signing of the armistice. The factories engaged in the manufacture of this motor, and their total production to November 8, are listed in Table 21.

Table 21.- Production of Liberty motor to Nov. 8, 1918, by factories.

Packard Motor Car Co	4,654
Lincoln Motor Corporation	3,720
Ford Motor Co	3,025
General Motors Corporation	1,554
Nordyke & Marmor Co	443
Total	13,396

Of this total, 9,824 were high-compression, or Army type, and 3,572 low-compression, or Navy type, the latter being used in seaplanes and large night bombers.

In addition to those installed in planes, about 3,500 Liberty engines were shipped overseas, to be used as spares and for delivery to the allies.

Other types of service engines, including the Hispano-Suiza 300 H.P., the Bugatti, and the Liberty 8-cylinder were under development when hostilities ceased. The Hispano-Suiza 180 H. P. had already reached quantity production. Nearly 500 engines of this type were produced, about half of which were shipped to France and England for use in foreign-built pursuit planes.

Table 22 gives a resumé of the production of service engines by quarterly periods:

Table 22.- Production of service engines in 1918.

Name of engine	Jan. 1 to	Apr. 1 to	July 1 to	Oct. 1 to	Total.
	Mar. 31	June 30	Sept. 30	Nov. 8	
Liberty 12, Army	122	1,493	4,116	4,093	9,824
Liberty 12, Navy	142	633	1,710	1,087	3,572
Hispano-Suiza 180 H.P.			135	284	469

IMPROVEMENT IN INSTRUMENTS AND ACCESSORIES

Few facilities existed for the manufacture of many of the delicate instruments and intricate mechanisms going into the equipment of every battle plane. The courage and determination with which these most difficult problems were met and solved will form one of the bright pages in the archives of American industry.

One of the most important outgrowths of the research work which the war stimulated was the development of voice command in formation flying by means of wireless devices. The great significance of this invention will be appreciated when it is realized that the leader of a formation has heretofore been dependent on signals for conveying instructions to the individual units of the squadron.

TRAINING OF PERSONNEL

After the declaration of war the construction of training fields proceeded with such rapidity that the demand for training equipment greatly exceeded the output. Since the latter part of 1917, however, the supply of elementary training planes and engines has been more than sufficient to meet the demands, while the situation as regards certain types of planes for advanced training has greatly improved. Approximately 17,000 cadets were graduated from ground schools; 8,602 reserve military aviators were graduated from elementary training schools; and 4,028 aviators completed the course in advanced training provided in this country. Pending the provision of adequate equipment for specialized advanced training, the policy was adopted of sending students overseas for a short finishing course before going into action. The shortage of skilled mechanics with sufficient knowledge of airplanes and motors was met by the establishment of training schools from which over 14,000 mechanics were graduated.

At the cessation of hostilities there were in training as aviators in the United States 6,528 men, of whom 22 per cent were in ground schools, 37 per cent in elementary schools, and 41 per cent in advanced training schools. The number of men in training as aviator mechanics was 2,154.

FORCES AT THE FRONT

Early in 1918 the first squadrons composed of American personnel provided with French planes appeared at the front. The number was increased as rapidly as equipment could be obtained. On September 30, the date of the latest available information, there were 32 squadrons at the front; of these 15 were pursuit, 13 observation, and 4 bombing. The first squadron equipped with American planes reached the front in the latter part of July.

LOSSES IN BATTLE AND IN TRAINING

Though the casualties in the air force were small as compared with the total strength, the casualty rate of the flying personnel at the front was somewhat above the Artillery and Infantry rates. The reported battle fatalities up to October 24 were 128 and accident fatalities overseas 244. The results of allied and American experience at the front indicate that two aviators lose their lives in accidents for each aviator killed in battle. The fatalities at training fields in the United States to October 24 were 262.

COMMISSIONED AND ENLISTED STRENGTH

On America's entrance into the war, the personnel of the Air Service consisted of 65 officers and 1,120 men. When the armistice was signed the total strength was slightly over 190,000, comprising about 20,000 commissioned officers, over 6,000 cadets under training, and 164,000 enlisted men. In addition to the cadets under training, the flying personnel was composed of about 11,000 officers, of whom approximately 42 per cent were with the Expeditionary Force when hostilities ceased. The Air Service constituted slightly over 5 per cent of the total strength of the Army.

Secretary Baker's report included a communication just received from General Pershing in which he commented on aircraft and the Air Service as follows:

"Our entry into the war found us with few of the auxiliaries necessary for its conduct in the modern sense. Among our most important deficiencies in material were artillery, aviation, and tanks. In order to meet our requirements as rapidly as possible, we accepted the offer of the French Government to provide us with the necessary artillery equipment.

In aviation we were in the same situation, and here again the French Government came to our aid until our own aviation program should be under way. We obtained from the French the necessary planes for training our personnel, and they have provided us with a total of 2,676 pursuit, observation, and bombing planes. The first airplanes received from home arrived in May, and altogether we have received 1,379. The first American squadron completely equipped by American production, including airplanes, crossed the German lines on August 7, 1918.

It should be fully realized that the French Government has always taken a most liberal attitude and has been most anxious to give us every possible assistance in meeting our deficiencies in these as well as in other respects. Our dependence upon France for artillery, aviation, and tanks was, of course, due to the fact that our industries had not been exclusively devoted to military production. All credit is due our own manufacturers for their efforts to meet our requirements, as at the time the armistice was signed we were able to look forward to the early supply of practically all our necessities from our own factories."

In the battle of St. Mihiel, general Pershing reports:

"The French Independent Air Force was placed under my command which, together with the British bombing squadrons and our air forces, gave us the largest assembly of aviation that had ever been engaged in one operation on the western front."

"Our Aviators", says General Pershing, in another part of his report, "have no equals in daring or in fighting ability and have left a record of courageous deeds that will ever remain a brilliant page in the annals of our Army."

General Pershing, in the name of the President, has awarded the Distinguished Service Cross to the following officers for the acts of extraordinary heroism set forth after their names:

1st Lieutenant George Willard Furlow, Pilot, AS, USA 103 Aero Squadron. For extraordinary heroism in action near Charey, France, September 13, 1918. Lieutenant Furlow, while leading a patrol of 3 monoplace planes at an altitude of 400 meters, met and attacked an enemy patrol of 7 monoplace planes. Despite numerical superiority, Lieutenant Furlow destroyed two of the enemy's planes and with the aid of his companions forced the others to withdraw.

An Oak Leaf is awarded Lieutenant Furlow for the following act of extraordinary heroism in action in the region of Verneville, France, September 17, 1918. Lieutenant Furlow while on patrol with two other companions met and attacked an enemy formation of eight planes. In the course of combat which ensued, Lieutenant Furlow's Planes were severely damaged by the enemy's fire. Despite the damage, he continued the attack until he had destroyed one hostile aircraft and with his patrol forced the remainder of the enemy to retire. Home address, Mrs. S.C. Furlow, mother, 504 W. College Street, Rochester, Minnesota.

First Lieutenant George R. Phillips, (Pilot) AS USA 50 Aero Squadron. For extraordinary heroism in action near Beffu at La Morthomme, France, October 23, 1918. Lieutenant Phillips, (pilot) accompanied by Lieutenant M.B. Brown, (observer) while on a reconnaissance for the 78th Division, attacked an enemy balloon and forced it to descend and was in turn attacked by 3 enemy planes (Fokkertype). The incendiary bullets from the enemy's machines set the signal rockets in the observers cock pit afire. Disregarding the possibility of going down in flames, Lieutenant Phillips maneuvered his plane so that his observer was able to fire on and destroy one enemy plane and drive the others away. He then handed his fire extinguisher to Lieutenant Brown who extinguished the flames. They completed their mission and secured other valuable information. Home address: George W. Phillips, father, 122 West Market Street, Lowiston, Pennsylvania.

Second Lieutenant Mitchell H. Brown, (observer) AS, USA 50 Aero Squadron, For extraordinary heroism in action near Beffu at La Morthomme, October 23, 1918. Lieutenant Oroln, (observer) piloted by Lieutenant G. R. Phillips, while on a reconnaissance for the 78th Division, he attacked an enemy balloon and forced it to descend. They were in turn attacked by 3 enemy planes (Fokker-type). The incendiary bullets from the enemy's machine set the signal rockets to Lieutenant Brown's cockpit a-fire. Disregarding the flames he continued to fire destroying one enemy plane and forcing the others to retire. He then used the extinguisher handed him by his pilot and put out the flames. They successfully completed their mission and secured valuable information. Home address: Mrs. Mitchell H. Brown, mother, Rockwell, Texas.

First Lieutenant Ernest A. Giroux, Pilot, AS USA. For extraordinary heroism in action near Armeieren, France, May 22, 1918. Lieutenant Giroux, while on patrol with 4 other scout planes attacked an enemy formation of 8 monoplace machines. Two of Lieutenant Giroux's companions were forced to retire when their guns became jammed. Despite numerical superiority, Lieutenant Giroux continued the attack endeavoring to protect his leader until finally forced down and killed.

First Lieutenant Frank Baer, as B.R.C., pilot, 103d Aero Pursuit Squadron. "For the following repeated acts of extraordinary heroism in action five, April 12 and 13, May 8 and 21, 1918, Lieut. Baer is awarded a bronze oak leaf to be worn on the Distinguished Service Cross awarded him April 12, 1918. Lieut. Baer brought down enemy planes on April 5, April 12, and on April 23, 1918. On May, 1918, he destroyed two German machines and on May 21 he destroyed his eighth enemy plane." Next of kin, Mrs. Emma B. Dyer, mother, 1304 Maud Street, Fort Wayne, Ind.

First Lieut. Wallace Coleman, Pilot, Observation Group, 4th Corps. "For extraordinary heroism in action near Jaulny, France, September 12-13, 1918. On September 12, Lieut. Coleman, with Second Lieut. William Belzer, observer, while on an artillery surveillance mission, was attacked by an enemy plane. They waited until the enemy was at close range, fired 50 rounds directly into the vital parts of the machine, when the machine was seen to disappear out of control. The next day Lieuts. Belzer and Coleman, while on a reconnaissance mission were attacked by seven enemy aircraft. They unhesitatingly opened fire, but, owing to their guns being jammed, were forced to withdraw to our lines, where, clearing the jam, they returned to finish the mission. Their guns again jammed, and they were driven back by a large patrol of enemy planes. After skillful maneuvering they succeeded in putting one gun into use and returned a third time, only to be driven back. Undaunted, they returned the fourth time and accomplished their mission, transmitting valuable information to the infantry headquarters." Home address, R. B. Coleman, father, 1625 Boyd Avenue, Racine, Wis.

Second Lieut. William Belzer, Observer, Observation Group, 4th Corps. "For extraordinary heroism in action Jaulny, France, September 12-13, 1918. On September 12, Lieut. Belzer, with First Lieut. Wallace Coleman, pilot, while on an artillery surveillance mission, was attacked by an enemy plane. They waited until the enemy was at close range, fired 50 rounds directly into the vital parts of the machine, when the machine was seen to disappear out of control. The next day Lieuts. Belzer and Coleman, while on a reconnaissance mission, were attacked by seven enemy aircraft. They unhesitatingly opened fire, but, owing to their guns being jammed, were forced to withdraw to our lines, where, clearing the jam, they returned to finish the mission. Their guns again jammed and they were driven back by a large patrol of enemy planes. After skillful maneuvering, they succeeded in putting one gun into use and returned a third time, only to be driven back. Undaunted, they returned the fourth time and accomplished their mission, transmitting valuable information to infantry headquarters." Home address, Frank B. Belzer, Glasgow, Mont.

First Lieut. William Duckstein, pilot, First Aero Squadron. "For extraordinary heroism in action between Montrebeau and Exermont, France, September 29, 1918. While on a special command reconnaissance to ascertain whether or not there was any concentration of enemy troops between Montrebeau and Exermont, which might indicate a possible counterattack, this officer obtained information of the very greatest value. Flying over the enemy at an altitude of less than 200 meters, in spite of most unfavorable atmospheric conditions, in the presence of numerous enemy aircraft, and under continuous heavy rifle and machine-gun fire from the ground, Lieut. Duckstein spotted enemy troops massed for counterattack, and, although severely wounded by a machine-gun bullet from the ground, continued his mission until he had clearly and accurately located the position. He then returned and, though suffering from the pain of his wound, succeeded in writing out and dropping a clear and complete message. The counterattack, launched shortly afterward by a fresh enemy division, was crushed, and the accurate and timely information brought back by Lieut. Duckstein, after a very gallant flight under highly adverse conditions, was of the greatest importance in this success." Home address, Mrs. A. W. Duckstein, wife, Wardman Courts, West, Washington, D.C.

First Lieut. Alan Nutt (deceased), pilot, 94th Aero Squadron. "For extraordinary heroism in action near Forges, France, September 26, 1918. While on a patrol Lieut. Nutt encountered and unhesitatingly attacked eight Fokker planes. After a few minutes of severe fighting, during which he displayed

indomitable courage and determination, this officer shot down one of the enemy planes. Totally surrounded, outnumbered and without a thought of escape, he continued the attack until he was shot down in flames near Drillaucourt." Next of kin, Robert H. Nutt, Cliffside, N. J.

Second Lieut. Percival G. Hart, 135th Aero Squadron, "For extraordinary heroism in action during the battle of the St. Mihiel salient, September 12-13, 1918. On September 12, he made three Infantry liaison patrols, and obtained valuable information of the location of our advancing line, which information he conveyed to organization commanders. Bad weather conditions necessitated flying at a very low altitude, but, in spite of this and repeated attacks by superior numbers of enemy aircraft, he drove them off by his accurate fire, and accomplished his mission. On September 13, he unhesitatingly went to the assistance of three allied planes, which were being attacked by a large patrol of the enemy, and by his steady fire drove off the enemy patrol and enabled the three allied planes to return." Home address, D. M. Hart, father, Chicago, Ill.

Second Lieut. Louis C. Simon, Jr., 147th Aero Squadron, "For extraordinary heroism in action in the region of Hadonville Les Lachausse, France, September 16, 1918. While on a protection patrol for American observation planes from the 99th Aero Squadron, Lieut. Simon was fired upon by three Halberstadt biplane fighters. Regardless of his personal danger he immediately engaged the enemy, although alone, drawing them down and away from the observation planes, which continued their important work unmolested. Lieut. Simons continued fighting the three Halberstadts fiercely in spite of the odds against him. He finally succeeded in getting on the tail of one and after firing a short burst at close range the enemy plane fell out of control. The remaining two planes quickly broke off the combat and headed fast with motor full on. Home address, Mrs. M. E. Simon, Normandie Hotel, Columbus, Ohio.

Second Lieut. Wilbert W. White, 147th Aero Squadron, For extraordinary heroism in action in the regions of Etain and Chambley, France, September 14, 1918. While protecting three allied observation planes in the region of Etain Lieut. White was attacked by three Halberstadt fighters. He engaged them immediately, successfully fighting them off and leading them all away from the observation planes, which were thus permitted to carry on their work unmolested. While returning home he dived through a cloud to attack an enemy balloon near Chambley, bringing it down in flames. Two Fokkers scouts then attacked him and, although he was alone, with intrepid courage he attacked the first Fokker head on, shooting until it went down into a vertical dive out of control. Pulling up sharply, he fired a long burst at the second Fokker as it went over him putting it to immediate flight. Home address, Dr. W. W. White, 541 Lexington Avenue, New York, N. Y.

The Balloon Section is being congratulated as a result of the publication of the following orders:

Headquarters First Division,
American Expeditionary Forces,
France, October 12, 1918.

From: Chief of Staff, 1st Division
To: Commanding Officer, 2nd Balloon Company
Subject: Appreciation of Services

1. The Commanding General, 1st Division, directs me to express to you his appreciation and the appreciation of the division for the services rendered by your organization during the operations participated in by this division between the MEUSE and the ARGONNE from September 29th to October 11th, inclusive. The energy and alertness of your organization which enabled the

frequent identification of artillery targets were of great value to the division.

J. H. GREELY
Chief of Staff.

BALLOON GROUP
FIFTH ARMY CORPS, A.E.F.
A.P.C. 769

19 Oct., 1918

Group Special Order
No. 26

1. The entire Balloon Service honors the manuvering squad of the 12th Balloon Company. The devotion to duty shown by the men who composed this squad on 1 Oct., 1918 was such as to set a glowing example to all other balloon companies in the American Expeditionary Forces.

2. Despite the fact that shells were falling on all sides of the balloon, two so close as to tear holes in the fabric, no man left the ropes, nor faltered, well knowing that death was liable to come to them at any moment. The safety of the balloon was their first thought; their personal safety second. They have shown the spirit and loyalty which is expected of true soldiers.

3. This order is to be read to all balloon organizations in the Balloon Group, Fifth Army Corps, at the first formation after its receipt.

By order of Maj. Jouett:

6th Balloon Co.
7th Balloon Co.
8th Balloon Co.
12th Balloon Co.
43rd Balloon Co.
C.A.B., 1st Army
C.A.S., (Ball. Sect.)
File.

Carleton C. Jones
1st Lt. A.S., U.S.A.,
Adjutant.

The following figures will give an idea of the work done by the Salvage Branch: Transferred to other Bureaus of the War Department, \$235,996.56; total value of property sold, \$328,214.09; value of property still under consideration for sale, and for which markets are being found, \$10,855,800.86. Transactions which do not appear in the above are, transfer of 27 tons of waste paper to the Salvage Division of the Quartermaster Corps; the transfer of nearly 80,000 batteries to the same agency, and the return of 3,200 pairs of goggles which proved to be defective to the manufacturers, for repair. The total of these items is more than \$64,000.

Among the large items disposed of by the Salvage Branch are 150,000 gallons of lubricating oil, about 142,000 yards of canvas, 25 L. W. F., airplanes, these ships having been sold to the Czecho-Slav Government, the sale of 2,000 pairs of Aviator's Goggles to the U. S. Navy, the transfer of a \$3,000 unloading crane and of more than \$20,000 worth of road material at Langley Field to the Construction Division; and 1,346 typewriters, which were sold to the various Bureaus and Government agencies.

A campaign has been inaugurated to sell in open market, with the approval of the Chief of the Supply Section, several hundred airships and engines, which served their purpose well as training ships for our aviators and which are no longer needed. These airships, it is believed, will find a ready sale in

open market and will do much to popularize flying in the United States. Another possible market for some of these airships is to Nations of South America and other parts of the world which are favorable to the United States and our Allies.

Air Service Estimates for 1920

The letter from the Secretary of the Treasury to the House of Representatives,* of appropriations required for the fiscal year ending June 30, 1920 includes the following items for the Army Air Service:

Air Service, Aeronautics -----	\$ 19,933,738.47
" " Production -----	\$144,943,514.71
Total Air Service, Army	\$164,877,253.18
Total Air Service, Navy	\$225,000,000.00

AIR SERVICE (AERONAUTICS).

AIR SERVICE, MILITARY --

Creating, maintaining, and operating at technical schools and colleges, and at established flying schools, courses of instruction for aviation students, including cost of construction, equipment and supplies necessary for instruction and subsistence of students, and excluding pay of military instructors and extra pay allowed candidates for commission (cadets) while at flying schools. \$784,591.92

Extra pay allowed candidates for commission (cadets) while at flying schools \$381,024.00

Vocational training in trades related to aviation, including the employment of necessary civilian instructors, purchase of tools, equipment, materials, machines, text books, books of reference, scientific and professional papers, and instruments and material for theoretical and practical instruction at aviation schools. \$325,669.20

Purchase of supplies for securing, developing, printing, and re-producing photographs made by aerial observers \$688,115.20

Purchase of aviation supplies and equipment to be furnished Air Service organizations to be established during the year, and to maintain and replace the equipment of organizations already in service. \$11,451,313.78

Payment of mileage to officers of the Army traveling on duty in connection with aviation. \$197,385.00

Establishment, enlargement, equipment, maintenance, and operation of aviation stations, balloon schools, fields for testing and experimental work. \$5,235,639.37

Salaries and wages of civilian employees in the District of Columbia or elsewhere as may be necessary, and payment of their traveling and other necessary expenses. \$600,000.00

Actual and necessary expenses of officers and enlisted men, and civilian employees of the Army, and authorized agents sent on special duty at home and abroad for aviation purposes, including observation and investigation of foreign military operations and organizations. \$ 25,000.00

Experimental investigation, and purchase and development of new types of aircraft. \$200,000.00

*transmitting the estimates

Necessary expenses incidental to the administration of the Air Service. \$ 30,000.00

All damages to persons and private property resulting from the operation of aircraft at home and abroad., \$ 15,000.00

Total amount to be appropriated under each head of appropriation:
(Aeronautic) \$19,933,733.47

PROVIDED, That claims not exceeding \$250 in amount for damages to persons and private property, resulting from the operation of aircraft at home and abroad, may be settled out of the funds appropriated hereunder, when each claim is substantiated by a survey report of a board of officers appointed by the commanding officer of the nearest aviation post, and approved by the Director of Military Aeronautics: PROVIDED, HOWEVER, That the claims so settled and paid from the sum hereby appropriated shall not exceed in the aggregate the sum of \$150,000.

BUREAU OF AIRCRAFT PRODUCTION

AIR SERVICE (PRODUCTION) -

AERIAL APPLIANCES, VOCATIONAL TRAINING IN AVIATION, ETC.: For the purchase, manufacture, maintenance, repair, and operation of airships, war balloons, and other aerial machines, including instruments and appliances of every sort and description necessary for the operation, construction, or equipment of all types of aircraft, and all necessary spare parts and equipment connected therewith; and all necessary buildings for equipment and personnel in any bureau or department charged with the production or procurement of aeronautical equipment and material; and also for the establishment, enlargement, equipment, maintenance, and operation of fields for testing and experimental work, including (a) the acquisition of land, or any interest in land, with any buildings and improvements thereon, by purchase, lease, donation, condemnation, or otherwise.

Total (Production) \$144,943,514.71

CONTINUING THE APPROPRIATIONS FOR THE SIGNAL SERVICE: That funds appropriated by the act approved July 24, 1917, for the fiscal year 1918, entitled "An act to authorize the President to increase temporarily the Signal Corps of the Army and to purchase, maintain, manufacture, repair, and operate airships, and make appropriations therefor, and for other purposes," and the funds appropriated for the Signal Service of the Army in the act approved May 12, 1917, entitled "An act making appropriations for the support of the Army for the fiscal year, 1918," and October 6, 1917, for the fiscal year 1918, and prior years, entitled "An act making appropriations to supply urgent deficiencies, etc.," are hereby made available until June 30, 1920.

APPROPRIATION IMMEDIATELY AVIATION: That the moneys appropriated in this act for aviation purposes shall be and become available upon the passage of this act, and all shall also be available for the payment of obligations incurred prior to the passing of this act. In the event such obligations are of a character otherwise within the scope of the appropriation.

PROVIDED, That there shall be allotted to the Aircraft board, by the head of the Bureau or Department charged with the production of aircraft, from the appropriations herein made for aircraft production for the fiscal year 1919, and 1920, the sum of 100,000.00 or so much thereof as may be necessary, which money shall be available during the fiscal year for the payment of such clerks, or other employees, either in the District of Columbia, or elsewhere, as may be necessary for the conduct of its business, including such technical experts and advisors as may be found necessary; and for the payment of rental of offices in the District of Columbia or elsewhere, purchase of necessary office equipment and supplies, including scientific publications, printing, necessary administration, and contingent expenses of said board.

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AVIATION, NAVY--

For aviation, to be expended under the direction of the Secretary of the Navy for procuring, producing, operating, ^{preserving} storing, and handling aircraft, establishment and maintenance of aircraft stations, including the acquisition of land by purchase, donation or condemnation, and for experimental work in development of aviation for naval purposes, (\$220,383,119) \$225,000,000: PROVIDED, That the sum to be paid out of this appropriation under the direction of the Secretary of the Navy for drafting, clerical, inspection, and messenger service for aircraft stations shall not exceed \$300,000: PROVIDED Further, that the Secretary of the Navy is hereby authorized to consider, ascertain, adjust, determine and pay out of this appropriation the amounts due on claims for damages which have occurred or may occur to private property growing out of the operations of naval aircraft.

Navy Total	\$225,000,000.00
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RETURN OF OUTER CLOTHING WORN HOME BY
DISCHARGED MEN

Army Regulations, provide that within four months after the termination of his active service an enlisted man shall return all outer uniform clothing which he was permitted to retain for wear to his home, by mail, under a franked label furnished him for the purpose, and in conformity with instructions given him at the time. All outer uniform clothing should be returned to the Office of the Zone Supply Officer in whose zone his home is located, thus centralizing the return of all such clothing at zone supply depots where same will be turned over to Salvage Division.

The Chief of Staff announces that Transport Adriatic sailed from Liverpool on the afternoon of December 1st for New York with the following Air Service troops, totaling 90 officers and 2213 enlisted men:

- 838th Aero Squadron
- 338th Aero Squadron
- 336th Aero Squadron
- 334th Aero Squadron
- 472nd Aero Squadron
- 377th Aero Squadron
- 837th Aero Squadron
- 4th Construction Co., Air Service
- 6th Construction Co., Air Service
- 7th Construction Co., Air Service
- 8th Construction Co., Air Service
- 9th Construction Co., Air Service

When the war broke out Lieut. Lew Wallace Taylor was a theological student in a Presbyterian seminary at Hastings, Neb. A year later found him a balloonist engaged in a work which was as far removed from his former occupation as anything could be. Now that he has returned to his native land to resume

his civilian life, Lt. Taylor feels that his experience has been both broadening and profitable from the point of view of a clergyman.

"I entered the Army as a buck private," said Lt. Taylor, "working my way up and have had an opportunity to study men with the veneer rubbed off. The conduct of our men particularly in the aviation which I have observed more closely, has been splendid throughout the war."

Lt. Taylor was a pilot attached to the First American Balloon sent to the front. He was in the thickest parts of the battles at Seichpre and Chateau Thierry. On two occasions during these engagements his balloon was shot down by Hun aviators and he was compelled to descend to earth in a parachute.

Lt. Taylor enlisted in the artillery on May 5, 1917, and was sent to Fort Niagara for training. He went over-seas in December and completed his training as an aerial observer several weeks later.

As soon as he is granted an honorable discharge Lt. Taylor expects to return to the theological seminary and finish his course. Lt. Taylor lives at St. Edwards, Neb. where he makes his home with his aunt and uncle, Mr. and Mrs. Madison O. Smith.

The total membership of the Air Service Clubs' Association is now very near the thousand mark with membership campaigns being conducted in almost every field. At Kelly Field, Texas, a meeting of the officers was recently held at which plans were made to enroll members in the Association. Officers at that field declared the Air Service Clubs' Association was the one organization that every man should join, as they pointed out, it was the only organization that had received official sanction of the Government.

Returning Aviators from France in almost every case, are joining the Air Service Clubs' Association. Applications are also being received from men in the Naval Branch of Aviation. The Balloon Section has also responded in a gratifying manner.

Promotions during October, 1918

(In order of Seniority within the different Grades).

To COLONEL

Prentice, James, JMAer
Jones, E. Lester

To MAJOR

Mulliken, Farrell	Good, J. William
Jones, George L.	Steichen, Edward J.
Pourron, Joseph Franklin	Amory, Roger, RMA
Crane, Charles B.	Minott, Harold
Fleet, Rouben Hollis, JMA	Packard, John H. 3rd
White, James M.	Hammond, Charles H.
Neville, Eugene Elmer	Schroeder, Rudolph W., RMA
Stratton, George Malcolm	Negley, Richard V. W.

To CAPTAIN

Ramsey, Joseph W.	Church, George M. RMA
Bagnell, Edgar W. RMA	McKean, Henry P.
Law, Bernard A., RMA	De Steiguer, Walter George
Ordway, Lucius P., Jr., RMA	Brewer, Scott R.
Rogan, James S.	Shappell, Maple D., RMA
Heffner, Roy J.	Wotton, Thomas A., RMA
Earle, Murray, RMA	Pierrepoint, R. Stuyvesant
Fuchs, John O.	Little, Archibald
Rotan, George V.	Molter, Bennett A. RMA
Jones, John D.	Felton, James B.
Montfort, Louis B.	Mc Craw, Le Roy E.
Whitsitt, Vincent P.	Rooney, Bernard P.
Wieners, Fred B.	Carrigan, Robert, MC RMA
Lord, Albert C.	Kinberg, George J. RMA
Cleary, Maurice G. RMA	Mann, Lawrence C., RMA
Dickson, Charles M.	Mc Cabe, David A.
Reece, Henry E.	Craig, Edwin P.
Hoag, Earl S., RMA	Hendry, Frank C.
Willcox, Albert M.	Clark, John M.
Abney, Louis D., RMA	Patterson, Geo. B., RMA
Smith, Felix T., RMA	King, Royal W.
Schlussel, Jacob S.	Macready, John A., RMA
McKinney, Michael A. Jr.	Roberts, Isaac W.
Harmon, Clifford B.	Hobson, Henry B.
Muse, Donald P., RMA	Hartman, Harry B., RMA
Vogel, Harry J.	Strahlman, Otto E.
Hilliard, Thomas J., RMA	Williams, Edward L. Jr., RMA
James, John A.	Smith, Lowell H., RMA
Jacob, Walter P., RMA	Pell, Clarence C., RMA
Battles, Winthrop H., RMA	Schelling, George L., RMA
Pillsbury, Edwin S.	Merrill, Richard S.
Watson, Harold E., RMA	Walser, Arthur C.
Byrnes, James E.	Leonard, J. Cecil, RMA
Mills, Harold P.	

To FIRST LIEUTENANT

Mc Lean, George W. Jr.	Brennecke, Augustus M., RMA
Ford, Fred M.	Lewis, James C.
Heebner, Miller B.	Rogers, Emery H.
Lake, William F.	Macbey, Sidney J.
Giesecke, Bertram E.	Colman, Russell L.
Pendleton, James D., RMA	Forshey, Fred W.
Walters, Harvey H., RMA	Mohr, James H.
Koontz, Leonidas L., RMA	Ford, Bernard W.
Borum, Fred S., RMA	Baxter, Maxwell
Scott, Grant E., RMA	Bell, Cecil K.
Slattery, Frank E., RMA	Carberry, James P.
Zipse, Arthur E.	Colmery, Harry W.
Sanborne, Paul F., RMA	Davis, Richard E.
Price, Harlow R., RMA	Mc Morrow, William F.
Bijur, Harry, RMA	Hopkins, Mark
Merriman, Frederick	Eisenchimel, Milton C.
Lewis, Tracy H.	Nutt, Clifford C., RMA
Hilliard, Walter B.	Cory, Wayne M.
Mc Cormick, Cyrus H. Jr.	Deeves, Edwin P.
O'Melveny, Stuart	Miller, Francis H., RMA
Mumby, Earle M.	Jacob, William C., RMA
Rockford, James L.	Jones, Edward D., RMA
Rowlus, Edgar S.	Jeffries, Simeon J. Jr., RMA
Hawks, Harold P.	Birkett, Howard, RMA
Davis, Milton E.	Bunnell, Miron

Anderson, Wallace A.
Hall, Frank L.
Bergbom, Charles E.
Bourgoine, Joseph John
Harlow, Leo M.
Blackburn, Ernest W.
Mac Neill, Homer C.
Roche, Felix R.
Simpson, Jesse W., RMA
Pfau, George H.
Merrell, Cyrus, W., Ball.
Lodge, Welling M., RMA
Allen, Albert D., RMA
Ashwell, George C.
Kans, Clarence P.
Benham, Reid F., RMA
Armstrong, John F.
Thomas, George K.
Downs, Wilbur H.
McLaughlin, Albert J.
Moon, Charles M., RMA
Wyman, Everett L.
Barrett, Clement J.
O'Brien, Matthew H., RMA
Trevellyan, Vernon B., RMA
Marriner, Alfred W.
Kelleher, Melvin B., RMA
Meany, John W., RMA

Chrystie, Edward P.
Brooks, Martin V. B.
Anderson, Albert E.
Dean, William E.
Downs, Frederick W.
Jacobs, William F.
Fensch, Francis E.
Halsted, James E.
Davis, John E., RMA
Culp, Alexander B.
DeShields, Charles B., RMA
Gilman, Arthur R., RMA
Clarkson, Robert C. Jr.
Clark, Clifton W.
Brown, Harry D., RMA
Bentley, Frank H., RMA
Schroeder, Wainwright
Mc Parland, Norman D.
Welsh, Floyd E., RMA
Billups, Val T., RMA
Roberts, Carroll H., RMA
Harrell, Samuel C., RMA
Buckmaster, Samuel A., RMA
Curtis, Tobin S., RMA
Lamborn, Charles W., RMA
Chamberlin, Morgan G.
Duke, Jack E. Jr., RMA

Five army airplanes are on the way in a trans-continental flight having left Rockwell Field, San Diego, California, on December 4, bound for El Paso, Texas. The flight is under the command of Major Albert D Smith J.M.A., now in charge of training at Rockwell Field. His request that if his planes reach El Paso on time they be allowed to continue to the East and complete a trans-continental flight has been granted by Major General Kenly, Director of Military Aeronautics. If completed this will be the first military cross continent flight in formation in history and officers are watching its progress with great interest.

After leaving El Paso it is expected that the planes will stop at Kelly Field, San Antonio, Texas; Ellington Field, Houston, Texas; Camp Taylor, Montgomery, Alabama; Souther Field, Americus, Georgia; Dorr Field, Arcadia, Florida, thus completing the flight from the Pacific to the Atlantic.

The resignation of Major John H. Packard as Officer in Charge of the Aeronautical Information Branch was announced this week. Major Packard returns to his home in Philadelphia to resume his business. Major Packard was presented with a monogrammed gold and silver cigarette case by the civilian and military members of the Information Branch.

DATE Dec 14 1918

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WAR DEPARTMENT
Air Service
Division of Military Aeronautics
Washington, D.C.

WEEKLY NEWS LETTER - WEEK ENDING SATURDAY DECEMBER 14, 1918

PRODUCTION RECORD OF AIR SERVICE

At the time the armistice was signed contracts had been awarded for the manufacture of 99,993 Liberty Motors of which 31,814 had been actually built. Of this number 15,131 were Liberty Motors, more than half of the original number of Liberty Motors for which contracts had been made. The first contract was subsequently raised to 51,100 Liberty Twelves. In October 5,603 motors were turned out with a contemplated production of 8,000 in January, 1919, and 10,000 a month for the following four months. Contracts also were awarded for 10,000 Hispano-Suiza, 300 horse power motor, 8,000 Liberty eights and many other motors. Besides this, 12,000 airplanes and seven hundred kite balloons were manufactured during the same period.

These figures recently disclosed by the War Department show the strides which have been made to enable the Allies to obtain the dominancy of the air. Had the war kept on there is no doubt in the minds of well informed officials that supremacy of the air would have fallen to the Allies in a very short time.

Statistics recently made public show that up until the time the armistice was signed, 38,000 machine guns of the Marlin type had been produced in addition to 30,000 of the Lewis type. These figures are interesting in view of the fact that production at the start was negligible. Another interesting statement made was that 250 airplane compasses a week were manufactured by the General Electric Company within eight weeks to meet an exigency.

The names of the concerns engaged in the manufacture of Liberty engines and the number produced by each were announced. The Packard Motor Car Co. made 6,000; the Lincoln Motors Company, 6,000; Ford Motor Company, 5,000; Nordyke and Marmon 3,000; General Motors Corporation, Buick and Cadillac Companies, 2,000 each and the Trego Motors Corporation, 500.

On the subject of spruce and linen some interesting statements were made. It was said that to the United States fell the task of supplying the spruce for the aeronautical programme of the Allies as well as its own. In October of last year 5,000,000 feet a month was demanded while the maximum production only totaled 2,500,000 feet. In the same month of this year the requirements were 20,000,000 feet a month which was met with a production of 25,000,000. To procure this amount of spruce 30,000 men were employed in the Northwest. To supply sufficient quantity cotton fabric as a substitute for Irish linen, 2,500 looms were manufacturing 1,200,000 yards a month when the armistice was signed. Up to that date more than 13,000,000 yards of fabric had been delivered to the government.

"Promotion of Reserve Officers to continue" says Baker, In an interview, granted to newspapermen recently, Sec'y of War Baker outlined the War Departments policy as affecting promotions and appointments of officers, as follows:

"The order prohibiting promotions and appointments to commissions found a great many men who were in process of preparing for a commissioned service in the training schools, and a substantial number of officers who, having made good in the particular grade in which they were serving, had been recommended for higher grades, their papers being in the process of passing through The Adjutant General's office when promotions were suspended.

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"The policy of the Department with regard to these cases is to let the men who were in training for commissions complete their training course if they desire, and on their graduation from the schools to commission them in the reserve with the grade attained in the school, if they want it. In those cases of men in the service who have been recommended and approved for promotion, the policy, so far as it is possible to carry it out, is to give them on going out a commission in the grade to which they have been recommended, so that if a man is a lieutenant and has been recommended and approved to be captain, if he wants a reserve commission he will receive a captain's reserve commission, and if he should be called back into the service he will be called back as a captain.

"The object of the Department is to allow no man to lose rank by reason of the signing of the armistice, if he had in fact matured for the new rank. If he was in the process of maturing, we want to continue, so far as possible, to give him the opportunity to win the new rank."

RECENT AERO STATISTICS SHOW GROWTH OF SERVICE

In a letter from Secretary of War Baker dated November 20th, General Pershing stated that a total number of 4,045 pursuit, observation and bombing airplanes were in use at the front. Of this number, the letter added, 2,675 were obtained from France, the others from the United States.

Up to Nov. 23d of this year, 8,933 reserve military aviators have been trained in the United States. The attendance at that time at R. M. A. schools was 1620, and the graduates of advanced schools numbered 3,535; the total number of ground school graduates admitted to flying instructions was 22,658. The number of fliers, including pilots and observers, who were trained abroad, up to Nov. 6, 1918, was approximately 2,300.

Total mechanics trained at American schools up to November 15th was 14,176. On November 25th the total strength of the Air Service was 161,559 officers and men. It will thus be seen that the Air Service was larger than the entire United States Army at the beginning of the war.

The development of military aviation has required the establishment of 40 army flying training schools, 5 schools of military aeronautics, 8 balloon schools, 3 radio schools, 3 photographic schools, and 14 air depots.

RESERVE OFFICERS TO BE PERMITTED TO FLY EACH YEAR

Officers of the Air Service, Aeronautics, who remain in the Reserve Corps following their discharge from the regular service, will be permitted to fly Army planes even after their release from active duty. This information is of special interest to the Army pilots now leaving the service, as most of them had expected that they would have to give up flying or buy a plane. Although something like air livery planes are foreseen in the near future, the present cost of a plane is equal to the price of the most expensive English or French automobile, a price prohibitive to most flyers, and even though an expert pilot might be able to arrange for a "jazz" flight in some ship capable of fifty or sixty miles an hour, if he had been accustomed to flying planes doing from 90 to 135 miles an hour, it would be tame sport for him and of little attraction.

According to present plans, reserve officers of the Air Service, Military Aeronautics, will be called to flying fields for active duty for a period not to exceed two weeks each year. These pilots who have not flown for some time, would be sent up, first, under an instructor in order to demonstrate their ability to handle a ship. After the dual control flight they would be permitted to fly solo during their period of training service. In the event of another emergency, these flyers would immediately be taken into the service again as commissioned officers without further training or instruction.

REPORT OF TRANS-CONTINENTAL MAP-MAKING TOUR

In a wire report dated Tucson, Arizona, December 6th, to the Division of Military Aeronautics, Major Albert D. Smith, commanding the squadron of five planes on the way East from Rockwell Field, San Diego, California, said that the work of map making and location of landing fields for the Southern trans-continent-
al air route was proceeding satisfactorily. One plane was lost in a fog over the Arizona desert on the first day out and in the forced landing that resulted, this plane suffered such damages that it had to put back to Rockwell Field. Part of Major Smith's report follows:

"In compliance with instructions five JN. 4 H. planes departed from North Island at 2:30 P. M. on December 4th. One plane became separated from the squadron on account of a heavy desert fog lying low along the East side of the mountain range. This plane was forced to land at Ellentro, damages resulting, and the following morning it returned to San Diego. The four other planes landed at Calexico, Camp Beacon. This field is considered too small for practical uses but the Calexico Chamber of Commerce will gladly enlarge the field if requested. The four planes proceeded on their way, starting from Calexico at 12:00 noon December 5th. Navigated by compass, the squadron crossed the desert. No possible landing fields were seen on this course.

"The squadron picked up the Southern Pacific railroad tracks at Yuma. No landing field available this place at the present time, although one can be arranged. Following the Southern Pacific to Gilabend few available landing fields were noted on this course. At Gilabend the squadron left the route of the Southern Pacific and took a North Eastern course by compass direct to Phoenix. Landing fields are available along the Gila River for nearly the entire distance between Gilabend and Phoenix. All the planes landed at Phoenix safely on the fair grounds, which was small even for a squadron of this size. However, at my request the field on the ground was enlarged to proper size. The city of Phoenix is very anxious to assist in every possible way, even to the extent of erecting a hangar if needed. The city of Phoenix has asked that the landing field here be named "Luke Field".

"Upon examining planes here it was found necessary to change one propeller, which we were able to do, having carried two extras along with us. Minor adjustments were also made on other planes.

"On the sixth the weather was cloudy the entire day with light showers.

"Leaving at 2:45 P. M., December 7th, the squadron, resuming its flight towards El Paso, took a Southeastern course by compass, locating suitable landing fields under us for practically the entire distance to the Southern Pacific railroad tracks at Casasgrand. From this point the squadron followed the Southern Pacific tracks to Tucson, locating landing fields in the valley adjacent to the railroad for the entire distance.

"Tucson has a perfect landing field available. 200 acres are leveled and rolled for our use and the city is willing to erect a hangar. This field is 2½ miles from the city.

"We will probably land at Deming, New Mexico for supplies, having encountered a twenty-five mile wind from the East since leaving Calexico."

AERIAL CONTESTS

One of the functions of the Air Service Clubs' Association is to encourage contests in the air, both for heavier - and lighter-than-air craft, among the fliers of the Air Service, by the award of prizes for meritorious flights and achievements.

It is probable that an homologation committee, which will witness and pass upon aeronautical tests, flights and achievements for official record, will also be authorized, by the Association. This committee will undoubtedly consider aeronautical achievements outside the service if its observation is desired.

AIR SERVICE

The following organizations have been assigned to early convoy according to an announcement made on December 9th, by General Peyton C. March.

- 141st Anti-Aircraft Machine Gun Battalion, 26 officers and 753 men;
- 10th Anti-Aircraft sector Headquarters 3 officers;
- 6th battery 2 officers 63 men;
- 7th battery 2 officers 61 men;
- 8th battery 2 officers 60 men;
- 9th battery 2 officers 62 men;

The development of voice control of airplanes in flight recently demonstrated publicly for the first time by Colonel C.C. Culver before President Wilson and others, provides an interesting story. The idea of giving command by voice to a fleet in the air was first conceived by Colonel Rees and Colonel Culver in October 1910 while on duty at the International Aviation Tournament at Belmont Park. In August, of the same year, Colonel Culver and H. M. Horton, (now Captain in the Air Service) established communication by radio telegraph from an airplane in flight to the ground at an aeronautical meet at Sheepshead Bay, New York. Captain Horton built the transmitting set and Colonel Culver the receiving set.

Five years later Colonel Culver was sent to the Aviation School, San Diego, California, for the purpose of studying the practicability, and for the purpose of working on the general program, of radio for airplanes. For more than a year he worked on various devices. Telegraph apparatus was designed and built which enabled the establishment of communication from airplane to ground, from distances up to 140 miles. On September 2, 1916, a message was transmitted from one airplane to another in flight for the first time. It was about this time that the development of radio telegraph set for airplanes was undertaken.

Colonel Culver continued his experimenting and in February, 1917, a trial of the radio telephone set resulted in the transmission of the human voice from airplane to ground. On May 22nd. of the same year, General George O. Squier, Chief Signal Officer, called into conference Colonel Rees of the Royal Flying Corps, Dr. F. B. Jewett of the Western Electric Company and Colonel C.C. Culver, U. S. A., for the purpose of which was to discuss Air Radio Telephone Communication. In order to bring the problems in connection with the development of voice control in concrete form to the attention of the radio telephone engineers in the country, a memorandum was given to Dr. Jewett covering the general requirements of an air Radio Telephone Set. General Squier then organized a Radio Development Section of the Signal Corps in charge of Lt. Colonel Slaughter. A private exhibition of the demonstration of telephonic communication from an airplane in flight was given on August 22nd, before Secretary of War Baker and Chief of Staff General Hugh L. Scott at Langley Field, Va. In the Fall of the same year Colonel Culver was sent abroad taking with him sets of various types of apparatus, in order to demonstrate to the officers of the U. S. and allied forces the practicability of the idea. On the return of Colonel Culver to the United States in the present year, under the immediate supervision and with the whole-hearted support of Major General Wm. L. Kenly, Director of Military Aeronautics, there has been continuous progress made in the working out of tactical problems through the use of the wireless telephone and the development of its application to various air service activities.))

THE NAVY FLIERS

In his annual report Secretary of Navy Josephus Daniels pays high tribute to the Aviation Branch of the Navy. The expansion of Naval Aviation it is stated has been of gratifying proportion and effectiveness. Statistics show the total enlisted and commissioned personnel on July 1st, 1918, numbered approximately 30,000. Of this number, 823 were trained naval aviators. There were 2052 student officers, 400 ground officers, 7,300 trained mechanics, and 5,400 mechanics in training.

Declaring that Naval Aircraft had been a big factor in the war, Secretary Daniels in his report declares that plans are being made for its permanency and development. The Secretary paid tribute to the Ordnance Bureau of the Davis Nonrecoil Aircraft Gun, which is declared to be "A Great Milestone in Aircraft Armament."

The recent announcement that a 4-engine Handley-Page airplane has made a trip over London with forty passengers, among whom were ten women, takes us one step further in the subject of aerial passenger transport.

Following this accomplished fact, it is learned through official British sources that a passenger route has been planned from London to Paris. The conveyance is to be a modern bomber, one of the DH machines manufactured by the British and Colonial Aircraft Factory. The trip will take two and a half hours. The airplane will leave the aerodrome at Hendon, near London, at 10:30 in the morning and will reach the Paris aerodrome at 1:00 P.M. The airplane fare will be fifteen guineas.

A passenger route from London to Paris. Something new? Not at all. It has been done over and over again during the past four years of war, with less regularity to be sure than a passenger time-table shows and without the charge of fifteen guineas, but the undertaking and its procedure and its results have been practically the same. The passenger service in time of peace means merely applying the normal conditions what has already been done in the military service. The question becomes one of routes made practicable by suitable landing fields, of machines large enough and comfortable enough to carry a sufficient number of passengers to make the proposition a paying one, and of a preliminary charting of air channels or routes to supply the information necessary for a navigator.

The air trip from England to Egypt has been made, not as a spectacular performance but in the course of ordinary routine. The distance as the plane flies is over 2,000 miles. The machine used was an ordinary service machine of the Royal Air Force. It carried several officers and two mechanics.

About a year ago a non-stop flight was made from London to Rome. This was done in an Italian plane, and since then a handley-Page has repeated the performance.

Plans are well underway in England to establish a cross-Channel passenger service to Ireland. This route and the London-Paris route will demonstrate the advantages of airplane travel over what would otherwise be a mixed land and water trip by car and boat. Such changes of conveyance mean loss of time, personal inconvenience, and added cost where freight, express, or baggage is involved. All of these inconveniences could be obliterated by the air route.

Obviously, the airplane shortens distance, shortens time, obliterates mountains, forests, deserts, swamps, separating waters, and all similar obstructions or delays in traveling over the earth's surface. Perhaps one of the most striking examples of this occurred shortly after the Armistice was signed, when it was necessary for the British General at Sofia to reach Salonica to receive and sign certain important papers. Between these two places lay the rock-ribbed mountains of the Bulgarian and Macedonian lands. Ordinarily the journey would have taken two days. By airplane it took just two hours.

Now, at the close of the War, we find our airplane industry running at almost its maximum efficiency; and over and again the question is asked, What are we to do with all this output of planes, engines, and ground equipment? with all this force so carefully trained on the mechanical side? with all the pilots, aerial observers, photographers, and other specialists, whom the Government has been at such expense to educate and maintain in its extensive war program? Is the effort put forth so far to be allowed to go to waste, and the Air Service establishment to dwindle, while the countries of Europe are turning the necessities of war into the advantages of peace? It stands to reason that we must build upon what we have already done. English aeronauts are already writing volumes in which appear conspicuously such captions as "Great Britain Mistress of Air and Sea", and in which chapters are devoted to the future commercial development of all kinds of aircraft.

More than a year and a half ago, Mr. G. Holt Thomas, one of the foremost aircraft manufacturers in England, in an address before the Aeronautical Society of Great Britain, estimated the commercial possibilities of the airplane for passenger, mail, and express transport. His figures, he said, allowing for the increasing speed of new types of planes, might well be cut in half within a short time. Even then he found passenger and mail trips from London to Marseilles and from London to Constantinople or Moscow, wholly profitable at a penny per ounce for mail for the shorter trip and at two-and-a-half pence for the longer, and a passenger fare to Marseilles of ten pounds, or less than \$50, and to Constantinople or Moscow of twenty-five pounds, or less than \$75. Allowing for the great reduction in time on a matter of urgent business, this might well be regarded as a considerable reduction in expense. We may figure the possibilities of such service by the analogy that Mr. Thomas suggests. He reminds us of the Pony Post in America when letters were carried 2,000 miles in eight days at a cost of \$5 a letter. The great trunk lines of the West and their branches, which have superseded the Pony Post, suggest what the aerial mail routes of the future, in this country, may be. Already our shorter routes have been operated with sufficient profit to allow a reduction in postage from 16 cents to 6 cents an ounce.

For passenger service, undoubtedly the Zeppelin is the most profitable form of aircraft. Britain has been copying some of the German types, one of which, 650 feet long, with 5 engines and a crew of 30, carries 45 tons of cargo and 100 passengers. Our own Army balloon service is taking up again the development of the dirigible, which was suspended at the beginning of the war to give the Navy preference in the limited output of this type of craft. There seems to be no reason why the work on the dirigible should not be continued. It is feasible for many commercial uses.

Doubtless, for many years the airplane will be for private use on a par with the rich man's yacht, at least in regions of dense population. But why can it not be used to advantage in the great stretches of the Middle West and South, by ranch owners, and wheat growers, and cotton planters? It is easy to see the advantages of quick travel in these cases, and ground accommodation could be easily arranged for.

For coast and geodetic survey; for conservation and reclamation especially in determining irrigation, and in mapping new and denuded forest tracts, the Government will have ample use for airplanes. To this can be added Alaskan exploration, which is not yet completed. New surveys could be made and old surveys checked up by this means. Only a short time ago the Hawaiian Air Service Station in Pearl Harbor reported that the aerial photographs taken there had revealed errors in the original survey of the Island of Oahu and vicinity.

It has already been arranged to utilize aircraft in coast and border patrol - in connection with life saving stations, salvage work at sea, and meteorological survey; and the possible usefulness of airplane surveillance in connection with customs duties and smuggling on the border lines is undisputed.

The Police Department of New York City has recently established an Aviation Section for service in patrolling the New York water front and harbor and for use in such emergencies as conflagrations and riots. Not long ago, in running down a Texas outlaw, the airplanes from one of our flying fields were called upon to assist the local police. Police airplanes in rural districts could do part of the

work now carried on by State constabularies and would be of particular service in mountainous regions or districts crossed by numerous streams.

What use the Fire Department can find in airplane service has already been demonstrated at the Gillespie Shell Plant fire in New Jersey. Had the same observation been carried on at the time of Adirondack and other forest fires, and the recent conflagration in northern Wisconsin, we might have saved a large proportion of valuable timber land.

Ambulance service by airplane has so far been confined to the uses of the flying fields, but again what possibilities it presents for coast and rural districts.

Our air service stations have been cooperating, for some time past, with the Weather Bureau in making meteorological observations by both balloon and airplane and have begun a systematic charting of the air and of air routes, which will give valuable data to the Weather Bureau.

PACIFIC AERO CLUB
San Francisco

December 6, 1918

Secretary, Air Service Clubs' Assn.,
Office of Director, Military Aeronautics,
Washington, D. C.

Dear Sir:-

Replying to yours of November 30th, beg to advise that Pacific Aero Club officially acknowledges its affiliation with the Air Service Clubs' Association.

We heartily indorse the idea of an Homologation Committee to investigate and certify to records made by Aircraft, and in this connection, would like to suggest that Mr. Frederick Porter, Chairman of the Aeronautical Map & Landing Places Committee of this organization, be appointed as Official Observer for your Association here in San Francisco, whose duties would be to keep official records of the time of the take off and return landings of Aircraft leaving or arriving here, same to be immediately forwarded to the Air Service Clubs' Association.

Very truly yours,

PACIFIC AERO CLUB.

CHAS. F. POND
Rear Admiral, U.S.N. President.

Membership in A.S.C.A.

The Secretary of the Air Service Clubs' Association calls attention to the fact that the payment of ten dollars (\$10.00), made upon application for membership, includes both initiation fee and dues for the initial year. At the expiration of the year, each member pays three dollars (\$3.00) annually to the Association, unless he be a member of a local club as explained in Article X, Constitution and on the back of the application blanks.

The membership of the Association now numbers 802. A recent letter from Mather Field brings a list of fifteen new members. The action of the Pacific Aero Club, taken in connection with its associations with the A.S.C.A., is printed in this week's News - letter.

The resignation of Major John H. Packard, A. S. A. and his departure from Washington, resulted in the appointment of Captain Earl N. Findley, as acting Secretary of the Association.

A big drive for membership in the A.S.C.A. is on at Kelly Field under the direction of Major S. S. Hanks, R.M.A. chairman of the Association activities at Kelly. Major Hanks points out the necessity of quick action in order to get the officers in before they leave the Service and scatter all over the United States. The functions of the Association will not only keep its members in touch with each other but advised as to all aerial activities.

GENERAL KENLY'S REPORT

In his report for the year ending June 30, 1918, General Kenly says in part:

Two flying fields were in limited operation at the outbreak of war, San Diego and Mineola; three more were selected, cleared, equipped, and made ready for flying in six weeks' time, and by the end of the year over a score were in operation all over the country. During the year also five supply depots, three concentration depots, three balloon camps, two repair depots, one experimental field, one radio laboratory, and one quarantine camp were built.

The selection of men for training as flyers was a complicated task, as the requirements were necessarily rigid. Volunteer examining boards of the highest medical skill were organized all over the country, 36 urban and 30 divisional boards, and a total of 38,777 men were examined to June 2, of whom nearly half, or 18,004, were disqualified. This naturally led to a high grade of personnel, and made the later training both more rapid and more efficient.

The first step in instruction was at one of the new "ground" schools opened on May 21 at the Massachusetts Institute of Technology, Cornell and Ohio State Universities and the Universities of Illinois, Texas, and California, with Princeton and the Georgia School of Technology added July 5. Here, in eight weeks, under military discipline, the cadets were grounded in all the elements of aviation at a cost to the Government at first of \$65 per pupil, and later \$10 each for the first four weeks, and \$5 weekly thereafter. By June 30, 1918, a total of 11,539 men were graduated to the flying fields and 3,129 were discharged for failure in studies, etc.

Next came the actual flying instruction, divided into two phases, primary and advanced. The former averaged about eight weeks, included ability to execute the simpler evolutions and cross country flights, and led to an officer's commission and the right to wear the Reserve Military Aviator's wings. To June 30, 1918, 4,980 men had been graduated as Reserve Military Aviators for final training, and about 400 had been disqualified as incapable of becoming fliers.

The advanced training, however, presented infinitely more difficulties. It was not nearly so simple to teach the more complex stunts, formation flying, aerial machine gunnery, bombing, and night flying, while at the same time the highly specialized equipment necessary required considerable time for manufacture. Nevertheless, advanced schools of the three types necessary were opened toward the end of the year 1918, with what equipment was available, and had graduated 110 bombers, 85 bombing pilots, 464 observers, 389 observer pilots, and 131 pursuit pilots by June 30, 1918.

The ideal arrangement in mind at the end of the year was to train each pilot completely on this side of the ocean, where facilities are very good, supplies in abundance, and information and experienced pilots from the front available in ever-increasing numbers. The fliers can then be organized into provisional

squadrons and wings and given training as large units with their own administrative officers and enlisted personnel so that they will be able to go immediately to the front, after a month or so of transformation work in France, learning geography and familiarizing themselves with new types of planes.

The whole training program was considerably held up by lack of equipment. Obviously it required far less time to select men for training than to build the fields, planes, and accessories necessary to train them. Primary training planes, the only type manufactured here before the war, soon become available in increasing numbers, till by the end of the year more were on hand than needed. The advanced training planes, however, presented problems wholly new to this country, so that primary planes had to be fitted with more powerful engines and equipment and made to serve the purpose. The first 16 single-seater pursuit planes were not delivered till January, 1918, the first bombers till March, and the first gunnery late in May.

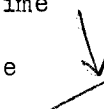
During this fiscal year a grand total of 407,999 hours were flown by Army aviators in the United States, as contrasted with 745.5 hours in 1914 and 1,269 in 1915. In the single week ending June 30, 1918, a total of 19,560 hours were flown, or 15 times, for that single week, the number for the whole year three years before. This, at 75 miles an hour, is equivalent to over 30,000,000 miles, or 1,223 times around the Equator.

During it there were 152 fatalities, or 2,684 flying hours and 201,000 miles flown to each death. Of these, 86 were caused by stalls, when the plane, usually through some error by the pilot, lost its flying speed and dropped into a straight nose dive or turned into a tail spin, from which the pilot did not have the time or the skill to extricate it. Collisions were responsible for 30 other accidents, often due to failure to fly according to the rules. Side-slips, the only other large cause of accidents, resulted in 10 deaths.

Regrettable as these accidents are, it is felt that, considering the newness of the science, the early state of development of the planes, the inexperience in instruction, and the necessity of teaching stunts in themselves rather dangerous, this number is not large. As a matter of actual statistics, fatalities in American training are less than half as large as those of the other allied countries.

Besides flyers, however, engineer officers to direct the upkeep of the equipment, supply officers to keep sufficient equipment on hand, and adjutants to keep the records and do other military work as well as specialists on balloon, armament and gunnery, radio and photographic work had to be especially trained.

What facilities were available greatly advanced America's aerial preparation and helped relieve the shortage of equipment here. It was early in May, 1918, however, over a year after America's entry into the war, that the first German plane fell victim to an aviator in the American service. About the same time 468 fully trained American aviators organized into 13 complete American squadrons or brigades with British and French squadrons were actually on the front, taking increasing toll of the enemy.



Editors of all field newspapers are requested to insert the following:

"When enumerating accidents in the weekly report from the fields to the Director of Military Aeronautics, the Aeronautical Information Officer should make it a special point to give the type of airplane and its number. This has been done in many cases, but it has been noted in some instances that the number of the ship has been omitted, and the records of the Aeronautical Information Branch should contain this information pertaining to accidents."

It is requested that the above be incorporated in your weekly news letter.

E. N. FINDLEY,
Captain, A.S.A.

A portrait of Major General W. L. Kenly, Director of Military Aeronautics, is being painted by Sergeant Lawson Adams Jr., stationed in the D.M.A., whose work both here and abroad as an artist is well known. Sergeant Adams has recently completed a canvas depicting greater New York as seen from an airplane. It is expected that the portrait will be exhibited to the public in the near future.

December 12, 1918

An increase in the flying accidents on the training fields in this country since the signing of the armistice has caused the issuance of an order from the Division of Military Aeronautics to be sent to all fields to put a stop to the low flying and acrobatics that have been carried on during celebrations in the vicinity of cities, towns and buildings. Commanding officers have been instructed to take the most stringent methods in carrying the order out. Pilots who fail to comply will not only be "grounded" but restricted to the limits of the reservation. In the case of regular army officers court martial is recommended; in the case of all other officers proceedings with a view to their discharge from the service. The order adds that the recent increase in accidents must have been the result of indiscriminate flying and failure to observe even the common rules of flying. All acrobatic flying hereafter must, according to this order, be finished at an altitude not lower than 1500 feet.

Air Service.

Washington, D.C.
December 21, 1918

War Department.

MAP AIR ROUTE

Five two seated training planes have just returned to Langley Field, Virginia, after having mapped out a course along the Eastern slope of the Appalachian range to Columbia, South Carolina to link into the Southern trans-continental air route now being charted by squadrons of planes working both East and West from fields South of the Ohio River. The total flying time of these planes from Langley Field South to Columbia was five hours and two minutes and the flying time North over the same route was four hours and thirty minutes. The distance in an air line between ^{the} two points is roughly 330 miles. Columbia, South Carolina, is 225 miles from Souther Field, Americus, Georgia, and planes flying from Souther Field North have already mapped this course. The course from Washington, D. C. to Langley Field, Hampton has also been charted. Therefore when the planes flying from the West have reached Americus, Georgia, one trans-continental air route will have been charted and ready for flight from Washington, D. C. to the Pacific Coast.

The Langley Field planes going South flew over Newport News crossing the James River just north of Nasemond River, picked up the tracks of the Seaboard Airline Railway, five miles North of Suffolk and followed them to Franklin, Virginia. From here to Raleigh North Carolina and from Raleigh to Pinehurst, N. C. the pilots took a compass course. From Pinehurst they flew over Rockingham, Chesterfield and the Wateree River to Camden, S. C., and from there over the Seaboard Airline tracks again to Columbia.

Good landing fields were found at Suffolk, Virginia, Franklin, Virginia, Pinehurst, North Carolina, Camden, South Carolina and Columbia, South Carolina. The pilots reported that the terrain between Franklin and Raleigh was such that the pilots reported no possible sites could be located.

AMERICAN BALLOON OPERATIONS

Thirteen American Balloon Companies were engaged in the operation between the Meuse River and the Argonne forest, which began September 26, 1918. Two French Balloons took part in the early part of the action. The balloons moved to this front from the St. Mihiel sector on the night of September 20. The number of American balloons on the Verdun front increased from one to thirteen within twelve hours. The Balloon companies were as follows: 1st, 2d, 5th, 3d, 4th, 9th, 42d, 6th, 7th, 8th, 12th, 11th, 43d, 39th and 93d.

The study of the map reveals that, between "H" hour on September 26, and 11:00 o'clock on November 11, when the armistice was signed, the American Balloons in the Meuse offensive made an aggregate advance of 425 kilometres. This estimate is computed by measurement in direct line from original position to ultimate position. The actual road miles practically doubled the total above stated. Much of the transport, moreover, was conducted by hand, - the balloon being taken over open fields, through country ridden by shell holes and strewn with barbed wire. In several instances, the balloon was transported without a winch for distances of ten kilometres at a time. It is known that the balloons, in a few cases, were within twelve hours behind the infantry in crossing No Man's Land.

The American Balloons in the Verdun Sector, between Sept. 26, and Oct. 1 reported enemy planes 2071 times. Our balloons in this sector, during this period, reported enemy shells falling 551 times.

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During the single week from Oct. 28, to Nov. 3, the American Balloons reported enemy shells falling 1152 times.

During the two weeks from Oct. 21, to Nov. 3, the American Balloons reported enemy planes 221 times.

CONFIRMATIONS

An unusual service rendered by the Army Balloon Office was the systematic effort to secure confirmations for the aviators of the pursuit groups. The success in this matter may be indicated by the fact that the balloon companies reported enemy planes falling in flames or out of control 75 times. This figure compared with the fact that the First Pursuit Group claimed a total of 72 victories and the Third Pursuit Group claimed a total of 35 victories indicates that the balloons kept a reasonably accurate check upon the aviation's exploits. The days of poor visibility rendered the task difficult, but lookouts of each company were constantly stationed on the ground, even when the balloon was not in ascension. The appreciation of this service is expressed in the following letter:

FIRST PURSUIT GROUP
AIR SERVICE
A.E.F.

October 14, 1918

From: Commanding Officer
To: Major John A. Paegelow, C.A.B., 1st Army, A.E.F.
Subject: Appreciation to the Balloon Section for Services rendered

1. I wish to express for both myself and the pilots of this group, my thanks to yourself and to the Balloon Companies under your command, for the invaluable assistance which they have given us, both in conducting our operations and in obtaining confirmations of our victories.
2. We realize and appreciate deeply the interest which you have shown in our work; your willingness to assist the pilots in every manner possible; and your appreciation of their efforts has stimulated them to better and more daring work.
3. If in any way the First Pursuit Group could further cooperate with the Balloon Section, do not hesitate to call upon us.

H. E. HARTNEY
Major, Air Service, U.S.A..

BALLOONS DESTROYED

We lost twenty-one balloons between September 26, and November 11, fifteen of these balloons were destroyed by enemy airplanes; six by enemy shells. The enemy is believed to have lost at least fifty balloons during the same period.

Our anti-aircraft and machine-guns drove off many enemy attacks. The 6th Company brought down two enemy planes with its machine guns in two consecutive days. The 2nd Company brought down one plane.

PARACHUTE JUMPS

The 11th Balloon was attacked four times on October 6, 1st Lt. J.A. McDevitt and 2nd Lt. G.D. Armstrong each jumped twice. This makes a total of four jumps for Lt. McDevitt, three of which were made within the same twenty-four hours.

1st Lt. W.J.R. Taylor, 6th Company and 1st Lts. B.T. Burt and J.A. Higgs 7th Company have made four jumps. A total of approximately thirty parachute jumps have been made during the present offensive.

1st Lt. D.M. Reeves, a student observer with the 7th Company was in the air only four hours and made three parachute jumps. Two balloons were burned over his head.

CASUALTIES

1st Lt. C.J. Ross, 8th Balloon Company, was killed on the first day of the offensive. While conducting an adjustment of fire his balloon was attacked and burned. Lt. Ross permitted his fellow observer in the basket to jump first. Fragments of the burning balloon fell upon Lt. Ross' parachute, burning it and causing his body to crash to the ground.

2d Lt. M.D. Sapiro, 12th Company, was injured in a fall from the basket.

1st Lt. D.Q. Hammond, observer of the 7th Company was severely gassed while on an information liaison mission in the front line.

1st Lt. S.W. Ovitt, 6th Company was struck by a fragment of high explosive gas shell.

2d Lt. J.C. Rivers and the telephone detail of the 7th Co. were subject to continuous shell fire in the neighborhood of Gesnes, during the last week of October. One man was seriously wounded.

The 7th Company was bombed in its transport through Tailly, in the course of which operation two enlisted men were seriously wounded.

THE LAST ATTACK

The final and decisive attack which began November 1st and closed November 11, put to the test the morale and efficiency of the American Balloon Service. The Infantry advanced from the Bois d' Bethainville line to Mouson Beaumont and Sedan within seven days. The balloons followed this advance with untiring and unceasing energy. The balloons operated during the day and advanced at night. The officers and men slept in the open, in cold and inclement weather, without shelter. This, to be sure, is only the hardship which the infantry endures. The infantry, however, is relieved. These balloon companies - many of them - have been on the front, without relief and with no leaves of absence, through the Chateau-Thierry, St Mihiel and Verdun offensive. The problem of transporting a 1000 cubic meter balloon over roads which our artillery has wrecked, through woods where trees overhang and endanger the cable, past traffic which was blockaded and jammed,- this problem was faced and solved by the American Balloon Companies.

The highest tribute that can be paid to the merit and zeal of the American Balloon Companies is contained in the following letter from Major General C.P. Summerall, Commanding General, Fifth Army Corps. This letter though addressed to the balloon companies of the Fifth Corps, is expressive of the part which the balloons of all corps took in the bringing to a successful conclusion of the four year's war:

HEADQUARTERS FIFTH ARMY CORPS
AMERICAN EXPEDITIONARY FORCES

France 11th, November 1918

From: Commanding General, Fifth Army Corps
To: Commanding Officer, Corps Balloon Group
Subject: Commendation

1. I desire to commend the Balloon Wing and Companies for their work in the present operations, beginning November 1st.

2. The balloons have kept up with the advance under trying conditions and although visibility has been difficult and sometimes impossible, the admirable spirit and readiness for duty has been most creditable.

3. I wish the Officers and Soldiers to know their services have been appreciated.

C. P. SUMMERALL
Major General
Commanding

RETURN OF CLOTHING WORN HOME BY DISCHARGED MEN

Under the provisions of army regulations a franked label is furnished to each enlisted man upon discharge for the purpose of returning his clothing after reaching his home. The franked label to be furnished is a War Department penalty label.

When discharged, each enlisted man will be informed that he should properly wrap and prepare his clothing for mailing, and that the penalty label, bearing the address of the Zone Supply Officer in whose zone his home is located, should be affixed to the parcel before mailing.

CITED FOR DISTINGUISHED SERVICE

The commander in chief, in the name of the President, has awarded the distinguished-service cross to the following named officers and soldiers for the acts of extraordinary heroism described after their names:

First Lieut. Thomas G. Cassady, Air Service, United States Army, flight commander, 28th Aero Squadron. For extraordinary heroism in action near Fismes, May 29, 1918, and near Epieds, France, June 5, 1918. On May 29, 1918, Lieut. Cassady, single handed, attacked an Lvg. German plane which crashed near Fismes. On June 5, 1918, as patrol leader of five spades, while being attacked by 12 German Fokkers, he brought down one of the enemy planes near Epieds and by his dash and courage broke the enemy formation. A bronze oak leaf to be worn on the distinguished service cross is awarded for the following act of extraordinary heroism in action: On August 15, 1918, near St. Maire, while in action as protection for a Salmson, he was attacked by seven Fokkers, two of which he brought down and enabled the Salmson to accomplish its mission and return safely. Home address not given.

First Lieut. Samuel Kaye, Jr., Air Service, 94th Aero Squadron. For extraordinary heroism in action over the region of Epinonville, France, September 29, 1918. While on a mission Lieut. Kaye, accompanied by another machine piloted by Lieut. Reed M. Chambers, encountered a formation of six enemy machines (Fokker type) at an altitude of 3,000 feet. Despite numerical superiority of the enemy Lieut. Kaye and Lieut. Chambers immediately attacked and succeeded in destroying one and forced the remaining five to retire into their own lines. A bronze oak leaf is awarded to Lieut. Kaye for the following act of extraordinary heroism in action over the region of Montfaucon and Bantheville, France, October 5, 1918: Lieut. Kaye encountered a formation of seven enemy machines (Fokker type). Regardless of their numerical superiority, he immediately attacked and by skillful maneuvering succeeded in separating one enemy plane from its formation and after a short combat shot it down in flames. Home address, Samuel Kaye, Sr. (father), 808 North Tenth Street, Columbus, Miss.

First Lieut. John N. Jeffers, Air Service, 94th Aero Squadron. For extraordinary heroism in action over the region of Retagne, France, October 6, 1918. While on patrol Lieut. Jeffers encountered 10 enemy machines (Fokker type) at an altitude of 2,000 feet. Despite numerical superiority and by a display of

remarkable courage and skillful maneuvering, he separated one of the planes from the formation, and after a brief encounter drove it down in flames. Home address, Mrs. C. A. Jeffers, 389 Witmer Street, Los Angeles, Cal.

First Lieut. Reed M. Chambers, Air Service, 94th Aero Squadron. For extraordinary heroism in action over the region of Epinonville, France, September 29, 1918. While on a mission Lieut. Chambers, accompanied by another machine piloted by First Lieut. Samuel Kaye, Jr., encountered a formation of six enemy machines, (Fokker type) at an altitude of 3,000 feet. Despite numerical superiority of the enemy, Lieut. Chambers and Lieut. Kaye immediately attacked and succeeded in destroying one and forced the remaining five to retreat into their own lines. A bronze oak leaf is awarded to Lieut. Chambers for each of the following acts of extraordinary heroism in action: Near Montfaucon and Vilosnes sur Meuse, France, October 2, 1918, Lieut. Chambers, while on a mission, at an altitude of 2,000 feet, encountered an enemy two-seater (Halberstadt type). He immediately attacked, and after a brief combat succeeded in shooting it down. Near Montfaucon and Vilosnes sur Meuse, France, October 2, 1918, at 17.40 o'clock Lieut. Chambers saw four enemy machines (Fokker type) attacking another American machine (Spad type). He immediately went to its rescue, and after a few minutes of fierce combat he succeeded in shooting down one. Home address, J. S. Chambers (father), Fort Huachuca, Ariz.

First Lieut. Joseph F. Wehner, Air Service, 27th Aero Squadron. For extraordinary heroism in action near Rouvres, France, September 15, 1918. While on a mission Lieut. Wehner found an enemy patrol of eight machines attacking a single observation machine. He immediately attacked, destroying one and forcing another down out of control, his own plane being badly damaged by enemy machine-gun fire. He managed to convoy the American plane to safety. A bronze oak leaf is awarded to Lieut. Wehner for the following act of extraordinary heroism in action near Mangiennes and Rieville, France, September 16, 1918: Amid terrific anti-aircraft and ground machine-gun fire Lieut. Wehner descended, attacked, and destroyed two enemy balloons. One of these balloons was destroyed in flames after it had been hauled to the ground and was resting in its bed. Home address, Mrs. J. Nelson Wehner, 72 Lynn Street, Everett, Mass.

First Lieut. Gardner Philip Allen, Coast Artillery Corps, observer, 8th Aero Squadron. For extraordinary heroism in action near Thiaucourt, France, October 9, 1918. Lieut. Allen, observer, was with First Lieut. Edward Russell Moore, pilot, took advantage of a short period of fair weather during generally unfavorable atmospheric conditions to undertake a photographic mission behind the German lines. Accompanied by two protecting planes, they had just commenced their mission when they were attacked by eight enemy planes, which followed them throughout their course, firing at the photographic plane. Lieut. Moore, pilot, with both flying wires, cut by bullets, a landing wire shot away, his elevators riddled with bullets, and both wings punctured, continued on the prescribed course, although it made him an easy target, Lieut. Allen was thus enabled in the midst of the attack to take pictures of the exact territory assigned, and he made no attempt to protect the plane with his machine guns. Displaying entire disregard for personal danger and steadfast devotion to duty, these two officers successfully accomplished their mission. Home address, George C. Allen, father, 618 Church Street, Flint, Mich.

First Lieut. Edward Russell Moore, Air Service, pilot, 8th Aero Squadron. For extraordinary heroism in action near Thiaucourt, France, October 9, 1918. Lieut. Moore, with First Lieut. Gardner Philip Allen, observer, took advantage of a short period of fair weather during generally unfavorable atmospheric conditions to undertake a photographic mission behind the German lines. Accompanied by two protecting planes, they had just commenced their mission when they were attacked by eight enemy planes, which followed them throughout their course, firing at the photographic plane. Lieut. Moore, pilot, with both firing wires cut by bullets, a landing wire shot away, his elevators riddled with bullets, and both wings punctured, continued on his prescribed course, although it made him an easy target. Lieut. Allen was thus enabled in the midst of the attack to take pictures of the exact territory assigned, and he made no attempt to protect the plane with his machine guns. Displaying entire disregard and his personal danger and steadfast devotion to duty, the two officers successfully accomplished their mission. Home address, E. D. Moore, father, 508 South Ninth Street, Columbia.

Second Lieut. Samuel A. Bowman, Field Artillery, Observer, 12th Aero Squadron, For extraordinary heroism in action in the Aire Valley, near Fleville, France, October 4, 1918. Lieut. Bowman displayed remarkable Bravery and devotion to duty while on an Infantry contact patrol mission. Heavy machine-gun fire was encountered from the enemy positions in Fleville. The plane was pierced many times and Lieut. Bowman was severely wounded, but in spite of this fact he continued on his mission until the front line was located, after which he wrote and dropped clear and accurate messages to division and corps command posts, giving valuable and timely information. Home address, J. E. Bowman, father, 815 East High Street, Springfield, Ohio.

Second Lieut. William O. Lowe, third observation group. For extraordinary heroism in action east of Cunel, Verdun sector, France, October 7, 1918. Lieut. William Lowe, while staking the advance lines of the 80th Division, was suddenly attacked by a formation of eight enemy machines (Fokker type), which dived out of a cloud bank. Although greatly outnumbered, Lieut. Lowe, succeeded in shooting down one out of control and disabled a second so that it was forced to land. Later, on the same mission, he was again attacked by a patrol of five enemy scout machines, and in a running fight he drove these off and successfully completed his mission. Home address, Mrs. Jessie G. Lowe, mother, general delivery, Fountain City, Tenn.

Second Lieut. Wilbert E. Kinsley, Air Service pilot, third observation group. For extraordinary heroism in action east of Cunel, Verdun sector, France, October 7, 1918. While staking the advanced lines of the 18th Division he was attacked by eight enemy machines (Fokker type), who dived out of a near-by cloud bank. Although attacked simultaneously by the enemy planes, he placed his airplane in such position that his observer, Second Lieut. William O. Lord, was able to shoot down and crush one enemy plane and disable a second so badly that it was forced to land a few kilometers inside the German lines. Later, on the same mission, he was again attacked by a patrol of five enemy scout machines and in a running fight he drove these off and successfully completed his mission. Home address, Guy Kinsley, brother, Washington Street, Winchester, Mass.

First Lieut. Harold H. Tittman, Air Service, 94th Aero Squadron, first pursuit group. For extraordinary heroism in action near Bouresches, France, July 1, 1918. Lieut. Tittman, while on a patrol encountered seven machines. Despite numerical superiority and the enemy advantage of position, he immediately attacked; after firing a few rounds his guns became jammed; in the midst of a veritable hail of machine-gun fire he repaired the jam and resumed the attack. Although he was severely wounded he continued until the enemy was forced to retire behind their own lines. Home address, Mr. Harold H. Tittman, father, 5024 Westminister Place, St. Louis, Mo.

Second Lieut. Guy E. Morse (deceased), observer 135th Aero Squadron, For extraordinary heroism in action near Vilcey-sur-Trey, France, September 12, 1918. Lieut. Morse, with First Lieut. Wilbur C. Suiter, pilot, fearlessly volunteered for the perilous mission of locating the enemy's advance unit in the rear of the Hindenburg line. Disregarding the hail of machine-gun fire and bursting of anti-aircraft shells, they invaded the enemy's territory at low altitude and accomplished their mission, securing for our staff information of the greatest importance. These two gallant officers at once returned to the line and undertook another reconnaissance mission, from which they failed to return. Lieut. Morse's body was found and buried by an artillery unit. Next of kin, Ernest Morse, father, 4328 Harrison Street, Kansas City, Mo.

First Lieut. Wilbur C. Suiter, as pilot, 135th Aero Squadron (deceased). For extraordinary heroism in action near Vilcey-sur-Trey, France, September 12, 1918. Lieut. Suiter, with Second Lieut. Guy E. Morse, observer, fearlessly volunteered for the perilous mission, locating the enemy's advance unit in the rear of the Hindenburg line. Disregarding the hail of machine-gun fire and bursting anti-aircraft shells, they invaded the enemy territory at low altitude and accomplished their mission, securing for our staff information of the greatest importance. These two gallant officers at once returned to the lines and undertook another reconnaissance mission, from which they failed to return. Home address, S. F. Suiter, father, Shamokin, Pa.

First Lieut. Charles E. Wright, pilot, Air Service, 93d Aero Squadron, For extraordinary heroism in action near Keffu, France, in October, 1918. Lieut. Wright attacked an enemy observation balloon protected by four enemy planes and despite numerical superiority, he forced the planes to withdraw and destroyed the enemy balloon. A bronze oak leaf, for extraordinary heroism in action near Bantheville, France, October 23, 1918. Lieut. Wright, accompanied by one other machine, attacked and send down in flames an enemy plane (Fokker type), that was attacking an allied plane. He was in turn attacked by three enemy planes. His companion was forced to withdraw on account of motor trouble. Lieut. Wright continued the combat and succeeded in bringing down one of the enemy planes and forced the remaining two into their own territory. Home address, Mrs. R. W. Wright, mother, 131 Southerland Road, Brookline, Mass.

First Lieut. German De Freest Larner, pilot, Air Service, 103d Aero Squadron. For extraordinary heroism in action in the region of Champeny, France, September 13, 1918. Lieut. Larner attacked an enemy patrol of six machines (Fokker type), and fought against the great odds until he had destroyed one and forced the others to retire. A bronze oak leaf, for extraordinary heroism in action in the region of Montfaucon, France, October 4, 1918. While leading a patrol of four monoplace planes, Lieut. Larner led his patrol in an attack on an enemy formation of seven planes. By skillfully maneuvering he crushed one of the enemy machines and with the aid of his patrol forced the remainder of the enemy formation to withdraw. Home address, Adelaide De F. Larner, mother, Highland Apartments, Washington, D. C.

First Lieut. O. D. Hunter, pilot, Air Service, 103d Aero Squadron. For extraordinary heroism in action in the region of Ypres, Belgium, June 22, 1918. Lieut. Hunter, while on patrol, alone attacked two enemy biplanes, destroying one and forced the other to retire. In the course of the combat Lieut. Hunter was wounded in the forehead. Despite his injuries he succeeded in returning his damaged plane to his own aerodrome. A bronze oak leaf, for extraordinary heroism in action in the region of Champeny, France, September 13, 1918. Lieut. Hunter, accompanied by one other monoplace plane, attacked an enemy patrol of six planes. Despite numerical superiority and in a decisive combat, he destroyed one enemy plane and, with the aid of his companion, forced the others within their own lines. A bronze oak leaf for extraordinary heroism in action near Verneville, France, September 17, 1918. Lieut. Hunter, leading a patrol of three planes, attacked an enemy formation of eight planes. Although outnumbered, they succeeded in bringing down four of the enemy. Lieut. Hunter accounted for two of these. A bronze oak leaf for extraordinary heroism in action in the region of Ligny-Devant-Dun, France. Lieut. Hunter, while separated from his patrol, observed an allied patrol of 7 planes (Breguets) hard pressed by an enemy formation of 10 planes (Fokker type). He attacked two of the enemy that were harassing a single Breguet and in a decisive fight destroyed one of them; meanwhile five enemy planes approached and concentrated their fire upon him. Undaunted by their superiority, he attacked and brought down a second plane. A bronze oak leaf for extraordinary heroism in action in the region of Bantheville, France. Lieut. Hunter, while on patrol, encountered an enemy formation of six monoplace planes. He immediately attacked and destroyed one enemy plane and forced the others to disperse in confusion. Home address, John S. Hunter, brother, 216 East Gaston Street, Savannah, Ga.

First Lieut. David H. Backus, pilot, Air Service, 49th Aero Squadron, For extraordinary heroism in action near Etain, France, September 26, 1918. Lieut. Baakus as one of a patrol of five monoplane planes that were attacked by nine enemy planes (Fokker type) in a superior position. The American patrol leader, seeing the futility of giving combat, turned toward our lines with the enemy in close pursuit. One of our patrol, however, fell behind and the enemy planes dove upon him. Lieut. Backus, although beyond danger, on seeing the predicament of his comrade, turned and alone attacked the enemy, destroying one and dispersing the other. A bronze oak leaf for extraordinary heroism in action in the region of Landreville, France, October 23, 1918. A patrol of American monoplane planes attacked an enemy formation of superior number. Lieut. Backus, flying rear position, maneuvered above the attack to prevent other enemy planes from assisting their companions. In the midst of the combat Lieut. Backus, saw three planes escaping from battle. He immediately gave chase and attacked and shot down all three of the enemy. Home address, Mr. C.J. Backus, father, 578 Holly Avenue, St. Paul, Minn.

Lieut. Stephen N. Noyes, pilot, Air Service, 12th Aero Squadron. For extraordinary heroism in action near Chatel Chehery, France, October 15, 1918. Lieut. Noyes volunteered under the most adverse weather conditions to stake the advance lines of the 82d Division. Disregarding the fact that darkness would set in before he and his observer could complete their mission, and at the extremely low altitude of 1500 feet, Lieut. Noyes proceeded, amid heavy aircraft and ground machine-gun fire until the necessary information was secured. On the return, due to darkness, he was forced to land on a shell-torn field, and proceeded on foot to headquarters with valuable information. Home address, Mrs. E. Noyes, mother, 15 Francis Street, Newport, R. I.

First Lieut. Justin F. Follette, observer, Air Service, 12th Aero Squadron. For extraordinary heroism in action near Chatel Chehery, France, October 15, 1918. Lieut. Follette volunteered, under the most adverse weather conditions, to stake the advance of the 82d Division. Disregarding the fact that darkness would set in before he and his pilot could complete their mission, he made observation at the extremely low altitude, 1,500 feet, amid a terrific aircraft and ground machine-gun fire until the necessary information was secured. On the return, due to darkness, his pilot was forced to land on a shell-torn field, whence he proceeded on foot to headquarters with valuable information. Home address, Mrs. E. K. Follette, mother, Jamul, Cal.

Second Lieut. Charles P. Porter, pilot, Air Service, 147th Aero Squadron. For extraordinary heroism in action in the region of Epips, France, July 16, 1918. While on patrol, Lieut. Porter observed two enemy planes (Fokker type) about 1,000 meters above him. He immediately maneuvered to obtain height and a position for attack. The enemy turned, and Lieut. Porter gave chase and attacked from below, destroying one and forcing the other to retire. A bronze oak leaf, for extraordinary heroism in action in the region of Forest-De-Fere, France, July 24, 1918. Lieut. Porter, while leading a patrol, attacked an enemy formation of 12 planes (Fokker type). He engaged one enemy and sent it down out of control. One of Lieut. Porter's guns jammed, and while he was repairing the gun two of the enemy planes got behind him. Unable to repair the gun and only to fire a single shot, he turned to attack, destroying a second plane and remained in the fight until the enemy retired. Home address, Mr. Charles S. Porter, father, 121-131 West Twenty-seventh Street, New York City, N. Y.

First Lieut. William H. Stovall, pilot, Air Service, 13th Aero Squadron, For extraordinary heroism in action in the region of Etain, France, September 26, 1918. While leading a protection patrol over a day-bombing formation, Lieut. Stovall's patrol became reduced, through motor trouble, to himself and one other pilot. When the bombing patrol was attacked by seven enemy planes, Lieut. Stovall in turn attacked the enemy and destroyed one plane. Home address, Mrs. William H. Stovall, mother, Stovall, Miss.

First Lieut. Leslie J. Rummell, Air Service, 93d Aero Squadron. For extraordinary heroism in action in the region of Mosery, France, September 29, 1918. Lieut. Rummell, leading a patrol of three planes sighted an enemy biplane, which was protected by seven machines (Fokker type). Despite the tremendous odds, he led his patrol to the attack and destroyed the Di Nash plane. By his superior maneuvering and leadership, four more of the enemy planes were destroyed and the remaining three retired. Home address, Mr. Alfred T. Rummell, brother, Pennington and Johnson Streets, Newark, N. J.

First Lieut. Alfred B. Patterson, Jr., pilot, Air Service, 93d Aero Squadron (deceased), For extraordinary heroism in action in the region of Moierey, France, September 29, 1918. Lieut. Patterson, while on a patrol with two other machines, attacked an enemy formation of seven planes (Fokker type) that were protecting a biplane. They destroyed the biplane and four of the Fokkers, forcing the remaining three to retire. A bronze oak leaf for extraordinary heroism in action in the region of Moierey, France, October 23, 1918. Lieut. Patterson led a formation for the purpose of protecting our bombing planes, the accompanying planes being obliged to return, due to engine trouble. Despite this fact, Lieut. Patterson proceeded on the mission alone. He sighted an enemy patrol of nine machines (Fokker type) and attacked them, driving one down. Home address, A.B. Patterson, father, 438 Franklin Avenue, Wilkesburg, Pa.

PLANES FOR SALE

The Salvage Branch is about to offer for sale by circular proposal some of the old Standard J. 1. Planes to be equipped with O.X.5. or Hispano-Suiza Motors, some L.W.F.'s, Martin R's and Hall-Scott 4 cyl., Motors, Commanding Officers of fields and depots are requested to transmit this information to the personnel under their command with the request that prospective buyers apply for further information to Salvage Branch, Supply Section, D. M. A., Washington. It is expected that bids will be received and opened on February 1st, 1919, and prompt action by those interested will be necessary.

VINCENT AND MIXTER PARDONED

It was announced at the Executive Office recently that the President had pardoned Lieut. Col. George W. Mixter and Lieut. Col. J. G. Vincent, whom the recent report on aircraft production showed to be technically guilty of a breach of statutes, because he believes that the two gentlemen concerned were entirely innocent of any improper or selfish intention, that their guilt was only technical, and that their services to the Government, which have been of the highest value and of a most disinterested sort, deserve the most cordial recognition.

AIR SERVICE CLUBS' ASSOCIATION

One of the functions of the Air Service Clubs' Association is to assist and promote the formation of an allied organization of enlisted men in the Air Service which will have as its object the promotion of social and other activities among the soldiers of the Air Service and the creation of a medium which will serve to bind together the Air Service enlisted men after their return to civil life.

The Air Service Association has voted to merge into the Air Service Clubs' Association and an invitation has been extended to the Air Service Institute to join with the association in having but one representative and official organization.

It is your opportunity now to join and make the Association a force and power in the Air Service. Secure an application blank from the officer at your post detailed on the membership campaign, or the Commanding Officer, and mail it today to The Secretary, Air Service Clubs' Association, Care Director of Military Aeronautics, Washington, D. C.

FLIES WITH NECK BROKEN

The Division of Military Aeronautics is in receipt of a report from a flight surgeon of what is believed to be the first case on record where a man who suffered a broken neck in a crash on a flying field ever recovered sufficiently to fly again as a passenger.

The accident happened in February last at Gerstner Field, Louisiana, when the ship in which the patient, Lieut. C. M. Cummings, was flying fell in a tight spiral from an altitude of 800 feet. The plane was demolished, the pilot, (Lieut. J. E. McKean) killed and the passenger suffered a fracture of the fifth and sixth cervical vertebrae and the partial dislocation of the fourth and fifth cervical vertebrae. The patient has been in the hospital at this field under treatment ever since and has with the aid of a head and neck harness made such encouraging progress that recently he rode as a passenger in a plane piloted by the commanding officer of the field. It is expected that he will ultimately completely recover.

CIVILIAN FLYING INSTRUCTORS ABOLISHED

The following telegram was sent to all Commanding Officers of Flying Fields, Aviation Repair Depots and Acceptance Parks, and is repeated here for your information and strict compliance.

On December 10, the Secretary of War abolished the position of civilian flying instructor, effective December thirty-first. On or before December thirty first all such instructors will be honorably discharged. Commanding Officers may grant leave up to and including December thirty first.

SILVER FLYING INSIGNIA

Special regulations authorize oxidized silver flying insignia for Military Aviators, and Junior Military Aviators, and Military Aeronauts, and Junior Military Aeronauts similar to previous insignia, but provide for Observers, in both branches of the service, an insignia with one wing, and the letter "O", encircling the letters "U.S."

Flying Instructors of the Air Service are authorized to wear a pair of gilt wings similar to the officers' collar device, without the propeller, on the left sleeve of all coats, just above the cuff.

This award to instructors, is made in appreciation of the services of several hundred fine fliers who have been kept at home for use on the flying fields in this country in turning out the quota of pilots asked for of the United States by the Allies. Instead of the opportunity of flying over the enemy's lines and engaging in combat the most expert Hun adversaries they have been detained here to teach slow and plodding cadets. This work has not only been exacting and monotonous but at times even in the more advanced dual training planes have been most dangerous especially when the instructors were handling reckless and impetuous pupils and were compelled to ride with them while they went through their paces in the air.

BROOKS FIELD STAGES SHAM BATTLE

The sham battle November 30, 1918, was the most interesting event ever seen at Brooks Field. It provided what is believed to be the first opportunity for the co-operation, in a sham battle on a large scale, of airplanes with units of infantry, artillery, and cavalry. The Department Commander, Major General DeRosey Cabell, took strong personal interest in the plans for this battle, and the officers of his staff were kind enough to lend the best drilled company of infantry, troop of cavalry, and battery of artillery, available in the Southern Department. These troops were quartered at Brooks Field on the night before the battle. Very great interest was manifested in the battle, which followed the progress of an actual attack and counter attack. Two hundred volunteers from Brooks Field, dressed as Germans, and supported by a large number of airplanes bearing German insignia, were opposed to a company of infantry, which in turn was supported by the cavalry and artillery, and by an equal number of American airplanes.

The newspaper accounts gave a good idea of the battle, which lasted one hour. The flying was the best ever seen in San Antonio, being spectacular in the extreme. A synopsis of the battle was distributed to all the spectators, while the troops were given a more elaborate program. Everything was conducted strictly in accordance with the time table, so that at any moment the 10,000 spectators were able to follow intelligently the course of the action. On account of the engravers' strike in San Antonio, no pictures of the battle have yet appeared in the local newspapers.

The very close and cordial relations that have existed between Department Headquarters and Brooks Field were further strengthened by this sham battle. Most of the officers with the visiting organizations were given flights following the battle, and the observation balloon from Camp John Wise, with a balloon company under command of Lieutenant J. J. Bruce, has remained at Brooks Field, where the men are quartered in a vacant barracks. The balloon has made regular ascents, taking up the Commanding Officer of Brooks Field and all officers of the post. This has had an excellent effect in promoting cordial relations and better understanding between the two principal branches of the Air Service, as only a handful of the Brooks Field officers had ever been in, or near, an observation balloon. On one occasion, when Major Brooks and the writer made an ascent, the balloon was manoeuvred all over the post, affording a much better opportunity to study its appearance from the air than can be gained from an airplane. It is believed that balloon companies should be assigned from time to time to the flying schools for purposes of instruction, and so that both the balloon officers and the airplane officers may have an opportunity to know each other and to enjoy opportunities for flight in each other's apparatus.

BROOKS FIELD PROGRAMME

- 10.00 A.M. Combat begins. The American troops are on the left of spectators, Germans on the right. A German and an Allied airplane descend from high altitude in tailspins.
- 10.03 A.M. Two formations of German bombing planes, guarded by combat planes, appear over field at 2,000 feet. The German infantry, meanwhile, has opened fire and advanced over "No Man's Land" close to the American lines. American infantry is suddenly attacked by German planes. Artillery takes position.
- 10.05 A.M. A German plane attacks the allied observation balloon.
- 10.15 A.M. American infantry, reinforced by cavalry, gains fire superiority,, causing Germans to retire to prepared positions.
- 10.25 A.M. Allied combat planes have gone up to meet German planes, and an aerial combat ensues. Several ships are forced to descend; at 10.30 an American plane makes a forced landing in the center of the field.
- 10.35 A.M. American artillery takes more advanced position. The infantry advances, covered by fire from the cavalry.
- 10.45 A.M. The cavalry mounts. The German line, under continued fire, shows signs of weakening. An American formation of bombing planes has maneuvered into position over a chateau within the German lines. Cavalry, advancing in line of foragers, charges the German positions.
- 10.50 A.M. Infantry advances, and captures German trenches. The survivors are disarmed, formed and marched back to the American lines, escorted by cavalry.
- 11.00 A.M. Artillery and infantry consolidate the new position. A distinguished captive, fleeing from the chateau, is discovered in a German dugout.

DORR FIELD

On December 3, Lieut.-Col. R. K. Green, of the Inspector General's Department arrived at this Post, for purposes of inspection. Lieut.-Col. Green expressed himself as very well pleased with the aspect of the post, and satisfied with the progress of the work being conducted there in connection with the gunnery training of pilots and the development of pursuit pilots.

Five ships from Dorr Field left November 25th, and had a very difficult trip to Jacksonville, due to bad gas at Sanford, low clouds (the flying elevation for the entire 300-mile trip was about 1200 feet), and motor trouble. At Jacksonville, they landed on the rifle range at Camp Johnston, about 15 miles outside of the city proper. On Tuesday, Wednesday, Thursday, and Friday, continued fog and rains prevented any flying, outside of a single scout which went up each day to ascertain the height of the clouds, which was seldom greater than 800 feet. On Saturday morning, the clouds broke for a short time, and a formation flight was pulled off from Camp Johnston over to the Florida State Fair Grounds on the other side of Jacksonville, and back again. On Sunday, an extremely heavy down-pour all day prevented flying. While the original plan had been for the ships to remain but the one week, due to the lack of flying weather, permission was received to remain until the following Friday. On Monday, December 2d, the weather cleared, and remained clear for the rest of the week. So on Monday, Tuesday, Wednesday, and Thursday, scouts and Hispanos flew over the fair grounds, morning and afternoon, giving exhibitions of formation flying, acrobatics, and aerial gunnery practices. On Friday morning, the ships started home, three of them arriving that night, and two being compelled to wait overnight at neighboring towns, due to motor trouble and low clouds. The last two ships arrived safely Saturday morning, December 7th.

ARMY PLANES AND PILOTS FOR AERIAL MAIL

According to an amendment offered by Representative Green, of Iowa, the Post Office Aerial Mail Service will use Army planes, and they will be operated and maintained by the Flying personnel of the Army under the direction of the Postmaster General.

On December 20, the House passed the Postoffice Appropriations bill carrying \$358,000,000 for the operation of the mail service during the fiscal year ending June 30, 1920 and the bill now goes to the Senate.

The only important amendment made by the House provides that the War Department shall supply planes for the aerial mail routes and that they shall be operated and maintained by the army, under the control and direction of the Postmaster General. The proposed appropriation of \$2,185,000 was reduced to \$300,000, and any purchases of airplanes by the Postoffice Department must be made from the War and Navy Departments.

The amendment provides: "That the Secretary of War is hereby directed to deliver immediately to the Postmaster General, 100 De Haviland Fours, 100 Handley Page, 10 Glenn Martin day-bombers; all planes completely assembled and with the necessary spare parts; also 100 extra Liberty engines with spare parts, 50 Hispano-Suiza engines with 300 horsepower engines, 20 Hispano-Suiza engines with 150 horsepower motors, the same to be out of any equipment that the War Department has on hand or under construction; the War Department appropriation to be credited with the equipment turned over to the Postoffice Department."

ORDERED HOME AND DISCHARGED

In his conference with the representatives of the Press, December 14, General March, stated that 13,000 men of the Division of Military Aeronautics, 30,000 in Spruce Production had been designated for discharge.

Forecast Bulletins indicate the early return from overseas of the 172, 174, 184, 151, 374, 137, 373 and 4th Regt. Air Service Mechanics including Companies 11, 12, 13 & 14.

No Balloon units have, as yet been ordered home.

Recently General March announced that the following air organizations had been assigned to early convoy: Aero Squadrons 23, 176, 247, 264, 499, 400, 465, 467, 488, 835, and 840, totaling 47 officers and 1639 enlisted men, and Photo Sections 19, 20, 21, 22, 24, & 26 totaling 5 officers and 76 men.

On Dec. 17, the Chief of Staff announced the assignment for early convoy of the following: British Replacement Draft No. 1 Air Service, 1 officer, 97 men; 1102d Aero Squadron, 4 officers, 166 men; 153d Aero Squadron, 3 officers, 156 men; 482d Aero Squadron, 5 officers, 149 men; 97th Aero Squadron and Medical Detachment, 2 officers, 151 men; 491st Aero Squadron and Medical Detachment, 3 officers, 137 men.

The Chief of Staff recently announced the following organizations have been assigned to early convoy:

173d Aero Squadron, 5 officers, 148 men; 153th Aero Squadron, 3 officers, 155 men; 801st Aero Squadron, 3 officers, 136 men; 149th Aero Squadron, 3 officers, 153 men; 35th Aero Squadron, 3 officers, 138 men.

SCARLET CHEVRON BADGE OF HONORABLE SERVICE AND DISCHARGE

As a recognition of duties performed in the service of the country, the Secretary of War has directed that each soldier on being honorably discharged be furnished with two scarlet chevrons to be worn on the left sleeves, point up, midway between the elbow and the shoulder, one on the coat and one on the overcoat.

These chevrons will serve to indicate to the country while the uniform is being worn that the wearer responded to the demands of the country, performing creditable service in the Army, and finally received honorable discharge therefrom.

Where practicable these chevrons should be sewn on the garments before discharge. If this can not be done they will be presented to the soldier with his discharge papers.

The chevrons will be of the same size and shape as now prescribed for war service chevrons. Immediate steps will be taken to provide them at all places where troops will be discharged and they can be furnished to men already discharged who apply for same.

BALLOONIST FIGHT WIND

One of the greatest battles the balloonist has to fight is the wind. He is constantly aloft at a great height over the line, unarmed and subject to attacks by enemy aircraft and also all the eccentricities of the weather.

1st Lt. Everett R. Likens, Balloon observer, from Kentucky, who has just returned from overseas where he was last stationed with the 10th Balloon Company, related some of his experiences just preceding and during the St. Mihiel drive. On the first day of this drive, September 12, Lt. Likens and another observer responded to the call which went all along the line, for all observers to go aloft as soon as possible. This was not a most unusual order especially with a big push on, but on this occasion a very strong wind was blowing and under ordinary circumstances no one would have gone up. At about 7: A.M. however, the balloon company to which these observers were attached got out their balloon and made ready to send it aloft. The two observers had just climbed in the basket and the balloon was starting up, swaying rapidly from one side to another, at about the

height of the surrounding tree tops, when an unusually strong gust seized the balloon and flung it about in a very dangerous manner. It dived to the ground then jerked aloft and on one occasion did a complete aerial flip so that the basket was thrown completely around the balloon, the two observers being held in by their own strength and the action of centrifugal force. After some time of wildest gyrations, the balloon became caught in the trees and the basket was hurled to the ground. On one occasion during the fight of the crew on the ground to get the balloon back to earth, a sudden gust seized the balloon and actually lifted with it the 16 ton winch, to which the cable was attached, from the ground.

The two observers were pretty well exhausted when they finally crawled out of the basket and one of them was badly injured and temporarily out of the game. Lt. Likens, however, was the more fortunate of the two and escaped with a few scratches to enjoy the privilege of going aloft in another balloon almost immediately and conducting all the observations for the company during the remainder of the offensive. He directed the fire of artillery, located the enemy batteries and made a general surveillance of the troop movements and other activities within the enemy lines.

It was during this same drive that the balloon outfits along a front of 20 to 30 kilometers in this neighborhood, lost severely. One balloon was destroyed; two, one a French and one an American, practically destroyed; one broke loose and went to Germany with both of its observers, their parachutes, having become torn and useless, while another balloon was burned by an airplane attack.

Lt. Likens was trained in this country for infantry work before he was commissioned in the Air Service and sent overseas for further training for a balloon observer. His first activities over there placed him with a French balloon company on the front where he remained for two months in training. During the course of his observation work, with the 10 American Balloon Company, Lt. Likens was forced to make two parachute descents when his balloons were burned above his head by enemy airplanes. On each occasion he landed among the trees, the parachutes becoming entangled and hanging to the branches against which he bumped and scratched on his way to earth. Although he was not seriously injured he wears a wound stripe on his right sleeve indicating an injury received in action. He explained that parachute jumping was not so bad after the parachute opened, but was rather a pleasant sensation. Evidently the presence of an intact parachute attached to a balloon basket is a very reassuring accessory to ballooning.

GERMANS' PILOTS

According to Lt. George C. Whiting, of Boston, Mass., who has just returned from active flying service with the British, many German pilots and observers are both efficient and possess a good amount of nerve and finesse.

"It is a mistake" said Lt. Whiting, "to believe that all German fliers are inefficient, untrained pilots and lacking in nerve".

"We men, who have flown along the British front," continued Lt. Whiting, "know that there are two classes of Hun air fighters; one, the mediocre men, who, it has evidently been decided, are not worth giving special or advanced training, and the better class of men who are highly specialized operators and fighters." "This latter class is organized in groups, well known at the front as Circus Squadrons, which are ordered up and down the lines where they are needed and often concentrated with a hope of breaking the aerial morale of the Allied forces. The only real unfortunate part of this system however, is the fact that some of the new squadrons fresh from the training fields are first assigned to a quiet sector where none of these German super airmen are flying. After a few successful scraps these new air fighters get the idea that all German fliers are dubs and as the Americans say, "Easy meat", but later on in other sectors, or when,

by chance, some German circus squadrons are ordered in to their neighborhood, they find at their own expense, that Germany has two classes of air fighters."

Lt. Whiting, had flown somewhat before the war in a Wright plane. At the beginning of the war he enlisted in the air service and went overseas, being assigned with the British for training and it was in the British service as an American, that he won his wings. Later on he saw active service with the 43rd. Squadron of the R.A.F. in France.

Referring to the American flier as a type, Lt. Whiting said that the young American officer is often too energetic and daring and that, as specified above, he is apt to get the idea that the Hun pilots are all poor and become careless. There were in operation along the German front at least 15 of the so called "Circus Squadrons" such as was commanded by Richtoffen, the "Blue Noses" the "Checkerboards" and others, all composed of expert fighters and fliers, and as stated above, they were moved up and down the lines constantly where they made life very busy in their neighborhood for the old experienced fliers, as well as the new ones.

Lt. Whiting said that he felt more or less bound to testify to the ability and "stoutness" of some German fliers and air fighters whom he encountered. On one occasion it seems that two Allied flights of five ships each in "V" formation, were proceeding over the Hun lines, one ship quite a distance above the other, when a German two-seated plane attacked the topmost allied plane. The attack of the German however, failed in that he did not hit the Allied pilot, but as he dashed through the first formation his pilot was hit, apparently killed, and the machine burst into flames. It suddenly began to dive out of control burning fiercely, the flames streaking back over the pilot toward the observer. Realizing that he was in a very dangerous position, if not a fatal one, the observer leaned forward, secured the controls and managed to get the ship under control, so that as it descended it was describing a rather erratic spiral. As he reached the lower formation of allied planes, the observer seized his efforts to direct or control the plane, stood up and seized his machine gun with which he proceeded to spray the lower formation of allied planes as he passed through. By this time the front of the German fuselage was flaming badly and the observer himself was being burned while he operated his gun in a last desperate measure to account for some enemy planes. But his nery efforts were in vain and his plane dashed toward the earth resembling a flaming comet. This German observer, Lt. Whiting maintained, was possibly an exception, but he certainly was possessed with a level head, tremendous nerve and determination to do his utmost.

Another example cited by Lt. Whiting of German tenacity, was witnessed while he was over the lines on contact patrol assisting the infantry to break up machine gun nests. Here he saw below him a machine gunner, the last of three or four, stick desperately to his gun in spite of close proximity of the advancing British infantry, until his gun either jammed or the ammunition ran out. Even then, the German did not surrender but stepped back, ripped out his revolver and defended himself until cut down by the advance of the British.

"Some of them," said Lt. Whiting referring to the German soldiers, "have plenty of nerve and ability and make koncrable opponents."

"While it seems absurd to talk about war flying now," Lt. Whiting continued, "one thing cadets and young fliers should constantly bear in mind, is the safety of formation flying and the value of keeping in position. "Archie" fire will sometimes disconcert a new pilot on his first trips over the lines and he will be tempted to break formation and proceed "on his own", but such a maneuver is absolutely disastrous for some Hun plane lurking far aloft, may be awaiting just such a movement and will pounce upon any straggler who may leave the formation.

Lt. Whiting, it is said, is credited with bringing down five Huns and has spent over 400 hours in the air over the lines.

The Radio Branch of the Training Section weekly report shows that there were 187 candidates for radio officers in training at the Radio Schools. Besides these candidates, 504 radio operators and 455 radio mechanics are under training at present. Six hundred and four artillery-men are also under instruction at the Air Service Radio Schools.

Officers of this section connected with the Technical Department have taken part in exhibitions at Washington covering the directing of planes by radio telephone from the ground, and made special tests and investigations with special apparatus for this form of radio communication.

OPERATIONS OF PHOTOGRAPHIC BRANCH

The weekly report of the Photographic Branch of the Training Section for the week ending December 14, states that this branch is formulating plans for future aerial mapping which will mean the retention of many photographic units throughout the country. Plans for a mobile photographic organization have also been submitted. Work now under way includes the making of lantern slides, and mosaics from the photographs recently taken from the air of the Chemical Warfare service plant at Edgewood Arsenal, Maryland.

During the week ending December 14, a total of 515 students were reported at Rochester and Cornell. To date the graduates at photographic schools number 2035.

KELLY JOINS ASSOCIATION EN MASSE

The Board of Control of the Air Service Clubs' Association is much gratified at the result of the recent membership drive conducted at Kelly Field. In this drive a total of 244 officers was secured under the supervision of Major S. S. Hanks, A.S. (M.A.)

Major Hanks has certainly made a fine record and Kelly Field is to be congratulated for the enthusiasm thrown into the campaign. It has provided the largest group of officers joining the Air Service Clubs' Association at any one time and its activities are especially inspiring to other fields now conducting campaigns.

In his report Major Hanks modestly states that he received great support from 21 officers located in the different departments of Kelly Field, one of which, the Air Service Supply Department responded 100 per cent.

The Air Service Clubs' Association membership on Dec. 20, numbered 1057.

AMERICANS WITH R.A.F.

Twenty-five enemy airplanes were brought down by American aviators brigaded with the British between September 23rd. and October 20th. inclusive with one week, and five American aviators were decorated with the British Distinguished Flying Cross, according to the latest Royal Flying Corps Communiques last received by the Division of Military Aeronautics.

2nd. Lieut. H. C. Knotts, 17th. American Squadron, whose home is in Carlinville, Illinois, received the following special mention in the communique on September 29th:

"2nd. Lieut. H. C. Knotts, 17th. American Squadron, while on the offensive patrol saw a lower flight attacked by eight enemy airplanes and diving on one of them shot it down. On turning back to regain his formation, another enemy airplane attacked him from behind, but he succeeded in maneuvering on its tail shooting it down in flames."

The Distinguished Flying Cross was awarded to:

- Lieut. H. R. Clay, Fort Worth, Texas.
- " R. G. Landis, (no address)
- " E. W. Springs, Lancaster, Pa.
- " F. E. Luff, Cleveland, Ohio
- " J. O. Donaldson, Washington, D.C.

Enemy planes were brought down by:

- Lieut. E. W. Springs, Lancaster, Pa.
- " F. E. Kinvley, Granette, Ark.
- " W. B. Knotts, no address.
- " E. H. Zistell, no address.
- " T. Whyly, no address.
- " W. T. Clements, Gloucester, Va.
- " H. Burdick, Brooklyn, N. Y.
- " A. O. Ralston, Weeping Water, Neb.
- " J. O. Creech, Washington, D. C.
- " H. R. Clay, Fort Worth, Texas.
- " C. I. McLean, New York, N. Y.
- " L. W. Rabe, Payson, Ill
- " G. A. Vaughn, Findlay, Ohio
- " J. O. Donaldson, Washington, D.C.
- " C. Bissell, no address.
- " L. K. Callahan, no address.

During this same period one enemy balloon was shot down in flames by 2d. Lieut. J. B. Garver whose home is in Strassburg, Ohio.

The record of the American aviators who have been brigaded with the British, has been a creditable one. The Royal Flying Corps communiquees show that September 9th. to October 20th. with one week missing, 36 enemy airplanes and two hostile balloons were brought to earth by Americans. Eleven Distinguished Flying Crosses were awarded to American Aviators by the British Government during this same period.

RICH FIELD PUTS ONE OVER

During the celebration at Rich Field called Open House Day, one of the stunts "pulled off" is reported as follows:

The free ride offered to the woman who drew the lucky number proved to be a good-natured hoax, which in point of excitement furnished more thrills than would have been recorded had one of Waco's fairest been allowed to take wings as was announced. To all intents Mrs. W. W. Cameron had won the drawing, whereupon she was escorted to the flight office by Lieutenant Sharp, there to sign the alleged necessary papers. Within the flight offices, however, Lieut. Eddie Glenn, well known society lion of Waco, was waiting, dressed in a perfect duplicate of Mrs. Cameron's costume.

In due time the ambitious "Mrs. Cameron" was escorted from the flight office to the waiting ship where instructions were to be given on her behavior while in the air. In examining the ship, "Mrs. Cameron" climbed up into the fuselage, and "accidentally" opened the throttle, causing the plane to be set in motion. It performed a wide arc with one wing dragging, and the tail see-sawing over the field. As speed was gathered, the trepidatious air "woman" was carried

off the ground in her ship in a wild and reckless scramble. Then came "control" and this clever comedy proved a bright spot in the day, for the skillful flying, of Lieut. Glenn, together with the success of the joke, more than made up for the possible disappointment in not seeing a Waco woman take her first ride.

NEW AIRCRAFT PRODUCTION HEAD

Lieut. Col. J. A. Mars, Air Service (formerly Signal Corps) has just been detailed as Director of Aircraft Production to succeed Messrs Ryan and Potter resigned. Lt. Col. Mars, has been relieved from duty as officer in charge of the Demobilization of the Air Service, and Lt. Col. George B. Hunter detailed to this duty.

TRANS-CONTINENTAL FLIGHT

Alabama The four training planes coming East from San Diego, California, reached Eufaula, from Montgomery, Alabama, on Dec. 17th, and turned south headed for Florida. They were given permission to come on to Washington, D. C., but requested that they be allowed to fly through Florida before coming north and this consent being secured, started for Jacksonville on December 18. From there they will proceed to Arcadio. By reaching Jacksonville they will have completed a trans-continental flight, the first on record for formation flying.

They left the Pacific Coast on December 4, each carrying two men, and have come steadily east in hops of one and one-half hour each, mapping the country as they went along for the purpose of laying out a southern trans-continental air route.

Gen. Menoher

Air Service

Washington, D.C.
December 28, 1918

War Department

NEW AIR SERVICE HEAD

Maj. Gen. Charles T. Menoher, lately commander of the Rainbow Division and the Sixth Army Corps, who has just been appointed Director of the Air Service is now enroute to the United States, where he is expected to land on Jan. 2. General Menoher left France, on board the Transport Princess Latoika on December 20, for Newport News, Va. Accompanying the new Director is an Artillery Aide-de-camp, and ten Air Service Officers.

General Menoher was a Lieut-Col. attached to the Third Field Artillery at the declaration of war, according to the last Army Register. He was born in Pennsylvania, March 20, 1862, graduated from the Military Academy in 1886, at the age of twenty-four, and was assigned to the Artillery where he served until he became a general officer.

General March, in his Press interview of December 21st, reported on new Officers of the Air Service as follows:

"The resignation of Mr. John D. Ryan and Mr. William C. Potter from the Air Service has brought about the consideration of putting permanent military officers in charge of those facilities, and during the week I have designated Col. James A. Mars as acting director of aircraft production, to relieve Mr. Potter.

I have designated Maj. Gen. Charles T. Menoher as director of Air Service. Gen. Menoher has been in France in command of the Rainbow Division for a large part of the fighting, and before the armistice was concluded had been promoted and assigned to command the 6th Corps. Gen. Menoher is on his way home."

Replying to a question as to what extent the Air forces were being used with the Army of Occupation, General March said:

"The air forces are being demobilized with the greatest rapidity, and Gen. Pershing has asked that no more aviation supplies of any kind be sent to Europe."

FROM THE A. E. F., AIR SERVICE

A brief review of operations of the American Air Service in France, up to November 12, is contained in a cable from Major General Harbord to the Director of the Air Service, dated December 15, 1918.

There were in operation on the front on November 11th, thirty-nine American Aero Squadrons, distributed as follows:

20 pursuit,	5 army observation,
1 night bombardment,	12 corps observation,
6 day bombardment	1 night observation

right

Enemy planes brought down by American flyers, included 491 confirmed and 354 unconfirmed, making a total of 845. A total of 82 enemy balloons are reported as destroyed, of which 57 were confirmed. During the activities of the American Air Service, the United States lost 271 planes and 45 balloons.

Concerning commissioned personnel casualties, the cable reports 109 killed, 103 wounded, 200 missing, 27 prisoners and 3 interned, making a total of 442.

The Air Service included in the zone of advance 2161 officers, 22551 soldiers, a total of 24,512 at the actual front. There were also 4,643 officers and 28,353 soldiers in the service of supply. With the French Armies there were detailed 8 American flying officers and with the British Expeditionary Forces there were 49 officers and 525 soldiers. The total personnel in France consisted of 6,861 officers and 51,229 soldiers, a total air strength of 58,090. Air Service mechanics regiments with the French Army included 109 officers and 4,744 soldiers.

The flying personnel under instruction on November 11th, included 1,323 pilots assigned as follows:

Preliminary	126	Observation	140
Advanced	29	Day bombing	77
Pursuit	850	Night "	101

Observers in training included 563 artillery; 65 day bombing, and 61 night bombing, a total of 689 officers. This made the aggregate in training 2,012. The flying personnel, awaiting instruction, included 155 pilots and 59 observers. Graduations up to November 11, 1918, included 6,069 pilots divided as follows:

Preliminary	1,573	Observation	725
Advanced	2,359	Day bombing	329
Pursuit	1,160	Night bombing	25

A total of 2,045 observers divided as follows:

Pursuit	68		
Artillery	1,425	Night bombing	142
Day bombing	390		

A total of 159 individuals is reported as being killed in training.

The number of planes, by type, received from all sources by the A.E.F. between September 12, 1917 and November 16, 1918 is as follows:

Pursuit	(For service 3,357	Observation	(For service 3,421
	(For schools 90		(For schools 664
Day Bombing	(For service 421	Night reconnaissance	51
	(For schools 85		

Other planes received included 2,285 training planes, 30 experimental planes and 108 miscellaneous, making a total of 6,472.

Eight different schools under American control were established in France and designed for training 3,800 officers and 11,700 men, as follows:

Tours - Observers:	Meucon - Artillery Firing point:
916 officers	20 officers
2,121 soldiers	110 soldiers

Issoudun - General flying	and
2,175 officers	
6,100 soldiers	Chatillon-sur-Seine - Observers:
	204 officers
Clermont-Ferrand - Bombardment:	373 soldiers
120 officers	
660 soldiers	
St. Jean-de-Monte - Aerial gunners:	
92 officers	
1,500 soldiers	
Souge - Artillery firing point:	
259 officers	
750 soldiers	
Coetquidan - Artillery firing point:	
25 officers	
120 soldiers	

SECRETARY BAKER'S GREETING

(Statement by the Secretary of War for release for morning newspapers, January 1, 1919)

On this first day of a new and inviting year, I am happy to send by these means holiday greetings to the officers and men of the United States Army. We look forward to a realization of the objects of victory, the fine purposes of peaceful pursuits and reconstruction along lines more stable than civilization has ever known.

As rapidly as possible the men who have served in the great military enterprise are now returning to civil life, the vast majority of them better equipped physically than they were one or two years ago and all, I firmly believe, spiritually better by token of a consciousness of duty nobly done. Every citizen who thinks of the incalculable service that the uniformed forces of the nation have accomplished will join with me in a sincere wish that our land will yield to them prosperity and plentifulness, opportunity abounding, with new sources of happiness, and contentment. The future of the United States will very largely be determined by the young men who have constituted the fighting forces in this war. I have had exceptional opportunity to know them and they have confirmed in a very large way my estimate of their courage, ability and high purposes and on that knowledge I foresee a marvelous national development.

NEWTON D. BAKER

FIRST TRANS-CONTINENTAL FLIGHT

The squadron of four army training planes flying from San Diego, California, reached the Atlantic coast on December 22nd. This flight in formation approximates 2,400 miles. The planes left the Pacific Coast December 4 and they have come east across the continent in short flights limited by the size of their gasoline tanks, none of the planes carrying more than an hour and a half's supply at any one time. The crews, two men to a plane, have gathered data and statistics on landing fields, also

made air maps of the route along which they came.

This work is a part of the big reconnaissance now being made by fliers going out in all directions from over twenty-five fields in various parts of the country. The material collected, as fast as it is returned to the fields, is being forwarded to Washington for analysis and compiling in the form of a government air guide or blue book. Major Albert D. Smith, commanding the air squadron which has come east from the Pacific, reported on December 23rd, to the Division of Military Aeronautics in Washington, D.C., that his planes left Americus Georgia at 9:00 A.M., December 22nd and arrived at Jacksonville, Florida, at noon, having encountered rain and fog all the way and at no time having a ceiling of more than 500 feet. Major Smith expects to fly his squadron north to Washington at an early date.

RECONSTRUCTION AT GERSTNER COMMENDED

At the request of the Executive Section the attached communication from the Assistant Secretary of War commending the work of reconstruction at Gerstner Field at a cost of less than a third of the original estimate.

Gerstner Field was practically destroyed by a hurricane on the afternoon of August 6, 1918.

War Department
Office of the Assistant Secretary
Washington, D.C.

December 20, 1918

MEMORANDUM FOR COL. C. G. EDGAR:

The Assistant Secretary of War has read with much interest your memorandum of December 19, in regard to the reconstruction of Gerstner Flying Field and asks me to say to you how extremely gratifying it is to him to know that the work will be completed for a cost not to exceed \$150,000.00, although the original estimate amounted to \$466,000.00. The use of troop labor has been fully justified and the results far beyond any one's expectation.

C. H. HARE

For the Assistant Secretary of War

In a report on the work, Col. Edgar, Chief of the Supply Section, D.M.A., says in part:

"Particular commendation is deserved by the Commanding Officer, Supply Officers, Officer in Charge of Construction, and the officers and enlisted men of the Service and Construction Squadrons at Gerstner Field for their exceptionally good work in the rapid reconstruction of the wrecked Post."

PERSONNEL BOARD

"A board of officers as named below is constituted to consider such matters affecting the personnel of the Air Service as may be brought before it:

Colonel Archie Miller, A.S.A.
Colonel M. F. Davis, A.S.A.
Colonel Wm. E. Gillmore, A.S.A.
Colonel Henry C. Pratt, J.M.A., A.S.A.
Lt. Colonel Rush B. Lincoln, A.S.A.
Lt. Colonel B. F. Castle, J.M.A., A.S.A.
Lt. Colonel M. F. Harmon, J.M.A., A.S.A.
Lt. Colonel H. Berington, A.S.A.

MORROW FIELD

The following letter from The Adjutant General, designates the field at Detroit, as Morrow Field.

December 17, 1918

To: All Department and Camp Commanders and all
Bureau Chiefs

You are informed that the Air Service Acceptance Park at Detroit, Michigan, will be officially known as Morrow Field, in honor of Lieutenant Karl Clifford Morrow, who lost his life in Detroit, Michigan, November 11, 1918, while entertaining citizens of the city who were celebrating the signing of the armistice.

By order of the Secretary of War:

(Signed) Ralph Harrison
Adjutant General

CITED FOR DISTINGUISHED SERVICE

The commander in chief, in the name of the President, has awarded the distinguished-service cross to the following named officers and soldiers for the acts of extraordinary heroism described after their names:

First Lieut. William W. Palmer, pilot, Air Service, 94th Aero Squadron. For extraordinary heroism in action in the region of Doulecon, France, October 3, 1918. Lieut. Palmer encountered three enemy planes (Fokker type). Despite their numerical superiority he attacked and, in a decisive combat, sent one down in flames and forced the others to retire. Home address, H. W. Palmer, father, Bennettsville, S.C.

First Lieut. Edward P. Curtis, pilot, Air Service, 95th Aero Squadron. For extraordinary heroism in action in the region of Stenay, France, September 27, 1918. Lieut. Curtis volunteered to perform a reconnaissance patrol of particular danger and importance 30 kilometers within the enemy's territory. He made the entire journey through a heavy anti-aircraft and machine-gun fire, and flew at an extremely low altitude to secure the desired information. Home address, Mrs. G. T. Curtis, mother, North Goodman Street, Rochester, N. Y.

Capt. James A. Wallis, observer, Air Service, 1st Army observation group. For extraordinary heroism in action in the region of Metz, France, September 15, 1918. While on a reconnaissance under the most adverse weather conditions, which necessitated flying at extremely low altitude, Capt. Wallis,

with his pilot, penetrated the enemy's territory to a depth of 25 kilometers. Attacked by five enemy planes, they destroyed one and forced the others to retire. Under heavy fire from the ground, they continued on their mission until it was completed. Home address, Mrs. James A. Wallis, sr., 11 Bigelow Street, Cambridge, Mass.

First Lieut. Arthur F. Seaver, pilot, Air Service, 94th Aero Squadron. For extraordinary heroism in action in the region of Etain, France, September 15, 1918. Lieut. Seaver, with his squadron, started on a bombing raid. The formation was broken up because of various troubles to the machines. Lieut. Seaver, with his observer, Lieut. Stokes, continued on and joined a formation of another bombing squadron. After crossing the lines their plane was struck by an anti-aircraft explosive shell, throwing the machine out of control. When Lieut. Seaver gained control of the machine it had fallen away from the protection of the other planes. With their crippled plane and missing motor they continued until they had reached their objective, when their motor died completely. An enemy plane attacked, but Lieut. Stokes kept him off until his machine coasted to their own lines. Home address, Charles A. Seaver, father, 22 Rue D'Aguesseau, Paris, France.

First Lieut. Willis A. Dickema, pilot, Air Service, 91st Aero Squadron. For extraordinary heroism in action in the region of Metz, France, September 15, 1918. While on a photographic mission Lieut. Dickema's formation was attacked by a superior number of enemy aircraft. In the course of the combat Lieut. Dickema's companion planes were driven off. Disregarding the fact that his machine was without protection, he continued on his mission until his observer, Lieut. Hammond, had completed the photographs. On the return they fought their way through an enemy patrol and destroyed one of the machines. Home address G. J. Dickema, 154 West Twelfth Street, Holland, Mich.

First Lieut. Leonard C. Hammond, observer, Air Service, 91st Aero Squadron. For extraordinary heroism in action in the region of Metz, France, September 15, 1918. While on a photographic mission Lieut. Hammond's formation was attacked by a superior number of enemy pursuit planes. Notwithstanding that the enemy planes succeeded in driving off the protecting planes, Lieut. Hammond and his pilot, Lieut. Dickema, continued on alone. Continually harassed by enemy aircraft, they completed their photographs, and on the return fought their way through an enemy patrol and destroyed one of the machines. Home address, A. B. Hammond, 2252 Broadway, San Francisco, Cal.

Maj. John W. Reynolds, Air Service, commanding officer, 1st Army observation group. For extraordinary heroism in action in the region of Verdun, France, October 10, 1918. Maj. Reynolds proceeded over the enemy lines without benefit of protection planes on a mission of great urgency. He flew about 12 kilometers over the lines when he was suddenly set upon by 14 hostile planes. He fought them off and succeeded in downing one of the enemy. He continued his flight with his badly damaged plane and concluded his mission. A bronze oak leaf for extraordinary heroism in action in the region on Grand Pre, France, October 29, 1918. While on a mission Maj. Reynolds was suddenly set upon by six enemy aircraft. Although in the German territory, without protection and in danger of being cut off in the rear, he entered into combat with the hostile aircraft. He succeeded in shooting down two of the enemy and dispersing the rest of the formation. With his machine severely damaged, he continued until he had completed his mission. Home address, Mrs. John W. Reynolds, Dora Apartments, Twentieth Street and Florida Avenue, Washington, D.C.

First Lieut. Alexander WE Schenck, pilot, Air Service, 49th Aero Squadron. For extraordinary heroism in action in the region of Doullon, France, October 4, 1918. Lieut. Schenck was one of an offensive patrol of six planes that attacked and engaged in combat 17 enemy machines (Fokker type). While he was engaging one of the enemy, he observed a comrade about to be sent down by an enemy plane that had maneuvered to an advantageous

position. Lieut. Schenck immediately left off the combat he was engaged in and shot down the plane, thereby saving the life of his comrade. Home address, Mrs. R. R. Parkhurst, mother, 500 Grant Avenue, Plainfield, N. J.

First Lieut. Stirling Campbell Alexander, pilot, Air Service, 99th Aero Squadron. For extraordinary heroism in action in the region of Landres-et-St. Georges, France, October 6, 1918. Lieut. Alexander, with Lieut. Atwater, observer on a photographic mission, was forced back by seven enemy pursuit planes. A few minutes later he returned over the lines, and while deep in enemy territory was cut off by 12 enemy planes (Pfals Scouts). He maneuvered his plane to give battle, and so effectively managed the machine that he with his observer were able to destroy one, and forced the others to withdraw. With his observer severely wounded, he managed to bring his plane safely back to his own aerodrome, with his mission completed. Home address, Mrs. Lucine Hughe Alexander, mother, Chestnut Hill, Philadelphia, Pa.

Second Lieut. Frank K. Hayes, pilot, Air Service, 15th Aero Squadron. For extraordinary heroism in action in the region of Chambley, France, September 13, 1918. Lieut. Hayes was one of an offensive patrol of five planes, attacked by seven enemy scouts (Fokker type), that dived down on them from the clouds, catching the American patrol in a disadvantageous position. In the course of the combat which followed, both of Lieut. Hayes's machine guns jammed. By an extraordinary effort he cleared his guns and drove off the adversary. He then observed his flight commander in a dangerous situation with two enemy planes behind him. He attacked and destroyed one and forced the other to withdraw. Home address, G. L. Hayes, father, 2000 West One hundred and first Place, Chicago, Ill.

First Lieut. Harold R. Buckley, pilot, Air Service, 95th Squadron. For extraordinary heroism in action near Perle, France, August 10, 1918. Lieut. Buckley was on a patrol protecting a French biplane observation machine, when they were suddenly set upon by six enemy planes. Lieut. Buckley attacked and destroyed the nearest, and the remainder fled into their own territory. He then carried on with his mission until he had escorted the allied plane safely to its own aerodrome. A bronze oak leaf, for extraordinary heroism in action near Neville, France, and Bourcuilles, France, September 16-27, 1918. Lieut. Buckley dived through a violent and heavy anti-aircraft and machine-gun fire and set on fire an enemy balloon that was being lowered to its nest. On the next day, while leading a patrol, he met and sent down in flames an enemy plane while it was engaged in reglage work. Home address, Daniel H. Buckley, father. Federal Street, Agawan, Mass.

Second Lieut. Valentine Burger, observer, Air Service. For extraordinary heroism in action near Hill 560, over the region of the Meuse, France, October 27, 1918. Lieut. Burger, with his pilot, flying at an altitude of less than 15 meters within close range of numerous machine guns and light artillery pieces fired continually on them, staked the American advanced lines and helped silence enemy machine-gun nests, which were holding up the advance of the infantry at this point. Although the plane was riddled with over 300 bullet holes, and the pilot severely wounded, Lieut. Burger gathered valuable and accurate information and assisted his pilot to a safe landing within reach of the post of command and delivered his valuable information. Home address, Miss Katie Krauss, aunt, 135 Christie Street, Leonia, N. J.

Second Lieut. Frank Luke, Jr., deceased, 27th Aero Squadron, Air Service. For extraordinary heroism in action near St. Mihiel, France, September 12 to 15, 1918. Lieut. Luke, by skill, determination, and bravery, and in the face of heavy enemy fire, successfully destroyed eight enemy observation balloons in four days. Next of kin, Frank Luke, father, 2200 West Monroe Street, Phoenix, Ariz.

Second Lieut. Otto E. Benell, S.C. 135th Aero Squadron for extraordinary heroism in action near Thiaucourt, France, September 12, 1918, Lieut. Benell went out on a two-hour counter attack artillery adjustment

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Second Lieut. Otto E. Benell, S.C. 135th Aero Squadron for extraordinary heroism in action near Thiaucourt, France, September 12, 1918, Lieut. Benell went out on a two-hour counter attack artillery adjustment

under adverse weather conditions. Soon after he suffered an accident to his right hand, which made it useless. In spite of this injury, he continued to operate his wireless key with his left hand, directing the fire of the batteries on concentrations behind the enemy lines. Home address: Mrs. Mary Benell (mother) R.F.D. No. 2, P.O. box 111, Fort Collins, Colo.

First Lieut. Lloyd G. Powers, Air Service, United States Army. For repeated acts of extraordinary heroism in action near Gironville and Chatelchesery, France, August 14-29 and October 27, 1918. On August 14 this officer's balloon was attacked by four enemy chase machines and, though urged to jump, he remained at his post and secured information of great value. On August 29 he was attacked by enemy planes using incendiary bullets, but would not leave his post, before his balloon caught fire; he insisted at once upon reascending, although he knew that the enemy was constantly patrolling the air. On October 27, near Chatelchesery, while regulating artillery fire, he was attacked by several enemy planes and his balloon was perforated by incendiary bullets. He remained in the air and carried out his observation. His extreme courage and devotion to duty furnished a splendid example to the officers and men of his command. Home address, G.M. Bowers, father, 1140 South Thirteenth Street, Birmingham, Ala.

First Lieut. W. J. R. Taylor, Air Service, United States Army. For repeated acts of extraordinary heroism in action near Malancourt and Montfaucon, France, September 26 - October 10, 1918. On September 26, while conducting an important observation, Lieut. Taylor was twice attacked by enemy planes. He would not jump from his balloon because of the valuable work he was doing for the Infantry, although he was at all times in danger of losing his life from incendiary bullets. On October 3, near Montfaucon, Lieut. Taylor was attacked, but refused to leave until his balloon caught fire. Again, on October 6, he was attacked and forced down in his parachute. On October 10, while he was conducting an important observation, an enemy patrol hovered over his balloon; he refused to jump until attacked at close quarters. His heroic devotion to duty was an inspiration to the officers and men of his company. Home address, W. R. Taylor, father, 13 Prince Street, Rochester, N. Y.

First Lieut. Paul N. A. Rooney, Air Service, United States Army. For repeated acts of extraordinary heroism, in action near Anstauville and Gernonville, France, July 22, and September 26, 1918. On July 22, near Anstauville, Lieut. Rooney, with Lieut. Ferronbach, was conducting an important observation. At an altitude of 800 meters he was several times attacked by enemy planes but refused to leave his post until his balloon was set afire, and only then after he had seen that his companion had safely jumped. While descending his parachute was almost hit by the falling balloon. He insisted upon returning to his post, and was in the air again as soon as another balloon could be inflated. On September 26, while adjusting artillery fire, his balloon was attacked by three enemy planes (Fokker type). At imminent peril to his life he stuck to his post until one plane dived directly at him. Lieut. Rooney would not leave the basket until his companion, Lieut. Montgomery, had jumped to safety. Home address, Mrs. W.J. Rooney, mother, 14 Paris Street, East Boston, Mass.

First Lieut. Perry H. Aldrich, deceased, Air Service, observer, 135th Aero Squadron. For extraordinary heroism in action near St. Mihiel, France, October 29, 1918. Lieut. Aldrich, observer, with First Lieut. E. C. Landen, volunteered and went on an important mission for the corps commander without the usual protection. Forced to fly at an altitude of 1,000 meters because of poor visibility, soon after crossing the lines they encountered an enemy rumpler plane and forced it to the ground. On returning they attacked another rumpler and drove it off. After completing their mission and seeing an enemy observation tower on lake Lachausee, they reentered enemy territory and fired upon it. Immediately attacked by seven enemy planes (Fokker type). A combat followed in which Lieut. Aldrich was mortally wounded. Next of kin, Rev. Leonard Aldrich, father, Essex Junction, Vt.

Maj. Lewis H. Brereton, pilot, corps observation wing. For extraordinary heroism in action over Thiaucourt, France. Maj. Brereton, together with an observer, voluntarily, and pursuant to a request for special mission, left his

under adverse weather conditions. Soon after he suffered an accident to his right hand, which made it useless. In spite of this injury, he continued to operate his wireless key with his left hand, directing the fire of the batteries on concentrations behind the enemy lines. Home address: Mrs. Mary Benell (mother) R.F.D. No. 2, P.O. box 111, Fort Collins, Colo.

First Lieut. Lloyd G. Powers, Air Service, United States Army. For repeated acts of extraordinary heroism in action near Gironville and Chateichesery, France, August 14-29 and October 27, 1918. On August 14 this officer's balloon was attacked by four enemy chase machines and, though urged to jump, he remained at his post and secured information of great value. On August 29 he was attacked by enemy planes using incendiary bullets, but would not leave his post, before his balloon caught fire; he insisted at once upon reascending, although he knew that the enemy was constantly patrolling the air. On October 27, near Chatelchesery, while regulating artillery fire, he was attacked by several enemy planes and his balloon was perforated by incendiary bullets. He remained in the air and carried out his observation. His extreme courage and devotion to duty furnished a splendid example to the officers and men of his command. Home address, G.M. Bowers, father, 1140 South Thirteenth Street, Birmingham, Ala.

First Lieut. W. J. R. Taylor, Air Service, United States Army. For repeated acts of extraordinary heroism in action near Malancourt and Montfaucon, France, September 26 - October 10, 1918. On September 26, while conducting an important observation, Lieut. Taylor was twice attacked by enemy planes. He would not jump from his balloon because of the valuable work he was doing for the Infantry, although he was at all times in danger of losing his life from incendiary bullets. On October 3, near Montfaucon, Lieut. Taylor was attacked, but refused to leave until his balloon caught fire. Again, on October 6, he was attacked and forced down in his parachute. On October 10, while he was conducting an important observation, an enemy patrol hovered over his balloon; he refused to jump until attacked at close quarters. His heroic devotion to duty was an inspiration to the officers and men of his company. Home address, W. R. Taylor, father, 13 Prince Street, Rochester, N. Y.

First Lieut. Paul N. A. Rooney, Air Service, United States Army. For repeated acts of extraordinary heroism, in action near Anstauville and Germonville, France, July 22, and September 26, 1918. On July 22, near Anstauville, Lieut. Rooney, with Lieut. Ferronbach, was conducting an important observation. At an altitude of 800 meters he was several times attacked by enemy planes but refused to leave his post until his balloon was set afire, and only then after he had seen that his companion had safely jumped. While descending his parachute was almost hit by the falling balloon. He insisted upon returning to his post, and was in the air again as soon as another balloon could be inflated. On September 26, while adjusting artillery fire, his balloon was attacked by three enemy planes (Fokker type). At imminent peril to his life he stuck to his post until one plane dived directly at him. Lieut. Rooney would not leave the basket until his companion, Lieut. Montgomery, had jumped to safety. Home address, Mrs. W.J. Rooney, mother, 14 Paris Street, East Boston, Mass.

First Lieut. Perry H. Aldrich, deceased, Air Service, observer, 135th Aero Squadron. For extraordinary heroism in action near St. Mihiel, France, October 29, 1918. Lieut. Aldrich, observer, with First Lieut. E. C. Landen, volunteered and went on an important mission for the corps commander without the usual protection. Forced to fly at an altitude of 1,000 meters because of poor visibility, soon after crossing the lines they encountered an enemy rumpler plane and forced it to the ground. On returning they attacked another rumpler and drove it off. After completing their mission and seeing an enemy observation tower on lake Lachaussec, they reentered enemy territory and fired upon it. Immediately attacked by seven enemy planes (Fokker type). A combat followed in which Lieut. Aldrich was mortally wounded. Next of kin, Rev. Leonard Aldrich, father, Essex Junction, Vt.

Maj. Lewis H. Brereton, pilot, corps observation wing. For extraordinary heroism in action over Thiaucourt, France. Maj. Brereton, together with an observer, voluntarily and pursuant to a request for special mission, left his

airdrone, crossed the enemy lines over Lironville, and proceeded to Thiaucourt. In spite of poor visibility, which forced them to fly at a very low altitude, and in spite of intense and accurate anti-aircraft fire they maintained their flight along their course and obtained valuable information. Over Thiaucourt they were suddenly attacked by four enemy monoplane Fokkers. Maneuvering his machine so that his observer could obtain a good field of fire, he entered into combat. His observer's guns becoming jammed, he withdrew until the jam was cleared, when he returned to the combat. His observer then becoming wounded, he coolly made a landing within friendly lines, although followed down by the enemy to within 25 meters of the ground. By this act he made himself an inspiration and example to all the members of his command. Home address, Mrs. Lewis H. Brereton, wife, Ontario Apartments, Washington, D. C.

Second Lieut. Walton B. Teneyck, Jr., Air Service, pilot, 96th Aero Squadron. For extraordinary heroism in action near Birquenay, France, October 27, 1918. While engaged on a voluntary bombing mission, Lieut. Teneyck was attacked by seven enemy planes (Fokker type). Although seriously wounded, he maneuvered his plane so skillfully that his observer was able to drive off the enemy planes. In the combat his plane was struck by 25 enemy bullets, some of which exploded the magazines of the observer's guns. In spite of his wounds and the damage to his machine he succeeded in landing safely on a strange field. Home address, Walton B. Teneyck, father, 91 Rodney Street, Brooklyn, N. Y.

Second Lieut. Elmore K. McKay, Air Service, observer, 96th Aero Squadron. For extraordinary heroism in action near Dun-Sur-Meuse, France, October 23, 1918. Lieut. McKay, with First Lieut. Harry O. McDougall, pilot, while on a bombing mission displayed exceptional courage by leaving a comparatively secure position in the center of the formation during a combat with five enemy planes and going to the protection of two other officers whose planes had been disabled and forced out of the formation. While his pilot skillfully maneuvered the machine, Lieut. McKay shot down one of the adversaries and fought off the others, thereby saving the lives of the officers in the disabled American plane. Home address, James D. McKay, father, 817 Eleventh Street, NE., Washington, D. C.

First Lieut. Harry O. McDougall, Air Service, pilot, 96th Aero Squadron. For extraordinary heroism in action near Dun-Sur-Meuse, France, October 23, 1918. Lieut. McDougall, with Second Lieut. Elmer McKay, observer, while on a bombing mission, displayed exceptional courage by leaving a comparatively secure position in the center of the formation during a combat with five enemy planes and going to the protection of two other officers whose planes had been disabled and forced out of the formation. Lieut. McDougall skillfully maneuvered his machine so as to enable Lieut. McKay to shoot down one of the adversaries and fight off the others. Home address, D. C. McDougall, father, 132 South Hayes Street, Pocatello, Idaho.

Lieut. Kingman Douglass, Air Service, pilot 91st Aero Squadron. For extraordinary heroism in action near Longuyon, October 31, 1918. While on a photographic mission Lieut. Douglass encountered a superior number of enemy pursuit planes. Notwithstanding the odds against him, he turned and dived on the hostile formation, destroying one plane and damaging another. He then continued on his mission and returned photographs of great military value. Home address, W. A. Douglass, 317 North Kenilworth Avenue, Oak Park, Ill.

First Lieut. Ora R. McMurry, American Expeditionary Forces, 49th Aero Squadron. For extraordinary heroism in action near Ormagne, France, October 4, 1918. Lieut. McMurry was a member of a patrol of 7 machines which attacked 17 enemy Fokkers. After shooting down one of the enemy, this officer returned to the fight and shot down another. Home address, Mrs. J. C. McMurry, mother, Evansville, Wis.

First Lieut. Lewis C. Plush, Air Service, 49th Aero Squadron. For extraordinary heroism in action near Romagne, France, October 4, 1918. Lieut. Plush was a member of a patrol of 7 machines which attacked 17 enemy Fokkers. After shooting down one of the enemy, this officer returned to the fight and shot down another. Home address, William Plush, father, 440 East Phillips Boulevard, Pomona, Cal.

Capt. Walter R. Lasson, Air Service, observer, 91st Aero Squadron. For repeated acts of extraordinary heroism in action near St. Mihiel, France, July 30 and September 13, 1918. This officer showed rare courage on a reconnaissance far over the enemy lines, when he continued on his mission after being seriously wounded by anti-aircraft fire. On September 13, although he was still convalescing from his wound, he volunteered for a particularly dangerous mission requiring a flight of 75 kilometers within the enemy lines. Because of weather conditions he was forced to fly at a dangerously low altitude and was repeatedly fired on by anti-aircraft and machine guns. He successfully accomplished his mission and returned with important information. Home address, Mrs. W. R. Lasson, wife, Birmingham, Ala.

First Lieut. Harvey Conover, Air Service, pilot, 3d Observation group. Deceased. For extraordinary heroism in action near Consenvoye, France, October 27, 1918. Flying at an altitude of less than 50 meters over enemy artillery and machine guns, which were constantly firing on him, Lieut. Conover and his observer staked the American front lines and gave valuable information and assistance to the advancing infantry. Although suffering from two severe wounds, and with a seriously damaged plane, he delivered a harassing fire, on six enemy machine-gun nests which were checking the advance of the ground troops and successfully drove off the crews of four guns and silenced the other two. He then made a safe landing and forwarded his information to division headquarters before seeking medical aid. Home address, L. P. Conover, father, Hinsdale, Ill.

First Lieut. Benjamin P. Harwood, Field Artillery, Air Service. For extraordinary heroism in action near Chateau-Thierry, France, July 5, 1918. Lieut. Harwood volunteered with another plane to protect a photographic plane. In the course of their mission they were attacked by seven enemy planes (Fokker type). Lieut. Harwood accepted the combat and kept the enemy engaged while the photographic plane completed its mission. His guns jammed and he himself was seriously wounded. After skilfully clearing his guns, with his plane badly damaged, he fought off the hostile planes and enabled the photographic plane to return to our lines with valuable information. Home address, E. N. Harwood, father, Billings, Mont.

First Lieut. Winfred C. MacBrayne, Field Artillery, observer, Air Service. For extraordinary heroism in action near Fismes, France, August 26, 1918. While he was conducting an aerial reconnaissance and general surveillance from his balloon, Lieut. MacBrayne was repeatedly attacked by hostile aeroplanes and continued his mission despite the proximity of strong enemy air patrols against which he had no defense. When an enemy Fokker emerged from low-hanging clouds, firing at the balloon with incendiary bullets, Lieut. MacBrayne remained in the basket until his companion, who was making his first ascension, had safely jumped. He leaped when the balloon was nearer the ground and his parachute opened as he crossed into the woods. Lieut. MacBrayne insisted upon reascending immediately, thereby displaying conspicuous coolness and determination. Home address, Mrs. Marguerite V. MacBrayne, wife, 400 East Merrimac Street, Lowell, Mass.

First Lieut. Leo C. Ferrenbach, Air Service. For extraordinary heroism in action near Ansauville, France, July 22, 1918. Lieut. Ferrenbach, a balloon observer, was conducting an important surveillance of his sector when at an altitude of 800 meters successive attacks were made upon the balloon by enemy planes. This officer refused to leave his post and continued his work with strong enemy patrols hovering above him until one of the hostile machines dived and set fire to the balloon. After he had jumped in his parachute, the burning balloon fell and barely missed him. Lieut. Ferrenbach immediately reascended while enemy patrols were still in the vicinity. Home address, Edward J. Ferrenbach, father, 5441 Bartmer Avenue, St. Louis, Mo.

First Lieut. J. A. Higgs, Air Service. For repeated acts of extraordinary heroism in action near Pont-a-Mousson, France, July 31 and August 21, 1918, near Gesnes, France, October 29, 1918. On July 31, near Pont-a-Mousson, Lieut. Higgs was carrying on a general surveillance of his sector from his balloon with a French soldier, when an enemy plane dived from a cloud and opened

fire on the balloon. In imminent danger he remained in basket until he had helped his French comrade, after whom he himself jumped. On August 21, in the same sector, Lieut. Higgs was performing an important mission regulating artillery fire. Enemy planes attacked, and with great gallantry Lieut. Higgs remained in the basket until his assistant had jumped. On October 29, near Casnes, Lieut. Higgs was conducting a réglage from the basket with a student observer. Attacked by enemy planes, after his balloon was burning, Lieut. Higgs would not quit his post until he had assisted his companion to escape. In each of the foregoing instances, Lieut. Higgs at once reascended in a new balloon. Home address, Mrs. James A. Higgs, wife, Lathrop, Pickens County, Ala.

Second Lieut. Cleveland W. McDermott, Air Service, 147 Aero Squadron. For extraordinary heroism in action near Bantheville, France, October 18, 1918. In starting on a patrol mission Lieut. McDermott was delayed by motor trouble. Unable to overtake the other machines, he continued on alone. Sighting an enemy Fokker, he immediately gave chase, and despite its effort to escape, succeeded in shooting it down. Six Fokkers then suddenly attacked him, and though he was outnumbered and blinded by the sun, he shot down one of them and scattered the others. In the midst of this combat his motor stopped, and he was forced to glide into friendly territory. Home address, John McDermott, father, 209 Jackson Street, Syracuse, N. Y.

First Lieut. Cleo J. Ross, deceased, Air Service, for extraordinary heroism in action near Brabant, France, September 26, 1918. Lieut. Ross was engaged in an important observation, regulating artillery fire, when his balloon was attacked by enemy planes. One of the planes dived from a cloud and fired at the balloon, setting fire to it, and although he could have jumped from the basket at once he refused to leave until his companion, a student observer, had jumped. Lieut. Ross then leaped, but it was too late, for the burning balloon dropped on his parachute. He was dashed to the ground from a height of 300 meters and killed instantly. Next of kin, E. M. Ross, father, Titusville, Pa.

First Lieut. Ralph O'Neill, Air Service, pilot, 147th Aero Squadron, for the following act of extraordinary heroism in action near Fresned, France, July 24, 1918. A bronze oak leaf is awarded to Lieut. O'Neill, to be worn on the distinguished service cross awarded to him October 12, 1918; Lieut. O'Neill, with four other pilots, engaged 12 enemy planes discovered hiding in the sun. Leading the way to an advantageous position by a series of bold and skillful maneuvers, Lieut. O'Neill shot down the leader of the hostile formation. The other German planes then closed in on him, but he climbed to a position of vantage above them and returned to the fight and drove down another plane. In this encounter he not only defeated his opponents in spite of overwhelming odds against him, but also enabled the reconnaissance plane to carry on its work unmolested. Home address, Mrs. R. L. O'Neill, mother, 218 Sonoita Street, Nogales, Ariz.

First Lieut. Robert P. Elliott, Air Service, pilot, 96th Aero Squadron. For extraordinary heroism in action near Olizy, France, October 27, 1918. Lieut. Elliott flew in a formation over the enemy's lines on a bombing expedition. Attacked by a greatly superior number of enemy pursuit planes, his aileron controls soon shot away, Lieut. Elliott continued to pilot his machine and give protection to his comrades. When his observer was seriously wounded, Lieut. Elliott left the formation at great risk to himself, and with a disabled machine made a safe landing. Home address, J. M. Elliott, father, First National Bank, Los Angeles, Cal.

First Lieut. Elmer Pendell, 120th Infantry, Air Service, observer, 168th Aero Squadron. For extraordinary heroism in action November 4, 1918. As observer in D. H. 4 plane. Lieut. Pendell flew an Infantry contact machine over the line of the 7th Division November 4, 1918. Because of exceedingly adverse weather conditions, Lieut. Pendell disregarded the danger of fire from the ground and crossed the lines at 1,000 feet altitude. While thus flying he was wounded in the shoulder by an explosive bullet fired from the ground. Disregarding his wound, he came down to an altitude as low as 500 feet. After securing the desired information he wrote out his message with great effort and dropped it to the division. Home address, George C. Pendell, father, Caribou, Me.

AIR SERVICE CLUBS' ASSOCIATION

At a meeting of the Board of Control of the Air Service Clubs Association held at the Army and Navy Club, Thursday evening, December 26, a monthly magazine, to be known as the "U.S. Air Service", was authorized, and the Editor-in-Chief Captain Earl N. Findley was instructed to arrange for the publication of the first issue on or about February 1st, 1919.

An official Association insignia was selected for use on stationery, and as a badge of membership. It comprises a pair of conventional wings and a propeller similar to the officers' collar insignia, except that the propeller is placed horizontally above the wings, and that the tips of the wings curve upward. Below the wings, and partly covering them, is a shield bearing the letters "A.S.C.A.". The insignia is the design of J.E. Caldwell & Co., of Philadelphia, who will manufacture the badges of the Association exclusively.

Among the committees appointed was one to consider what activities the Association could take up in connection with the preservation and permanent recording of aeronautical achievements. Cols. Arnold, Crabtree and Lt. Col. Castle were appointed on this committee.

A smoker in honor of General Kenly and Col. Arnold and several of the returned officers from over seas, is scheduled to be held at the Army and Navy Club on the evening of Jan. 1, 1919. A brief entertainment of music and moving pictures is planned in addition to the talks of the Pilots who have just gotten back from the front. The committee in charge is Col. Gillmore, Col. Woods, Lt. Col. Castle, Lieut. Benham, and Lt. Butman.

The following officers were present; Col. M.F. Davis, Col. H.H. Arnold, Col. W.E. Gillmore, Col. G. H. Crabtree, Col. A.L. Fuller, Lt. Col. B.F. Castle, Capt. Earl N. Findley, Act. Secy., Lieut. C. H. Butman, Act. Asst. Secretary, Captain Horace Green, and Lieut. R. F. Benham.

FOUR ACES RETURN

Four American pilots have recently returned to this country from overseas, all unofficially rated as "Aces".

Lieut. Col. Wm. Thaw, of Pittsburg, Maj. C. J. Biddle, of Philadelphia, and Captains Edgar Tobin, of San Antonio, and Ray Bridgeman of Lake Forest, Ills. arrived at American ports last week and were granted leave for a few days.

It is understood that three other "Aces", Campbell, Rickenbacker and Meissner were ordered home, but recent reports indicate that Captains Rickenbacker and Meissner went into Germany with their Aero Squadrons.

PHOTO SECTION

During the week the Photographic Branch of the Training Section reported that a mosaic containing 4,200 prints had been completed of Fort Sill. The whole map measures eight by 16 feet. Mosaic maps of Venice were recently received from the Italian Mission.

There were on Dec. 21, a total of 482 cadets attending the photographic schools at Cornell and Rochester.

REPORT OF NAVY CONSTRUCTION

During the fiscal year ended June 30, 1918, the expansion of the Bureau of Construction and Repair kept pace with the general naval expansion incident to the war, says the annual report of the chief of bureau to the Secretary of the Navy.

AIRCRAFT DIVISION

No part of the bureau has expanded more rapidly during the year than the Aircraft Division. In view of the comparatively few engineers in the country with experience in aeronautical design and production, the organization and expansion of the Aircraft Division has been a heavy strain upon the few officers of the Construction Corps with experience along these lines at the time of the outbreak of the war. The bureau has been successful, however, in obtaining for its Aircraft Division a number of experts whose experience in aircraft design and construction dated from the pioneer days of the art.

Satisfactory types of training seaplanes had been developed before the war and their production has been continued without serious difficulty. The rate of production was adequate by the 1st of January, and the flying schools now have a surplus of training seaplanes, with a reserve stock in storage.

While production has been concentrated upon standardized types of seaplanes, much design and development work has been undertaken, the nature of which it is not proper to discuss at this time.

The aircraft activities of the bureau have by no means been restricted to seaplanes. During the past year the use of the kite balloon in connection with vessels has increased, and there has developed a demand for it in our service. Since this type of aircraft had never been developed in this country, a suitable foreign type was imported and copied. This has been put into quantity production, and the supply is now in excess of the demand.

PRODUCTION

At the outbreak of the war but few concerns in this country were engaged in aircraft and motor construction, and there was great difficulty and some delay in obtaining production from the expanded concerns and the new concerns with whom it was necessary to place orders. Through the Aircraft Board certain concerns were designated to work exclusively for the Navy and others to work partly for the Navy, their remaining facilities being devoted to Army work. Attempts were made to encourage these manufacturers in every reasonable way, and their efforts toward production have finally been successful. Delays occurred due to various causes, such as lack of plans, difficulties in obtaining material, and difficulties of organization and operation of the aircraft companies themselves, which could hardly be avoided when undertaking large expansions under the conditions existing during the year.

In June, 1917, in view of the fact that the aircraft manufacturing capacity of the United States was not sufficient to take care of the country's needs, the idea of a naval aircraft factory came into being. After preliminary investigation and recommendation of the bureau, the Secretary of the Navy on July 27, 1917, authorized the construction of the naval aircraft factory in the navy yard, Philadelphia to be under the general direction of the commandant of the navy yard, but to be operated independently of existing yard departments.

On March 27, 1918, the first factory-built boat was successfully flown, and early in June, 1918, the full capacity of the original factory was reached. At this time it employed about 2,000 men and women. The authorized expansions are now practically completed, multiplying the capacity of the factory about four times, and the number of employees, when working at full capacity, will be about 5,000.

AIR SERVICE IN SANTA ROSE

Some sixty wounded soldiers stationed in Washington were made happy on Christmas by the donations of the officers and employees of the D.M.A. and the B.A.F. amounting to \$210.68.

Christmas morning an Army truck laden with sixty well-stuffed Christmas stockings, and packages of tobacco, books, fruit, candy, note paper and a dozen other things, as well as twenty-five out of town, and more or less lonesome girls drew up at Wards 1, 2, 3 & 4 at Walter Reed Hospital, and Christmas for the boys confined to their cots began in earnest.

This little Christmas party was made possible by the activities of Mrs. E. R. Boughton, of the Finance Branch of the D.M.A., mother of Capt. W.E. Boughton of Camp McClellan, Mrs. Boughton herself collected the money, and it is interesting to know that while she only asked for nickels, quarters, halves and even dollars were donated by the Air Service for use in this worthy project.

Major David McK. Peterson, A.S., A, Junior Military Aviator, and formerly of the 94th Aero Squadron, with a fine record behind him in the Lafayette Escadrille, is one of the most recent Officers to join the Air Service Clubs' Association. Returning from overseas in November, Major Peterson was detailed in the Training Branch of the D.M.A. and was recently transferred to Dorr Field, as Officer in Charge of Flying. Maj. Peterson's home is in Honesdale, Pa. He has received the American Distinguished Cross and an Oak Leaf, and some French decorations for his service overseas.

D.M.A. BOARD ON PEACE TIMES ORGANIZATION

The Board appointed by the Director of Military Aeronautics to work out a Peace Times Organization for the Air Service has announced its personnel and the functions of its Sub-Boards to be as follows:

BOARD OF ORGANIZATION

Colonel C. G. Edgar, Colonel F. R. Kenney, Colonel A. Woods, Major E. Hubert Litchfield, Recorder.

Operating under this Board are the following Sub-Boards:

DEMOBILIZATION OF THE DIVISION OF MILITARY AERONAUTICS

Lt. Colonel George B. Hunter, Chairman, Lt. Colonel Rush B. Lincoln, Major Walter George Rogers.

AIR SERVICE OPERATIONS IN PEACE TIMES

Colonel William E. Gillmore, Chairman, Colonel Gerald C. Brant, Lt. Colonel Thomas Duncan, Lt. Colonel Barton K. Yount, Lt. Colonel Ira Longanecker, Lt. Colonel Benjamin F. Castle, Captain John W. Davis.

MUSTERING OUT

Major E. Hubert Litchfield, Chairman, Lt. J. J. O'Brien.

COMMITTEE ON TRAINING

Colonel Milton F. Davis, Chairman, Lt. Colonel John Armstrong Drexel, Lt. Colonel Seth W. Cook, Major William A. Robertson, Professor Edward L. Thorndike.

INVENTION AND RESEARCH

Captain Adelbert Ames, Jr., Chairman, Captain Robert R. McMath, Professor Wallace C. Sabine.

SUPPLY

Lt. Col. Thomas G. Gallagher, Chairman, Lt. Col. Harold Bennington, Maj. C. S. Benton, Maj. Walter G. Rogers, Maj. Eugene E. Deacon, Maj. Harold R. Eyrich, Capt. David R. Wheeler.

DEMOBILIZATION

The Officer in Charge of Demobilization, announces recently that reports from all Air Service activities show the following preferences on the part of the personnel, both commissioned and enlisted:

- One-eighth, request complete separation from the Service.
- Three-eighths request to enter the Regular Army.
- One-half request to enter the Reserve Corps.

AIR SERVICE DETACHMENTS ORDERED HOME

Fourteen Air Service units of different branches of the service have been assigned early convoy back to the United States, according to a statement issued by the War Department on December 26.

The 19th, 30th, 23d, 20th, 36th, 35th and 45th Balloon Companies are listed to sail for the United States shortly.

Aero Squadrons, number 19, 1099, 466, 480, 481, and 493 have received their embarkation orders. The 6th company of the 2d Air Service Mechanics regiment has also received its convoy assignment.

AVIATORS KILLED IN ACTION

According to a recent communication from overseas, signed by Lt. Col. G. W. DeArmond, Chief of Air Personnel, 150 American Aviators lost their lives in action in 1918.

The list includes some forty more names than the number reported in the total fatalities shown on another page of this issue, but a number of the officers were detailed with the British, French, and Italian Air Forces. According to the dates, Capt. James Ely Miller, of the 95th Squadron was the first aviator of the American Air Forces proper, to die in action; he fell on March 9th, 1918.

AERONAUTICAL SHOW SOON

According to a statement from the State Department, on December 20, President Wilson authorized by wireless the revocation of his proclamation prohibiting private aeroplane exhibitions in the United States and its possessions during the war, issued on Jan. 1, 1918.

Probably the first exhibition to be scheduled since the issuance of this statement, is the international aeronautical exposition to be held at Madison Square Garden, New York from February 27 to March 6, 1919. The exposition will be controlled by the Manufacturers' Aircraft Association, an organization composed of most of the plane and engine manufacturers in the United States.

DINNER TO COLONEL DEEDS

Col. E. A. Deeds, formerly of the Aircraft Production Board and the Bureau of Aircraft Production was tendered a complimentary dinner by his friends in the Air Service and a number of civilians in touch with aircraft production, on December 20. The remarks of the speakers echoed vocally the rising vote of thanks extended to Colonel Deeds by the assembly for his activities as an official charged with aircraft production.

He was presented with a beautifully illuminated testimonial, drawn by Felix Mahoney the Washington Artist, expressing the confidence of the signers in the official integrity of Colonel Deeds. Among those present were; Asst. Secretary of War Crowell, General Squier, Colonel Waldon, Admiral Taylor, Lt. Col. Horner, Lieut. Ermond, General Cormack British Air Board, and representatives of the other Allied Air Forces, Dr. Walcott, and Orville Wright and Mr. Potter were also present.

AIR SERVICE CLUB MEMBERSHIP

The total membership of the A.S.C.A. now numbers 1125, Colonel. H. H. Arnold being one of the last to join. Colonel Arnold, who was Assistant Director of Military Aeronautics, until he was sent over seas, is a member of the Board of Control of the Association.

The benefits of the Association are numerous. Surely all men who have been pioneers in the development of the Air Service of the United States Army in the First Aerial War, will always want to keep in touch with the progress of aviation even after they return to civil life. Through this organization, its publications and social meetings, this can best be accomplished.

You will have a voice in the future of American Aviation, for the Association is bound to be recognized as official, authoritative and as a last court of judgment on matters of the air.

